City Council Chambers, 311 Vernon Street roseville.ca.gov

The City of Roseville welcomes your participation.

Meeting Schedule: Regular meetings of the Planning Commission are held on the second and fourth Thursday of the month at 6:30 p.m.

Public Comment: Speakers have three (3) minutes under Public Comment to address the Chair of the meeting on issues that are not listed on the agenda and are within the City's jurisdiction. Please submit a speaker card to the Secretary before the item is heard if you wish to make a comment.

Brown Act: The Planning Commission cannot discuss or act on items not listed on the agenda.

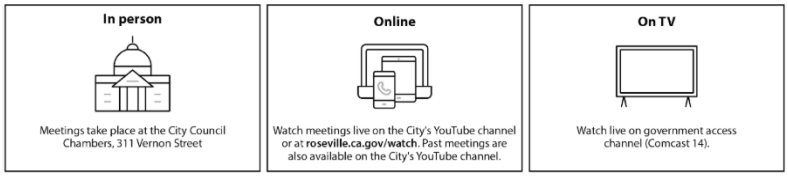
Agenda Items: Speakers have five (5) minutes to address items that are listed on the agenda.

Audio/Visual Presentations: If making a presentation regarding an agenda item, audio/visual materials must be submitted to the Secretary for consideration at least 72 hours in advance.

Americans with Disabilities Act: If special assistance is required to participate in a meeting including the need of auxiliary aids or services, please notify the City Clerk at least 72 hours in advance of the meeting.
City Clerk 311 Vernon Street cityclerkroseville@roseville.ca.us 916-774-5263 TDD: 916-774-5220

Security Measures: All Roseville meeting attendees must successfully pass through a security metal detector. Any person with a prohibited item will not be allowed entry. Prohibited items include but are not limited to firearms (even with valid CCW), knives, pepper spray/mace, explosives of any kind/any weapons and/or dangerous devices of any kind, illegal drugs, and alcohol. (City Council Only)

Viewing Options: The City of Roseville provides three options for viewing meetings:



Clifford Haggenjos, Jr., Chair
Bruce Hagler, Commissioner
Ed Kriz, Commissioner
Einar Maisch, Commissioner
John Prior, Commissioner
Jason Probst, Commissioner
Kim Ryan Unidad, Commissioner
Lupe Nelson, Secretary
Lauren Hocker, Liaison

AGENDA

Planning Commission Meeting
August 13, 2026
6:30 PM
City Council Chambers, 311 Vernon Street

I. CALL TO ORDER

II. ROLL CALL

III. PLEDGE OF ALLEGIANCE

IV. PUBLIC COMMENTS

V. CONSENT CALENDAR

Items appearing on the Consent Calendar are considered routine and may be approved by one motion of the Planning Commission. Any person may request an item be removed from the Consent Calendar for further discussion.

1. Minutes of June 11, 2026

VI. REQUESTS/PRESENTATIONS

1. Sierra Vista Specific Plan Parcel JM-41 & West Roseville Specific Plan Parcel W-20 – Sierra View Shopping Center, 1875 Pleasant Grove Bl, File # PL25-0496 (DEVELOPMENT SERVICES DEPARTMENT)

Request: The applicant requests approval of a Conditional Use Permit to allow a fueling station and two drive-through restaurants adjacent to a residential parcel. The application also includes a Design Review Permit to allow construction of a 14.5-acre commercial shopping center with retail and restaurant uses, along with associated access, parking, lighting, and landscape improvements. The proposed combined building area is approximately 58,000 square feet. A Tentative Subdivision Map is also requested to reconfigure parcels consistent with the site plan.

Applicant: Warberg Partners, Inc.
Owner: SVC1 LLC

CONTACT: Eric Singer 916-774-5536 ejsinger@roseville.ca.us

The Planning Commission will consider the recommendation to:

1. Consider the Addendum to the Sierra Vista Specific Plan Environmental Impact Report;
2. Adopt the three (3) findings of fact and approve the Conditional Use Permit subject to four (4) conditions of approval;
3. Adopt the four (4) findings of fact and approve the Design Review Permit subject to ninety (90) conditions of approval; and
4. Adopt the three (3) findings of fact and approve the Tentative Subdivision Map subject to forty-four (44) conditions of approval.

VII. STAFF/COMMISSIONER REPORTS

1. Election of the Planning Commission Chair

2. Election of the Planning Commission Vice Chair

3. Election of the Design Committee Chair

4. Election of Design Committee Alternate

VIII. ADJOURNMENT

Planning Commission Communication

Meeting Date: 8/13/2026
Item #: V.1
Item ID: 2026-682

Title: Minutes of June 11, 2026
Contact: Lupe Nelson 916-774-5281 lnelson@roseville.ca.us

REQUEST
Approve the Minutes of June 11, 2026.

RECOMMENDATION
The Planning Division recommends that the Planning Commission take the following actions:

1. Approve the Minutes of June 11, 2026.

Respectfully Submitted,
Lupe Nelson, Administrative Assistant

Lauren Hocker, Planning Manager

ATTACHMENTS:
1. Draft Minutes

REVIEWERS:
Lupe Nelson, Development Services Department Created -

Clifford Haggenjos, Jr., Chair
Erich Brashears, Commissioner
Bruce Hagler, Commissioner
Ed Kriz, Commissioner
Einar Maisch, Commissioner
John Prior, Commissioner
Kim Ryan Unidad, Commissioner
Lupe Nelson, Secretary
Lauren Hocker, Liaison

Draft Minutes
Planning Commission Meeting
June 11, 2026
6:30 PM
Roseville Electric Building, 116 S. Grant Street, 1st Floor

I. CALL TO ORDER

Chair Haggenjos called the meeting to order at 6:00 p.m.

II. ROLL CALL

Present: Hagler, Kriz, Maisch, Prior, Unidad, Brashears, Haggenjos
Absent: None

III. PLEDGE OF ALLEGIANCE

Chair Haggenjos led those in attendance in the Pledge of Allegiance.

IV. PUBLIC COMMENTS

Chair Haggenjos opened the Public Comment period. Hearing none, Chair Haggenjos closed the Public Comment period.

V. CONSENT CALENDAR

1. Minutes of May 28, 2026

Motion by Commission Prior, seconded by Vice Chair Brashears, to approve the Consent Calendar.

Roll call vote:
Ayes: Prior Hagler, Unidad, Maisch, Brashears, Haggenjos
Noes: None
Abstain: Kriz

The Motion passed.

VI. REQUESTS/PRESENTATIONS

1. Sierra Vista Specific Plan Parcel KT-43 -AT&T Telecommunications Facility, 5750 Baseline Road, File# PL25-0335 *(This item was continued from the May* 28, 2026, *Planning Commission Meeting.)*

Request: The applicant requests approval of a Conditional Use Permit to allow construction of a new cellular transmission facility consisting of a 75-foot-tall monopole, equipment cabinet, generator, and associated equipment within a 30'x 30' lease area in an existing self-storage facility currently under construction.

Commissioner Hagler recused himself due to a potential financial conflict of interest related to his investments and Commissioner Prior recused himself due to a potential financial conflict of interest related to his employment.

Associate Planner, Eric Singer, presented the staff report.

Chair Haggenjos opened the Public Hearing and invited comments from the applicant and/or audience.

Applicant, Mark Lobaugh, Epic Wireless Group, LLC, stated he had received a copy of the staff report and was in agreement with staff's recommendation.

Commissioner Discussion

- A Commissioner asked why only one (1) tower was being constructed when the need for coverage appears to be greater. The applicant responded that it is difficult to identify suitable locations in the area and that additional towers may be constructed in the future as development occurs.
- A Commissioner asked whether additional collocation arrays would go above or below the proposed arrays, whether that would result in a bigger visual clump of the arrays, and whether that would require additional City approval processes. The applicant responded that the proposed height was intended to remain consistent with the City's zoning ordinance. Staff added that a future co-location on the tower would not necessarily require a new or modified Conditional Use Permit. There are regulations allowing a certain amount of height increase without a public hearing, and that there is also room on the proposed tower for carriers to place antenna arrays below the proposed array, which are typically placed approximately 10 – 15 feet below the top-most array.

Commissioner Haggenjos opened the public comment.

Kate Rosenlieb spoke in support of the project. She stated:

- The need is great and cell service in west Roseville is terrible.
- There are not enough cell sites in the area, and the most recent tower did not help as much as was promised.

- Ms. Rosenlieb stated she has a booster on her house and it doesn't help enough.
- There aren't enough places that towers can go and the City could have done a better job planning for cell sites.

Chair Haggenjos closed the public comment period.

Commissioner Discussion

- A Commissioner thanked Ms. Rosenlieb for the detailed material she provided.
- A Commissioner asked about cellular service in the area. Staff responded that the City does not plan for cellular service coverage. However, the City's IT Department works with carriers to identify potential tower locations. Staff also stated that as commercial properties develop, additional opportunities for tower placement may become available.

Chair Haggenjos closed the Public Hearing.

A Motion by Commissioner Maisch, seconded by Commissioner Unidad to:

1. Adopt the AT&T Telecommunications Facility Initial Study and Negative Declaration;
2. Adopt the three (3) findings of fact and approve the Conditional Use Permit subject to five (5) conditions of approval.

Roll call vote:
Ayes: Unidad, Brashears, Maisch, Kriz, Haggenjos
Noes: None

The Motion passed.

Commissioner Hagler and Commissioner Prior returned to the dais.

VII. STAFF/COMMISSIONER REPORTS

Staff Report

- The Planning Commission scheduled for July 9, 2026, is canceled.
- There may be a Planning Commission meeting on July 23, 2026.
- At the next Planning Commission meeting a Planning Commissioner Chair and Vice Chair and a Design Committee Chair and Alternate will be elected. Also, the newest member of the Planning Committee will be introduced.
- Staff expressed their appreciation to outgoing Commissioner Brashears for his service to the City of Roseville over the past 9-1/2 years.

Commissioners' Reports

- A Commissioner asked where the next Planning Commission meeting would be held. Staff responded that the location has not yet been determined and stated that the Commission

will be informed as soon as it is confirmed.

- Commissioners expressed their appreciation to Commissioner Brashears for his years of service to the City of Roseville and for his mentorship of incoming Commissioners.

VIII. ADJOURNMENT

Motion by Vice Chair Brashears, seconded by Commissioner Prior, to adjourn the meeting. The Motion passed unanimously at 7:06 p.m. with a voice vote.

Planning Commission Communication

Meeting Date: 8/13/2026
Item #: VI.1
Item ID: 2026-683

Title: Sierra Vista Specific Plan Parcel JM-41 & West Roseville Specific Plan Parcel W-20 – Sierra View Shopping Center, 1875 Pleasant Grove Bl, File # PL25-0496

Contact: Eric Singer 916-774-5536 ejsinger@roseville.ca.us

REQUEST

The applicant requests approval of a Conditional Use Permit to allow a fueling station and two drive-through restaurants adjacent to a residential parcel. The application also includes a Design Review Permit to allow construction of a 14.5-acre commercial shopping center with retail and restaurant uses, along with associated access, parking, lighting, and landscape improvements. The proposed combined building area is approximately 58,000 square feet. A Tentative Subdivision Map is also requested to reconfigure parcels consistent with the site plan.

Applicant: Warberg Partners, Inc.
Owner: SVC1 LLC

RECOMMENDATION

The Planning Division recommends that the Planning Commission take the following actions:

1. Consider the Addendum to the Sierra Vista Specific Plan Environmental Impact Report;
2. Adopt the three (3) findings of fact and approve the Conditional Use Permit subject to four (4) conditions of approval;
3. Adopt the four (4) findings of fact and approve the Design Review Permit subject to ninety (90) conditions of approval; and
4. Adopt the three (3) findings of fact and approve the Tentative Subdivision Map subject to forty-four (44) conditions of approval.

Respectfully Submitted,
Eric Singer, Associate Planner

Lauren Hocker, Planning Manager

ATTACHMENTS:

1. Staff Report
2. Attachment 1 HRA
3. Attachment 2 Noise Study
4. Attachment 3 Access Study
5. Attachment 4 Public Comment
6. Exhibit A EIR Addendum
7. Exhibit B Project Plans
8. Exhibit C Tentative Map

9. Exhibit D Elevations
10. Exhibit E Project Description
11. Exhibit F Coffee Shack IS-MND

REVIEWERS:
Lupe Nelson, Development Services Department Created -

CITY OF ROSEVILLE CALIFORNIA

Planning Division Staff Report
Planning Commission Meeting August 13, 2026
Prepared by: Eric Singer, Associate Planner

ITEM 6.1: CONDITIONAL USE PERMIT, DESIGN REVIEW PERMIT, AND TENTATIVE SUBDIVISION MAP – 1875 PLEASANT GROVE BLVD – SVSP PCL JM-41 AND WRSP PCL W-20 SIERRA VIEW SHOPPING CENTER – PL25-0496

REQUEST

The applicant requests approval of a Conditional Use Permit to allow a fueling station and two drive-through restaurants adjacent to a residential parcel. The application also includes a Design Review Permit to allow construction of a 14.5-acre commercial shopping center with retail and restaurant uses, along with associated access, parking, lighting, and landscape improvements. The proposed combined building area is approximately 58,000 square feet. A Tentative Subdivision Map is also requested to reconfigure parcels consistent with the site plan.

Applicant – Warberg Partners, Inc.
Owner – SVC1 LLC

SUMMARY RECOMMENDATION

The Planning Division recommends that the Planning Commission take the following actions:

1. Consider the Addendum to the Sierra Vista Specific Plan Environmental Impact Report;
2. Adopt the three (3) findings of fact and approve the Conditional Use Permit subject to four (4) conditions of approval;
3. Adopt the four (4) findings of fact and approve the Design Review Permit subject to ninety (90) conditions of approval; and
4. Adopt the three (3) findings of fact and approve the Tentative Subdivision Map subject to forty-four (44) conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

There are no outstanding issues associated with this request. The applicant has reviewed and is in agreement with the recommended conditions of approval.

BACKGROUND

The Sierra Vista Specific Plan (SVSP) was adopted by the City Council on May 5, 2010 and includes 2,064 acres west of Fiddyment Road, north of Baseline Road. The SVSP established the land use and zoning for properties within the plan area. The Specific Plan includes 8,679 single and multi-family units, 259 acres of commercial, 106 acres of park, 304 acres of open space, 56 acres for schools and 40 acres of urban reserve. At build out, the Plan area is expected to accommodate approximately 20,045 residents and provide 9,000 jobs.

The project site is identified as eleven parcels labeled JM-41 within the SVSP, with one additional parcel identified as W-20 within the West Roseville Specific Plan (WRSP), located at the southwest corner of Pleasant Grove Boulevard and Fiddyment Road. The SVSP identifies this corner as a commercial site to be developed with large format commercial uses as shown in figure B-31 of the SVSP. The conceptual plan provides an initial concept design for a commercial center with up to 250,000 square feet of development.

On March 17, 2021, the City Council approved a General Plan Amendment, Specific Plan Amendment, Rezone, Development Agreement Amendment, Conditional Use Permit, and Design Review Permit (File #PL20-0142) to rezone parcel W-20 in the WRSP from Low-Density Residential (LDR) to Community Commercial (CC) and allow for construction of a coffee kiosk with outdoor seating and a drive-through lane. The Rezone included a Special Area Overlay, to ensure that only uses considered compatible with adjacent residential land uses would be permitted or conditionally permitted. That project was never constructed.

On August 3, 2022, the City Council approved a General Plan Amendment, Specific Plan Amendment, Rezone, and Tentative Subdivision Map (File #PL21-0368) to adjust the boundary between High Density Residential (HDR) parcel JM-30 and Community Commercial (CC) parcel JM-41, converting 0.44 net acres from HDR land use to CC land use. The zoning designation was also modified to reflect the land use changes. The Tentative Subdivision Map created 12 total parcels, which divided large lot parcel JM-41 into 11 commercial parcels and reconfigured parcel JM-30 to align with the proposed land use changes. The land use adjustment also connected the commercial site with adjacent West Roseville Specific Plan (WRSP) parcel W-20. Effectively, the land use boundary adjustment allowed parcels JM-41 and W-20 to function as one commercial center.

On November 19, 2025, the Planning Manager approved an Objective Design Standards application (File #PL25-0280) for an affordable housing project on parcel JM-30, consisting of 192 units across eight three-story buildings with associated parking and site improvements. The approved multi-family housing is directly adjacent to the west of the subject site.

Proposed Project

The applicant requests a Conditional Use Permit, Design Review Permit, and Tentative Subdivision Map to reconfigure the existing twelve parcels into eight parcels and allow construction of a seven-building commercial shopping center with retail and restaurant uses totaling approximately 58,000 square feet, along with associated access, parking, lighting, and landscape improvements. The reconfigured parcels are sized to accommodate each of the seven buildings with their corresponding parking areas. No development is proposed on the eighth parcel (approximately 3 acres in size) on the site's south end. Specific tenants are unknown at this time.

The project proposes seven freestanding, single-story buildings facing the Fiddyment Rd and Pleasant Grove Blvd frontages, along with parking, landscaping, and lighting. The project includes three retail buildings (Buildings 2, 4, and 7) totaling approximately 43,759 square feet. The primary retail building is proposed as an approximately 23,272 square foot anchor grocery store (Building 7). Three restaurant with drive-through pad buildings are proposed (Buildings 1,3, and 6), totaling approximately 9,751 square feet. Building 1, located primarily on Parcel W-20, is proposed specifically as a coffee shop use, consistent with the prior approval for that parcel in File #PL20-0142.

A fueling station (Building 5) is proposed on the east side of the site fronting Fiddyment Rd, featuring four (4) fuel dispensers with eight (8) total pumps under a covered canopy, with an approximately 4,700 square foot associated retail building.

Figure 1: Project Location



SITE INFORMATION

Location: 1875 Pleasant Grove Boulevard

Total Size: 14.5 acres

Topography and Setting: The project is an undeveloped property in an urbanized setting. The site includes frontage on Pleasant Grove Blvd and Fiddyment Rd, which are arterial roadways, and Upland Drive, which is a modified collector roadway. The site is generally flat and is surrounded by low-density single-family residential uses to the north and south, multi-family residential to the west, commercial uses to the east and northeast, and open space to the east.

EVALUATION: CONDITIONAL USE PERMIT

Section 19.12.020 of the City of Roseville Zoning Ordinance requires a Conditional Use Permit (CUP) for drive-through establishments and fueling stations in the Community Commercial zoning designation, when located contiguous to properties with a residential zoning designation. Section 19.78.060 of the City of Roseville Zoning Ordinance requires that three findings be made in order to approve or conditionally approve a Conditional Use Permit. The three findings are listed below in ***italicized, bold*** text and are followed by an evaluation of the project in relation to each finding.

1. The proposed use or development is consistent with the City of Roseville General Plan and any applicable Specific Plan.

The land use designation for the subject property is Community Commercial (CC). The purpose of the CC land use is to provide a broad range of goods and services to a large service area. Primary uses within the CC include "retail stores and businesses selling a full range of goods and services." The General Plan relies on the Zoning Ordinance to determine the appropriate location and design of drive-through and fueling station uses adjacent to residential property through the CUP process. As discussed below, the proposed uses are consistent with the zoning designation; therefore, the proposed uses are consistent with the General Plan and SVSP.

2. The proposed use or development conforms with all applicable standards and requirements of the Zoning Ordinance.

The Zoning Ordinance does not contain development standards specific to drive-through restaurants or fueling stations but does contain standards for building height and required parking spaces. The Zoning Ordinance establishes off-street parking requirements for an eating establishment with a drive-through and fueling station with a neighborhood commercial component. Based on the Zoning Ordinance, the parking requirement for an eating establishment with a drive-through is one (1) space per 100 square feet of area. The parking requirement for a fueling station is one (1) space per 300 square feet of commercial sales area (minimum 5 spaces). Based on the parking requirement, a total of 114 parking spaces for the drive-throughs and fueling station are required. The proposed project has a total of 327 parking spaces, with 117 spaces specifically dedicated to the drive-through and fueling station uses. A detailed breakdown of each use and their respective parking requirement is discussed in the Design Review Permit evaluation as well as in the project description provided by the applicant (seen as Exhibit E). Additionally, the average height of the drive-throughs and fueling station is around 20 feet, which is less than the 50 foot height limit in the CC zoning designation. Based on the parking requirement and the proposed parking count for each use, as well as the proposed heights of the buildings, the drive-through and fueling station uses comply with all applicable standards and requirements of the Zoning Ordinance.

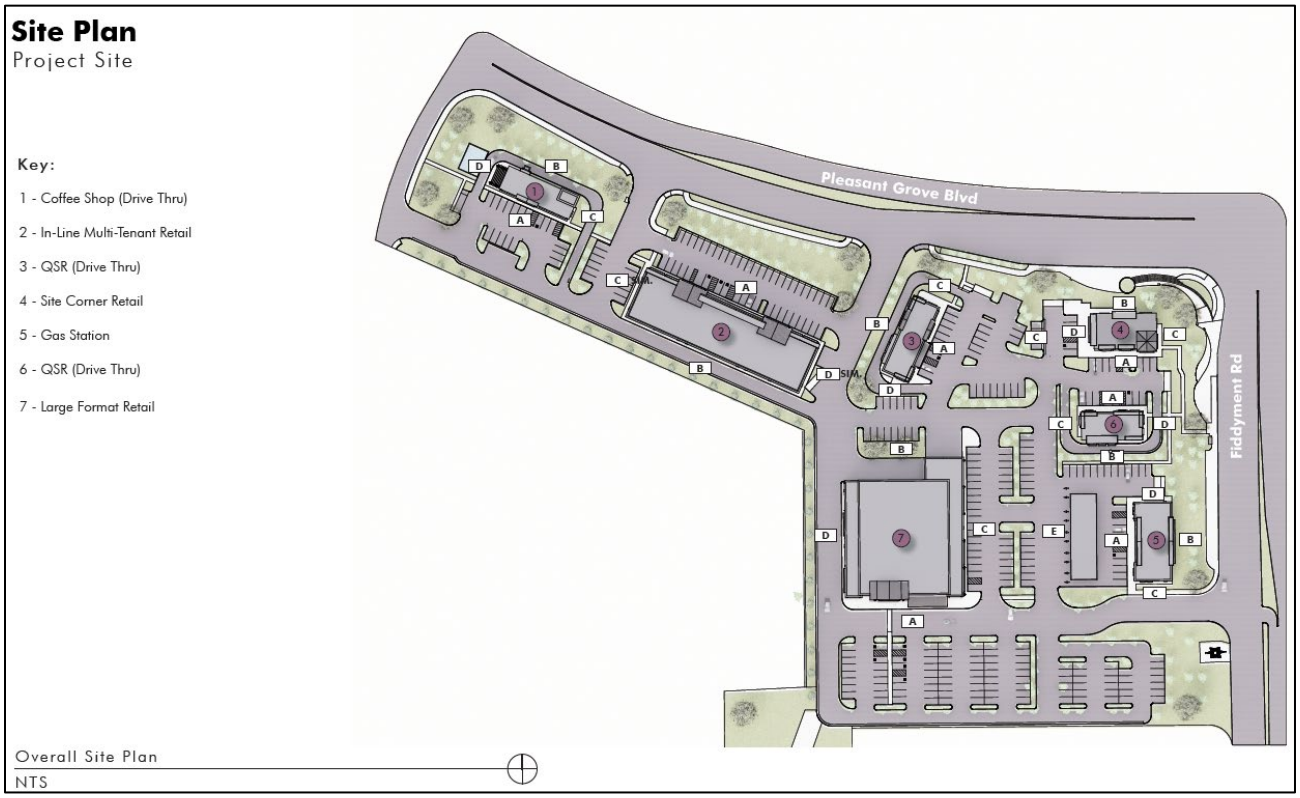
3. The location, size, design, and operating characteristics of the use or development is compatible with and shall not adversely affect or be materially detrimental to the health, safety, or welfare of persons residing or working in the area, or be detrimental or injurious to public or private property or improvements.

As discussed above, the adjacent parcel JM-30 to the west has been approved with a high-density multi-family residential project, and the site is surrounded to the north and south by existing low-density single-family residential uses. Therefore, special consideration was given to the layout of the proposed drive-through and fueling station locations to ensure both existing and future residents were respected. The proposed project locates the drive-throughs and fueling station farthest away from existing single-family residential uses, except for Building 1, located on the corner of Pleasant Grove Blvd and Upland.

Buildings 1 and 3 (the drive-throughs) are adjacent to Pleasant Grove Blvd, and Buildings 6 (drive-through) and Building 5 (the fueling station) are adjacent to Fiddyment Rd. As proposed, Buildings 3 and 6 are more than 200 feet away from the existing residents to the north, and Building 5 is located more than 500 feet away from the existing residents to the north and more than 300 feet away from the existing residents to the south. Building 1, on the corner of Pleasant Grove Blvd and Upland Dr, is more than 150 feet from the existing residents to the west and north, and 110 feet from the approved JM-30 multi-family residential site to the south. The proposed anchor grocery store and inline multi-

tenant retail building (Buildings 2 and 7) are located between the other two drive-through uses and fueling station use and the approved JM-30 multi-family residential site.

Figure 2: Proposed Building Locations

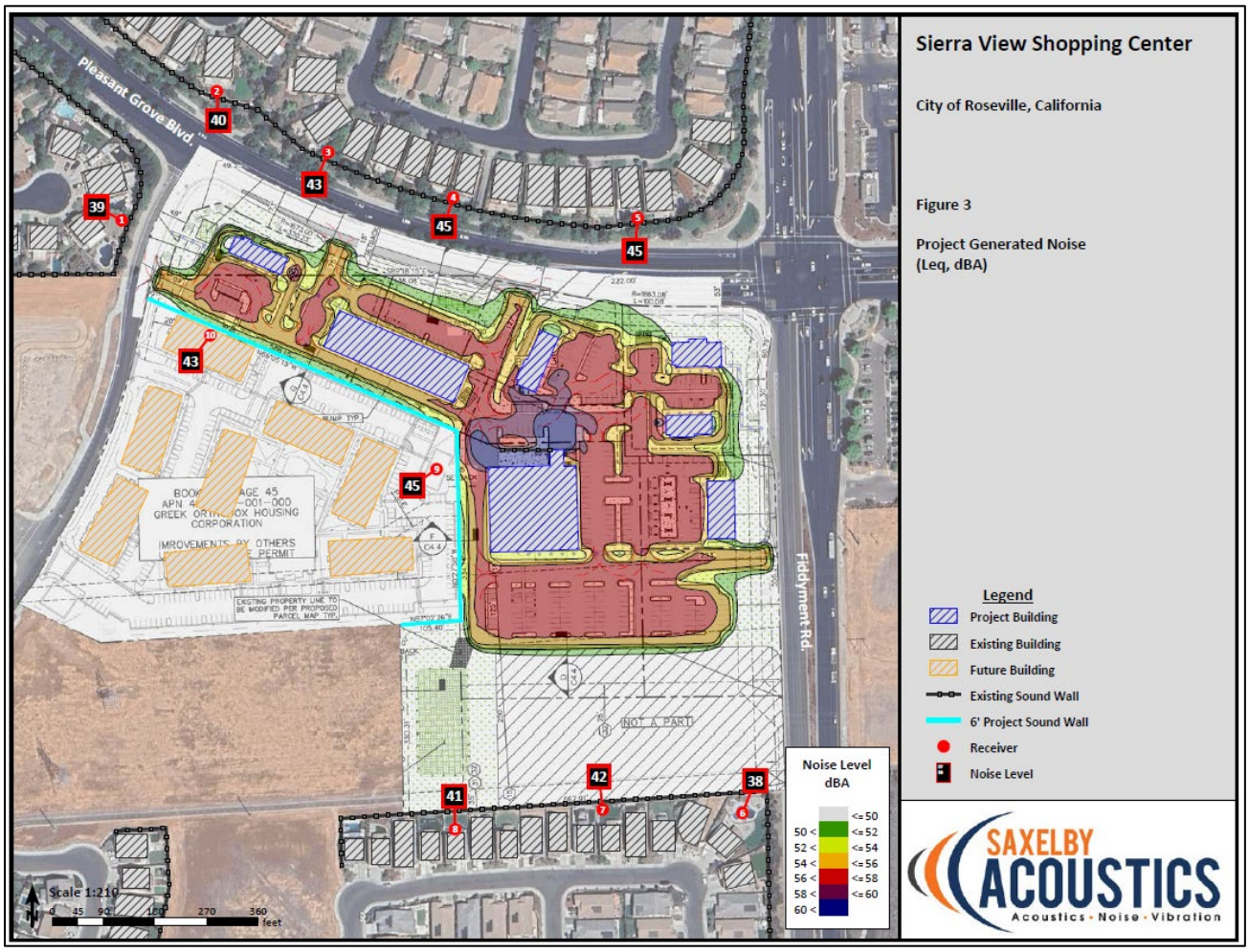


As part of the review process, a Health Risk Assessment (Attachment 1) and Noise Study (Attachment 2) were completed for the project. The Health Risk Assessment (HRA), completed by Raney Planning & Management and dated June 2026, assessed the potential for long-term operations from the proposed gasoline dispensing facility. The consultant surveyed the surrounding properties and found the closest existing sensitive receptor to the fueling station to be approximately 500 feet across Pleasant Grove Blvd to the north. They also determined that Rex Fortune Elementary School and Coyote Ridge Elementary School are approximately 2,000 feet (0.38 miles) to the southwest and southeast of the project site, respectively. Based on their analysis of the project and the existing sensitive receptors, they determined the increased cancer risk, non-cancer chronic hazard indices, and acute hazard indices for the exposed individual residents, off-site workers, and future non-gas station project workers would be below their respective thresholds. Long-term operation of the proposed fueling station would not result in a significant impact related to the exposure of sensitive receptors to substantial toxic air contaminants (TACs) concentrations.

The noise study, completed by Saxelby Acoustics and dated June 23, 2026, assessed the potential noise impacts associated with the project in relation to the sensitive receptors within close proximity to the project site. Based on their analysis, the primary noise sources associated with the project were identified as delivery truck loading dock activities, on-site vehicle circulation, restaurant drive-through operations, rooftop mechanical equipment (HVAC), and trash compactor operation (see Figure 3). The noise study also factored in the proposed 6-foot masonry soundwall to be constructed on the property line between the future multi-family development to the west and the project site. As proposed, the loading dock and the delivery truck activities are anticipated to generate normal noise levels that would not exceed the City's noise level standards. Like the loading dock, the report

analyzed the impacts associated with the future drive-through users in Buildings 1, 3, and 6 and amplified drive-through speaker menu boards. It was determined based on location and business operations that the noise levels associated with the drive-through users would comply with the City's noise standards. In summary, the results of the report found the project noise levels associated with the operations of the project will comply with the City's General Plan noise levels. Staff has also recommended Condition of Approval #3 that states on-site operations associated with delivery trucks shall be limited to daytime hours only (i.e., 7:00 am to 10:00 pm).

Figure 3: Noise Study Site Plan



Given the fact that the drive through users are unknown at this time, there could be operational conditions that are needed to further mitigate the impacts of the drive through use on adjacent residential properties. Condition of Approval #2 of the CUP requires modifications to the operations be approved with a Conditional Use Permit Modification, which will ensure any future user is compatible with and will not adversely affect the surrounding uses. Based on the analysis above the proposed project will not adversely affect or be materially detrimental to the health, safety, or welfare of persons residing or working in the area, or be detrimental or injurious to public or private property or improvements.

EVALUATION – DESIGN REVIEW PERMIT

The evaluation of the Design Review Permit has been based on the applicable development and design standards within the City's Zoning Ordinance, the SVSP, and the City's Community Design Guidelines (CDG). Section 19.78.060(B) of the City of Roseville Zoning Ordinance requires four findings of fact be made in order to approve a Design Review Permit. The four findings for approval of the Design Review Permit are listed below in ***italicized, bold*** text and are followed by an evaluation of the project in relation to each finding.

1. ***The project as approved preserves and accentuates the natural features of the property, such as open space, topography, trees, wetlands and water courses; provides adequate drainage for the project; and allows beneficial use to be made of the site for development.***

   The project site was rough-graded and has been annually maintained and is therefore dominated by relatively flat topography and is devoid of trees, wetlands, or other natural features. The site is primarily populated by non-native annual grasses, and aerial photography shows evidence of ground disturbance, including areas of bare ground and furrows from discing on the property. There are no structures on the property. No native oak trees or other trees are present on the subject parcels. Grading of the property will be necessary to provide the parking areas, drive aisles, and building pads. The project has been reviewed by the City's Engineering Division and has been designed consistent with City standards related to drainage improvements and stormwater quality facilities. The proposed use is consistent with the site's commercial land use designation, and will develop an underutilized parcel.

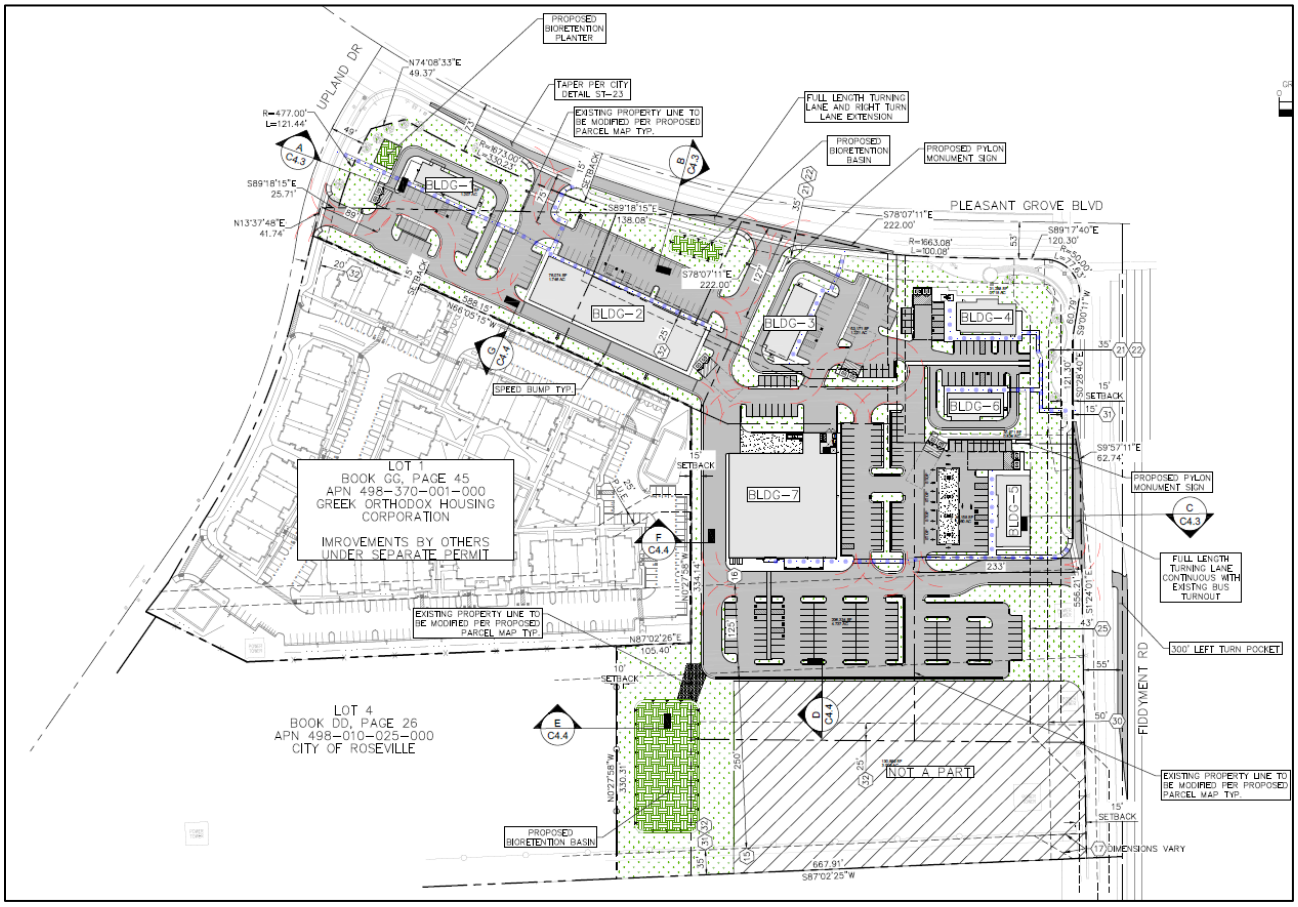
2. ***The project site design as approved provides open space; access; vehicle parking; vehicle, pedestrian and bicycle circulation; pedestrian walks and links to alternative modes of transportation; loading areas; landscaping; irrigation; and lighting which results in a safe, efficient, and harmonious development and which is consistent with the applicable goals, policies and objectives set forth in the General Plan, the Community Design Guidelines and the applicable specific plan and/or applicable design guidelines.***

   The evaluation of the Design Review Permit has been based on the applicable development and design standards within the City's Zoning Ordinance, the City's Community Design Guidelines (CDG), and the SVSP. Staff reviewed the proposal for consistency with all applicable standards and found the project to be consistent with the pertinent requirements and guidelines. The following sections of evaluation focus on areas of interest.

   Site Planning and Building Siting

   As proposed, the inline multi-tenant retail building and anchor grocery store (Buildings 2 and 7) are proposed closest to the western property line, with setbacks of 39 and 59 feet, respectively. The coffee shop drive-through (Building 1) is located at the northwestern corner of the site, with a setback of approximately 75-feet from Pleasant Grove Blvd Two of the drive-through restaurants and the standalone retail building comprise the northeast corner of the site, and the fueling station is located on the east side of the site, fronting Fiddyment Rd. Surface parking is proposed throughout the entire site, with the largest parking area at the south end of the site, nearest Building 7. The proposed site plan is shown below in Figure 4 and included in the Project Plans (Exhibit B).

Figure 4: Proposed Site Plan



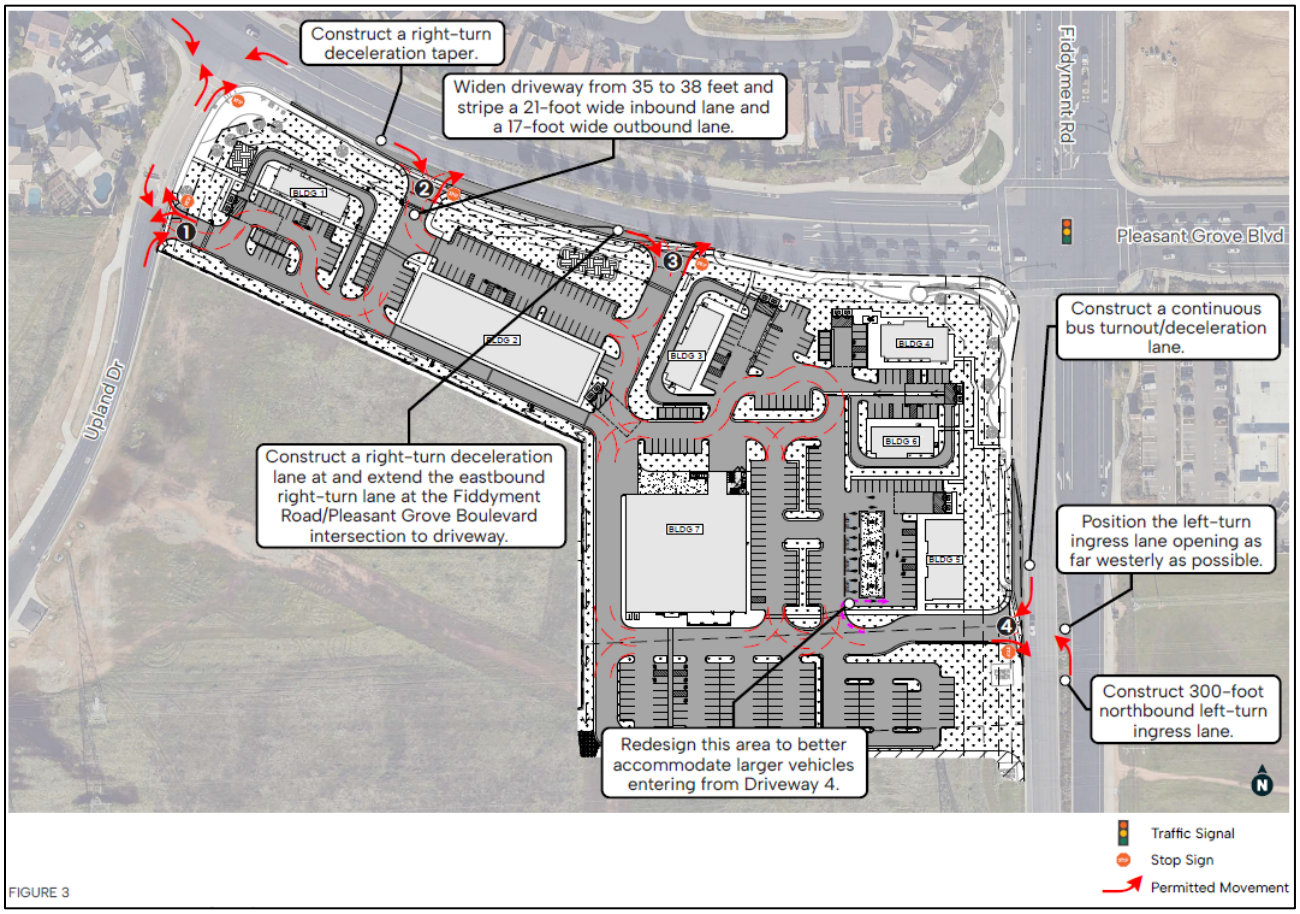
Access and Circulation

Ingress and egress to the site will be provided by one (1) driveway on Fiddyment Rd, two (2) driveways on Pleasant Grove Blvd, and one (1) driveway on Upland Drive. According to the technical memorandum provided by Fehr & Peers (Attachment #3), three (3) of the four (4) driveways into the site will have limited turning movements, with Driveway 1 on Upland Dr providing full access. Driveway 2 will be a westerly right-turn only driveway on Pleasant Grove Blvd, Driveway 3 will be an easterly right-turn only driveway on Pleasant Grove Blvd, and Driveway 4 will be a right in/out and left-turn ingress driveway on Fiddyment Rd. Given the traffic volumes in this location, left turns exiting the site onto Pleasant Grove Blvd and Fiddyment Rd would not be safe.

The technical memorandum recommends that a right-turn deceleration taper on eastbound Pleasant Grove Blvd be constructed west of Driveway 2, and that Driveway 2 be upsized to 38 feet in width with a 21-foot-wide inbound lane and 17-foot-wide outbound lane. It also recommends a right-turn deceleration lane at Driveway 3 be extended to the eastbound right-turn lane at the Pleasant Grove Blvd/Fiddyment Rd intersection to create a continuous acceleration/deceleration lane. For Driveway 4, the memorandum recommends a continuous bus turnout/deceleration lane on southbound Fiddyment Rd. Another issue identified in the technical memorandum was the inadequate distance between Driveway 4 and the intersection of Pleasant Grove Blvd and Fiddyment Rd. As proposed, Driveway 4 is 390 feet south of the intersection, or 10 feet short of the standard 400 feet. A subsequent speed study was conducted by Fehr & Peers (Appendix A of Attachment 3) that determined the average speed of vehicles traveling southbound on Fiddyment Rd, and confirmed that the 390 feet distance will be adequate, provided a 300-foot left-turn ingress lane on northbound

Fiddyment Rd is constructed as far westerly as possible to maximize oncoming traffic visibility on southbound Fiddyment Rd.

Figure 5: On-Site and Off-Site Circulation



Currently, the majority of frontage improvements along Pleasant Grove Blvd and Fiddyment Rd are completed. Based on the Fehr & Peers technical memorandum, construction of the right-turn deceleration/acceleration lane improvements on Pleasant Grove Blvd and the bus turnout/deceleration lane and a section of frontage improvements on Fiddyment Rd will be required of the applicant.

The project driveways are designed to accommodate large grocery store and gasoline delivery trucks. In addition, all trash enclosures have been placed throughout the site in convenient locations to meet the City's trash collection approach standards. The proposed circulation design was also evaluated in the technical memorandum prepared by Fehr & Peers (Attachment 3). The study was used to determine driveway spacing, entryway throat depths, turn pocket lengths, and other elements of access and circulation design for the proposed project. The project was also reviewed by the City Engineering and City Fire Department staff and was found to comply with refuse service standards and with emergency circulation requirements.

The project includes several internal pedestrian pathways and includes the completion of sidewalks and landscaping along Pleasant Grove Blvd and Fiddyment Rd after the completion of the access improvements. The sidewalks will provide access from the surrounding uses. In addition to the sidewalks along the vehicle entries, pedestrian connections will be provided at locations where foot

traffic is most likely to occur to provide easy access to the site. Overall, the project is consistent with the SVSP and CDG related to pedestrian access and circulation.

Parking

Based on the City's Zoning Ordinance parking standards for retail sales and services, eating and drinking establishment, fueling stations, and drive-throughs the project is required to provide a total of 261 parking spaces (see the parking breakdown provided in Table 1 below). As tenant spaces are leased, each tenant will utilize the applicable parking requirement for the use as outlined in the Zoning Ordinance. The project provides a total of 327 parking spaces, which exceeds the total parking requirement.

Table 1: Parking Table

Building	Use	SF	Parking Standard	Required	Proposed
1	Coffee shop with drive-through	3,000	1 space/100 sf	30	30
2	Retail sales and services	16,472	1 space/300 sf	56	56
3	Fast food with drive-through	3,376	1 space/100 sf	38	39
4	Retail sales and services	3,745	1 space/300 sf	13	13
5	Fueling station	4,700	1 space/300 sf	16	18
6	Fast food with drive-through	3,015	1 space/100 sf	30	30
7	Food and beverage retail sales	23,272	1 space/300 sf	78	141
		58,210		261	327

Landscaping and Lighting

Landscaping for the project site includes frontage improvements along the perimeter of the property, at project entry points, and within the parking lot. As required by the SVSP Design Guidelines, based on the project number of stories the buildings are setback at least 50 feet from Fiddyment Rd and 35 feet from Pleasant Grove Blvd. Along both frontages, the project proposes a mix of existing landscaping to remain and a combination of Red Maple, Maidenhair, Red Oak, Cork Oak, and Elm trees, shrubs, and groundcover.

In addition, landscape around the perimeter of the site is proposed to assist with buffering the commercial activities in the center from the future multi-family residents to the west. A 16-foot landscape buffer along the western edge of the property, in conjunction with the 6-foot masonry wall, will allow a combination of Incense and Deodar Cedar, Laurel, and Live Oak trees and shrubs to provide significant screening of the back of the buildings along this boundary.

The drive-through lanes for Buildings 1, 3, and 6 will front Pleasant Grove Blvd and Fiddyment Rd, and are required to be screened with a three-foot wall and 36'' tall shrubs planted between the wall and the sidewalk. The City's minimum requirement of 50% shading in parking lots is accomplished with a mix of Red Maple, Zelkova, Elm, and Maidenhair trees, as well as smaller Strawberry, Carob, Golden Rain trees. As proposed and conditioned, staff finds the landscape plan meets the intent of the CDG and the SVSP design guidelines, and is consistent with the City's Water Efficient Landscape Ordinance.

The project will consist of building-mounted light fixtures that complement the style of the building and parking lot lighting. The parking lot lighting is conditioned to comply with the CDG, which require a minimum of one foot-candle of lighting in the parking areas and 0.5 foot-candles of lighting in the pedestrian walkways. Additionally, staff has included Condition of Approval #59, the maximum height of light standards shall be 15 feet. Light standards will be shielded to ensure there is no off-site glare.

3. The building design, including the materials, colors, height, bulk, size and relief, and the arrangement of the structures on the site, as approved is harmonious with other development and buildings in the vicinity and which is consistent with the applicable goals, policies and objectives set forth in the General Plan, the Community Design Guidelines and the applicable specific plan and/or applicable design guidelines.

The project design is defined by a "modern western highlands" architectural theme, with a blend of modern and traditional elements. The project is designed to fit with the surrounding neighborhood and is consistent with other developments in the City. The building facades feature various rectangular forms and varied rooflines such as flat roofs and gabled forms with prominent standing seam metal roof accents. As a focal point near the intersection, retail Building 4 features a more elaborate gabled roof. Building heights range from approximately 20 feet for the fuel station and restaurants to 42'-6" on the grocery store's south elevation, all below the 50' maximum building height limit for the CC zoning designation. The rooflines provide sufficient screening of mechanical rooftop equipment.

Figure 6: Site Perspective



The buildings are well-articulated with varied building materials, such as a combination of exterior insulation and finish systems (EIFS)/stucco in several shades (dark, mid and light warm gray) and cement fiber siding in colors such as dark charcoal, warm tan, dark brown and sage green. Reveals in the EIFS and cement fiber siding create a grid pattern that interrupts wall surfaces. Stacked stone veneer and masonry stone block are used prominently at the building bases and on key vertical massing elements. Dark pine treated lumber creates wood accents, with contrasting blackened steel brake metal and white brake metal trim. Most buildings are designed with a storefront glazing system with black or dark bronze aluminum frames arranged in repetitive bays that align with the structural building grid. Architecture for the restaurants, retail buildings, and fuel station is in the same style as the grocery anchor tenant with the same materials and colors. The proposed project design is consistent with the City's Community Design Guidelines (CDG).

Figure 7: Grocery Elevation (Building 7)



4. The design of the public services, as approved, including, but not limited to, trash enclosures and service equipment are located so as not to detract from the appearance of the site, and are screened appropriately and effectively using construction materials, colors and landscaping that are harmonious with the site and the building designs.

All trash containers will be screened within trash enclosures. The enclosures will surround the three non-accessible sides of the trash container, and will be surrounded by landscaping. All rooftop mechanical equipment will be sufficiently screened from public view by the building parapets.

EVALUATION: TENTATIVE SUBDIVISION MAP

Section 18.06.180 of the City of Roseville Subdivision Ordinance requires that three findings be made in order to approve or conditionally approve a tentative subdivision map. The three findings are listed below in ***italicized, bold*** text and are followed by an evaluation of the map in relation to each finding.

1. The size, design, character, grading, location, orientation and configuration of lots, roads and all improvements for the tentative subdivision map are consistent with the density, uses, circulation and open space systems, applicable policies and standards of the General Plan or any applicable specific plan for the area, whichever is more restrictive, and the design standards of this Title.

Parcel size, design, character, location, orientation and configuration: The proposed subdivision will result in the creation of eight (8) parcels. As previously mentioned, the reconfigured parcels are sized to accommodate each of the seven buildings with their corresponding parking areas, with an average size of 1.13 acres for parcels 1-6, a 4.74-acre parcel to accommodate the anchor retail grocery, and one 3-acre parcel to remain undeveloped. The Map Act and Subdivision Ordinance do not contain any maximum or minimum lot sizes. Based on the Design Review Permit evaluation section, the lots are large enough to adequately allow for the proposed development on the parcels.

Grading and Drainage: Grading and drainage required for development of the parcels have been reviewed with the Design Review Permit and have been determined to comply with City standards as shown in the grading and drainage plan, and as conditioned.

Access & Circulation: The project is conditioned to ensure the access roads and driveways are constructed to comply with the City's design standards. On-site circulation has been reviewed with

the Design Review Permit and found to be adequate. Access and circulation is consistent with the City's Subdivision Ordinance and the City's Improvement Standards.

2. ***The subdivision will result in lots which can be used or built upon. The subdivision will not create lots which are impractical for improvement or use due to: the steepness of terrain or location of watercourses in the area; the size or shape of the lots or inadequate building area; inadequate frontage or access; or, some other physical condition of the area.***

   The proposed parcels are of sufficient size and shape to accommodate the proposed development and are consistent with the applicable zoning and design requirements, as discussed in the Design Review Permit evaluation section of the staff report. There are no watercourses or other natural features on the site that would impede development.

3. ***The design and density of the subdivision will not violate the existing requirements prescribed by the Regional Water Quality Control Board for the discharge of waste into the sewage system, Pursuant to Division 7 of the Water Code.***

   Anticipated water quality impacts and discharge of waste are not affected by the proposed Tentative Subdivision Map. The design of the sewer lines in the project area and treatment capacity at the City's sewage treatment plant have adequate conveyance and capacity to accommodate development on the proposed parcels created by the Tentative Subdivision Map.

CONCLUSION

The project has been designed in a manner consistent with the General Plan, the Sierra Vista Specific Plan, Zoning Ordinance, and the Community Design Guidelines, providing both appropriate vehicle access and circulation and pedestrian connectivity; building designs which use a variety of materials, colors, and building forms; landscaping consistent with the design guidelines; lighting that is energy efficient and is shielded to avoid light trespass; and infrastructure adequate to serve the proposed expansion in use. The site is appropriately designed, and will not be detrimental to the public health and safety, or be materially detrimental to the public welfare.

PUBLIC OUTREACH

The proposed project was distributed to all internal and external agencies and departments who have requested such notice, and all comments or recommended conditions of approval have been incorporated into the project, as appropriate. Early notification of the project was posted on the Roseville Coalition of Neighborhood Associations (RCONA)'s website. The applicant held a public open house on June 17, 2026 at St. John's Episcopal Church, attended by City staff. A notice of the public hearing was published in the Roseville Press Tribune on July 31 and a notice of the hearing was also distributed to all property owners within 300 feet of the site and posted on the RCONA website. One public comment has been received as of publication of the staff report (see Attachment 4).

ENVIRONMENTAL DETERMINATION

Consistent with CEQA Guidelines Section 15164, regarding a previously certified and adopted Environmental Impact Report (EIR), an Addendum to the Sierra Vista Specific Plan EIR (SCH #2008032115, certified May 5, 2010) has been prepared to cover the minor technical changes and additions necessary to describe the impacts of the proposed project that is within the SVSP (see Exhibit A). A drive-thru coffee building was previously approved on the portion of the site within the WRSP, and a Mitigated Negative Declaration (MND) tiered from the WRSP EIR (SCH#2002082057, certified February 4, 2004) was adopted on February 11, 2023 (see Exhibit F). The project also includes a drive-thru coffee building (Building 1) in

this location, with minor site plan modifications to tie into the overall Sierra View Shopping Center site plan; given that the previous MND adequately describes potential impacts of developing this area with a drive-thru coffee building, no further environmental analysis is required for this portion of the project and site. However, to ensure the cumulative site modifications are evaluated as a whole the impacts of the entire Sierra Vista Shopping Center project, including the drive-thru (Building 1) square footage and use, are evaluated in the Addendum. Refer to the Project Description section of the Addendum for further discussion. The Addendum did not identify any new environmental impacts from the project.

RECOMMENDATION

The Planning Division recommends the Planning Commission take the following actions:

1. Consider the 8th **ADDENDUM TO THE SIERRA VISTA SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT**;

2. Adopt the three (3) findings of fact as stated in the staff report and approve the **CONDITIONAL USE PERMIT – 1875 PLEASANT GROVE BLVD – SVSP PCL JM-41 AND WRSP PCL W-20 SIERRA VIEW SHOPPING CENTER – PL25-0496** subject to four (4) conditions of approval.

3. Adopt the four (4) findings of fact as stated in the staff report and approve the **DESIGN REVIEW PERMIT – 1875 PLEASANT GROVE BLVD – SVSP PCL JM-41 AND WRSP PCL W-20 SIERRA VIEW SHOPPING CENTER – PL25-0496** subject to ninety (90) conditions of approval.

4. Adopt the three (3) findings of fact as stated in the staff report and approve the **TENTATIVE SUBDIVISION MAP – 1875 PLEASANT GROVE BLVD – SVSP PCL JM-41 AND WRSP PCL W-20 SIERRA VIEW SHOPPING CENTER – PL25-0496** subject to forty-four (44) conditions of approval.

CONDITIONS OF APPROVAL FOR THE CONDITIONAL USE PERMIT – FILE #PL25-0496

1. This Conditional Use Permit approval shall be effectuated within a period of two (2) years from **August 13, 2026** and if not effectuated shall expire on **August 13, 2028**. Prior to said expiration date, the applicant may apply for an extension of time. (Planning)
2. The project is approved as identified and shown in Exhibits A - E and as conditioned or modified below. Once tenants for the drive-through Buildings are identified and operations are specified, a Conditional Use Permit Modification will be required. (Planning)
3. Operations shall be consistent with the City's Noise Regulation standards (Roseville Municipal Code Chapter 9.24). All on-site operations associated with delivery trucks shall be limited to daytime hours only (7:00 am to 10:00 pm) (Planning)
4. The project shall comply with all required environmental mitigation identified in the Sierra Vista Specific Plan EIR (SVSP EIR) and Addenda to the SVSP EIR, and shall include all applicable mitigation measures as notes on the grading plans. (All Departments)

CONDITIONS OF APPROVAL FOR THE DESIGN REVIEW PERMIT – FILE #PL25-0496

1. This Design Review Permit approval shall be effectuated within a period of two (2) years from **August 13, 2026** and if not effectuated shall expire on **August 13, 2028**. Prior to said expiration date, the applicant may apply for an extension of time, provided this approval does not extend the expiration beyond **August 13, 2031**. (Planning)

2. The project is approved as shown in Exhibits A - E and as conditioned or modified below. (Planning)
3. The project shall comply with all required environmental mitigation identified in the Sierra Vista Specific Plan EIR (SVSP EIR) and Addenda to the SVSP EIR, and shall include all applicable mitigation measures as notes on the grading plans. (All Departments)
4. The project and proposed Building 1 shall be addressed as 1875 Pleasant Grove Blvd. The address for proposed Building 2 shall be 1855 Pleasant Grove Blvd. The address for proposed Building 3 shall be 1835 Pleasant Grove Blvd. The address for proposed Building 4 shall be 1815 Pleasant Grove Blvd. The address for proposed Building 5 shall be 6808 Fiddyment Rd. The address for proposed Building 6 shall be 6812 Fiddyment Rd. The address for proposed Building 7 shall be 6816 Fiddyment Rd. All projects with multi-tenants or buildings must submit a site plan with building footprint(s) to the Development Services Department (Business Services – Addressing) for building/suite addressing. (Business Services)
5. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. Project billing may occur up to two (2) months after the end of warranty or the Notice of Termination date for the SWPPP, whichever occurs later. (Engineering, Environmental Utilities, Electric, Finance)
6. The design and construction of all improvements shall conform to the Design and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)
7. The applicant shall not commence with any on-site improvements or improvements within the right-of-way until such time as grading and/or improvement plans have been submitted for review and are approved with grading and/or encroachment permits issued by the Department of Development Services – Engineering Division. (Engineering)
8. The approval of this project does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. The Developer shall submit civil drawings to the Department of Development Services – Engineering Division for review and approval. (Engineering)

PRIOR TO ISSUANCE OF BUILDING PERMITS:

9. Parking lot design shall conform to the City's design standards, including the following minimum standards for parking stalls:
    a. All parking stalls shall be double-striped. Parking stalls adjacent to sidewalks, landscaped areas or light fixtures, and all Accessible stalls shall abut a 6-inch raised curb or concrete bumper. (Planning)
    b. Standard – 9 feet x 18 feet; Compact – 9 feet x 16 feet; Accessible – 14 feet x 18 feet (a 9-foot-wide parking area plus a 5-foot-wide loading area) and a minimum of one (1) parking space shall be Accessible van accessible – 17 feet x 18 feet (9-foot-wide parking area plus an 8-foot-wide loading area). (Planning)
    c. An 'exterior routes of travel' site accessibility plan incorporating slope, cross-slope, width, pedestrian ramps, curb ramps, handrails, signage, detectable warnings or speed limit signs or equivalent means shall comprise part of the site improvement plans submitted to City for review, prior to building plan check approvals. This site accessibility plan shall also include:
        i. Accessible parking stalls shall be dispersed and located closest to accessible entrances. The total number of accessible parking spaces shall be established by Table 11B-208.2 of the CBC.

ii. Accessible Parking spaces and crosswalks shall be signed, marked and maintained as required by Chapter 11 of the CBC.

iii. Accessible parking and exterior route of travel shall comply with CBC, Sections 11B-206 and 11B-208. (Building)

10. Signs and/or striping shall be provided on-site as required by the Planning Department to control on-site traffic movements. Parking lot striping and signage shall be maintained in a visible and legible manner. (Planning)

11. The plans submitted to the Building Division for permits shall indicate all approved revisions/alterations as approved by the Commission including all conditions of approval. (Planning)

12. The project Landscape Plans shall comply with the following:

    a. The Landscape Plan shall indicate the location of, and be designed to avoid conflicts with, all pole-mounted light fixtures and utility equipment including (but not limited to) electric transformers, switchgear, and overhead lines; backflow preventers; fire department connections; and public water, sewer, and storm drain facilities. (Planning, Fire, Environmental Utilities, Electric, Engineering)

    b. The tree plantings in the parking lot shall be designed to provide a minimum of 50% shade coverage after 15 years. (Planning)

    c. At a minimum, landscaped areas not covered with live material shall be covered with a rock, (3") bark (no shredded bark) or (3") mulch covering. (Planning)

    d. The landscape plan shall comply with the Landscape Guidelines for Sierra Vista Roseville Specific Plan and the City of Roseville Water Efficient Landscape Ordinance. (Planning, Environmental Utilities)

    e. Landscaping adjacent to preserve areas shall consist of California native, drought-tolerant groundcover, shrubs, plants, and trees. (Open Space, Planning)

    f. All landscaping in areas containing electrical service equipment shall conform to the Electric Department's Landscape Requirements and Work Clearances as outlined in Section 10.00 of the Departments "Specification for Commercial Construction." (Electric)

    g. Slopes within landscape planters shall be no more than 3:1. A two-foot flat bench located at back-of-walk shall be included in the landscape area to slow or allow absorption of nuisance run-off from the planters. (Parks, Recreation, and Libraries)

    h. All landscaping shall conform to the standards of crime prevention through environmental design with the intent to create natural surveillance, controlling access, and territorial reinforcement to property boundaries. (Police)

13. All mechanical and electrical equipment (including switch gear) proposed shall be shown on the building plans. The equipment shall be fully screened from public streets and the surrounding properties. (Planning)

14. Buildings less than 30’ from property lines shall be justified by code in accordance with their construction type, occupancy, and whether rated or unrated walls are provided per CBC Sec. 705.5.

15. At the time of building permit application and plan submittal, the project applicant shall submit a site plan which shows the addressing for the buildings and individual tenant spaces within the building. The addressing shall be consistent with City-assigned addresses. The Building Official, or the designee, shall approve said plan prior to building permit approval. Refer to the *City of Roseville Addressing Guidelines*. (Building)

16. A separate Architectural Site Accessibility Plan which details the project's site accessibility information as required by California Title 24, Part 2 shall be submitted as part of the project Building Permit Plans. (Building)

17. For Multiple Building Complexes: As part of the required Architectural Site Accessibility Plan, the developer shall delineate the extent of the site accessibility improvements being installed as part of the initial improvements for the project, and those that are planned to be developed as part of subsequent phases (i.e. around future pad buildings). (Building)

18. Building permit plans shall comply with all applicable code requirements (California Building Code – CBC – based on the International Building Code, California Green Building Standards Code–CGBSC, California Mechanical Code – CMC – based on the Uniform Mechanical Code, California Plumbing Code – CPC – based on the Uniform Plumbing Code, California Fire Code – CFC – based on the International Fire Code – with City of Roseville Amendments – RFC, California Electrical Code – CEC – based on the National Electrical Code, and California Energy Standards – CEC T-24 Part 6), California Title 24 and the American with Disabilities Act - ADA requirements, and all State and Federally mandated requirements in effect at the time of submittal for building permits (contact the Building Division for applicable Code editions). (Building)

19. For restaurants, other food services, or commercial swimming pools: The developer shall obtain all required approvals and permits from the Placer County Health Department and the City of Roseville Industrial Waste Division. (Building, Environmental Utilities)

20. Maintenance of copy of building plans: Health and Safety Code section 19850 requires the building department of every city or county to maintain an official copy of the building plans for the life of the building. As such, each individual building shall be submitted as a separate submittal package. Building plan review, permit issuance and archiving is based on each individual building address. (Building)

21. For all work to be performed off-site, permission to enter and construct shall be obtained from the property owner, in the form of a notarized right-of-entry. Said notarized right-of-entry shall be provided to Development Services - Engineering prior to approval of any plans. (Engineering)

22. The Improvement Plans shall include a complete set of Landscape Plans. The Landscape Plans shall be approved with the Improvement Plans. (Planning, Engineering, Fire, Environmental Utilities, Electric)

23. A note shall be added to the grading plans that states:

    "Prior to the commencement of grading operations, the contractor shall identify the site where the excess/borrow earthen material shall be imported/deposited. If the borrow/deposit site is within the City of Roseville, the contractor shall produce a report issued by a geotechnical engineer to verify that the exported materials are suitable for the intended fill, and shall show proof of all approved grading plans. Haul routes to be used shall be specified." (Engineering)

24. Developer shall be responsible for the installation of a bus shelter and related improvements conforming to the city's current standards on the shelter pad as conditioned above. Upon installation and final inspection by the City of Roseville, the bus shelter and related improvements shall become the property of the City of Roseville. The Developer and City may enter into a construction fee agreement or other agreement based upon a construction cost of $10,000 per shelter for future construction of the Bus Shelter on the southwest corner of Fiddyment Road and Pleasant Grove Boulevard (shelter number 333). (Engineering, Alternative Transportation)

25. The applicant shall incorporate all of the site plan recommendations in the Traffic Memorandum prepared by Fehr & Peers dated June 4th, 2026. (Engineering)

26. The applicant shall provide 35' wide Type A-7 driveway for all access points except for the westernmost driveway along Pleasant Grove Boulevard, that driveway shall be 38 feet wide. (Engineering)
27. The applicant shall construct a full traffic signal at Upland Drive and Pleasant Grove Boulevard per the Capital Improvement Program (CIP). The traffic signal will be fully reimbursable and is eligible for fee credits. (Engineering)
28. The applicant shall construct a continuous deceleration lane from the bus turnout to the Fiddyment Road Driveway. This driveway shall provide an approximately 125-foot minimum throat depth. (Engineering)
29. The applicant shall construct a new minimum 300-foot left turn pocket for ingress to the project site along Fiddyment Road. (Engineering)
30. The applicant shall construct a new deceleration taper (City Detail ST-23) for the western-most driveway along Pleasant Grove Boulevard. (Engineering)
31. The applicant shall construct a through turn lane from the westernmost driveway to eastern driveway along Pleasant Grove Boulevard. This eastern driveway shall have a minimum throat depth of 125 feet. (Engineering)
32. The project driveway along Upland Drive shall provide a minimum 75-foot throat depth. (Engineering)
33. The applicant shall complete the 8' wide public sidewalk along Fiddyment Road. (Engineering)
34. The applicant shall dedicate all necessary rights-of-way or Public Utility Easement for the widening of any streets or transfer of public utilities across and over any portion of the property as required with this entitlement. A separate document shall be drafted for approval and acceptance by the City of Roseville, and recorded at the County Recorder's Office. (Engineering)
35. Bike parking and electric vehicle parking spaces shall be provided per the California Green Building Standards. Carpool spaces shall also be provided per the City of Roseville's Transportation System Management (TSM) Ordinance, R.M.C Chapter 11.33. Bike rack/locker design and designated parking space markings and location shall be approved by Alternative Transportation. (Alternative Transportation, Building).
36. All storm drainage, including roof drains, shall be collected on site and treated with Best Management Practices (BMP's) per the City's Stormwater Quality Design Manual, which includes trash capture requirements. All storm water shall be routed to the nearest existing storm drain system or natural drainage facility. Drain outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. The grading/improvement plans for the site shall be accompanied with a shed map that defines that area tributary to this site and all drainage facilities shall be designed to accommodate the tributary flow. The storm drain system and proposed BMP's shall be privately owned and maintained by the property owner. Prior to the issuance of any permits, the owner shall enter into a maintenance agreement with the City for the maintenance of the proposed BMP's. (Engineering)
37. Prior to the approval of the Improvement Plans, the applicant/developer shall provide proof of preparation and submittal of a Storm Water Pollution Prevention Plan (SWPPP) to the Regional Water Quality Control Board (RWQCB). Proof shall be in the form of the Waste Discharge Identification Number (WDID#), provided to the applicant from RWQCB, placed on the coversheet of the improvement plans. Upon approval of the improvement plans, a copy of the SWPPP shall be required onsite and available for viewing by City inspection staff upon request. (Engineering)
38. The developer shall be responsible for any necessary relocation of signal interconnect cables that may require re-location as a result of the construction of turn lanes and/or driveways. (Engineering)
39. To ensure that the design for any necessary widening, construction, or modifications of Public Streets does not conflict with existing dry utilities generally located behind the curb and gutter, and prior to the

submittal of design drawings for those frontage improvements, the applicant/developer shall have the existing dry utilities pot holed for verification of location and depth. (Engineering)

40. Sight distances for all driveways shall be clearly shown on the improvement plans to verify that minimum standards are achieved. It will be the responsibility of the applicant/developer to provide appropriate landscaping and improvement plans, and to relocate and/or modify existing facilities as needed to meet these design objectives. (Engineering)

41. The applicant shall remove and reconstruct any existing damaged curb, gutter, and sidewalk along the property frontage. During plan check of the improvement plans and/or during inspection, Development Services - Engineering will designate the exact areas to be reconstructed. Any existing public facilities damaged during the course of construction shall be repaired by the applicant/developer and at the applicant/developer's expense, to the satisfaction of the City. (Engineering)

42. Improvement plans shall show the Preserve (Parcel JM-83) boundary and label it as a protected area. The Pre-Construction meeting shall address the presence of the Preserve, the sensitive habitats present and minimization of disturbance to the Preserve. During grading and construction, the preserve area shall be avoided and shall not be used for parking, storage, or project staging. The contractor shall remove all trash blown into the preserve from adjacent construction on a daily basis. After construction is complete, the temporary fencing shall be removed from the preserve, along with all temporary erosion control measures (e.g., straw bales, straw waddles and stakes, silt fencing). (Engineering, Development Services Department, Planning)

43. Prior to construction within any phase of the project, high visibility temporary construction fencing shall be installed along the parcel adjacent to the Preserve (Parcel JM-83). Fencing shall be maintained daily until permanent fencing is installed, at which time the temporary fencing shall be removed from the project site. (Engineering, Development Services Department, Planning)

44. With the exception of access required for maintenance and/or emergency vehicles, the project shall be designed to prevent vehicle access into the Preserve (Parcel JM-83). Post and cable fencing or other improvements shall be utilized to meet this requirement. (Engineering, Development Services Department, Planning)

45. Prior to the approval of the improvement plans, it will be the applicant/developer's responsibility to pay the standard City Trench Cut Recovery Fee for any cuts within the City streets that are required for the installation of underground utilities. (Engineering)

46. Prior to the issuance of building permits, the applicant/developer shall pay into the following fee programs: Citywide Drainage Fee, Citywide Traffic Mitigation Fee (TMF), Highway 65 Joint Partners Association (JPA), South Placer Regional Transportation Authority (SPRTA), and City/County Fee. (Engineering)

47. The applicant/developer shall prepare a Transportation Systems Management (TSM) Plan for Sierra View Shopping Center project to be reviewed and approved by the Transportation Commission. (Alternative Transportation)

48. The Developer, per the Development Agreement, shall be responsible to reimburse for the oversizing of utility infrastructure including sewer, water and recycled water as a benefited property owner. Developers are entitled to receive reimbursement from the benefited property owner(s) for the pro rata cost of the improvements which exceeds the Developer's obligation. These fees shall be due prior the first building permit in a given large lot for HDR and Commercial projects and with the first Final Map in a given large lot for MDR and LDR projects. (Engineering).

49. Prior to the issuance of a grading permit or approval of Improvement Plans, the grading plans shall clearly identify all existing water, sewer and recycled water utilities within the boundaries of the project (including adjoining public right of way). Existing utilities shall be identified in plan-view and in profile-view where grading activities will modify existing site elevations over top of or within 15 feet of the

utility. Any utilities that could potentially be impacted by the project shall be clearly identified along with the proposed protection measures. The developer shall be responsible for taking measures and incurring costs associated with protecting the existing water, sewer and recycled water utilities to the satisfaction of the Environmental Utilities Director. (Environmental Utilities)

50. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

51. Water and sewer infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards and shall include:

    a. Utilities or permanent structures shall not be located within the area which would be disturbed by an open trench needed to expose sewer trunk mains deeper than 12 feet unless approved by Environmental Utilities. The area needed to construct the trench is a sloped cone above the sewer main. The cone shall have 1:1 side slopes.

    b. Water, sewer and recycled mains shall not exceed a depth of 12 feet below finished grade, unless authorized in these conditions of approval.

    c. All sewer manholes shall have all-weather, 10-ton vehicle access unless otherwise authorized by these conditions of approval. (Environmental Utilities)

52. Recycled water infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. The applicant shall pay all applicable recycled water fees. Easements shall be provided as necessary for recycled water infrastructure. (Environmental Utilities)

53. Trash enclosures, organics enclosures (restaurant/grocery), recycling areas, and enclosure approaches shall be designed to current Refuse Division specifications, the materials and colors shall match the building, and the location of such facilities shall be reviewed and approved by the Refuse Division, Planning and the Fire Department. The enclosures must have inside dimensions of 12 feet wide and 9 feet deep and be built to the specifications of the Solid Waste Department's Enclosure Description. (Refuse, Planning, Fire)

54. Access to trash enclosures shall have an inside turning radius of 25 feet and an outside turning radius of 45 feet must be maintained to allow the refuse truck access to and from the enclosure. Enclosures must have a clear approach of 65 feet in front of the enclosure to allow servicing bins. (Refuse)

55. A trash enclosure and recycling enclosure are required for each building, as shown on the site plan. Refuse)

56. The design and installation of all fire protection equipment shall conform to the California Fire Code and the amendments adopted by the City of Roseville, along with all standards and policies implemented by the Roseville Fire Department. (Fire)

57. The applicable codes and standards adopted by the City shall be enforced at the time construction plans have been submitted to the City for permitting. (Fire)

58. The Electric Department requires the submittal of the following information in order to complete the final electric design for the project:

    a. one (1) set of improvement plans

    b. load calculations

    c. electrical panel one-line drawings

59. All on-site external lighting shall be installed and directed to have no off-site glare. The maximum height of light standards shall be 15 feet. Lighting within the parking areas and pedestrian walkways shall provide a maintained minimum of one (1) foot-candle, and 0.5 foot-candle of light, respectively. All exterior light fixtures shall be vandal resistant. (Planning, Police)

60. The parking lot shall have properly posted signs that state the use of the parking area is for the exclusive use of employees and customers of this project. (See California Vehicle Code Sections 22507.8, 22511.5, 22511.8, 22658(a), and the City of Roseville Municipal Code Section 11.20.110). The location of the signs shall be shown on the approved site plan. (Planning, Police)

61. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

DURING CONSTRUCTION & PRIOR TO ISSUANCE OF OCCUPANCY PERMITS:

62. Any backflow preventers visible from the street shall be painted green to blend in with the surrounding landscaping. The backflow preventers shall be screened with landscaping and shall comply with the following criteria:

    a. There shall be a minimum clearance of four feet (4'), on all sides, from the backflow preventer to the landscaping.

    b. For maintenance purposes, the landscaping shall only be installed on three sides and the plant material shall not have thorns.

    c. The control valves and the water meter shall be physically unobstructed.

    d. The backflow preventer shall be covered with a green cover that will provide insulation. (Planning, Environmental Utilities)

63. The following easements shall be provided by separate instrument and shown on the site plan, unless otherwise provided for in these conditions:

    a. Public sewer and private water easements.

    b. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)

    c. Other easements. (Electric, Engineering, Environmental Utilities)

64. Easement widths shall comply with the City's Improvement Standards and Construction Standards. Separate document easements required by the City shall be prepared in accordance with the City's "Policy for Dedication of Easements to the City of Roseville". All legal descriptions shall be prepared by a licensed land Surveyor. All existing public utility, electric, water, sewer and reclaimed water easements shall be maintained unless otherwise authorized by these conditions of approval. (Public Works, Environmental Utilities, Electric)

65. Inspection of the potable water supply system on new commercial/industrial/office projects shall be as follows:

    a. The Environmental Utilities Inspector will inspect all potable water supply up to the downstream side of the backflow preventer.

    b. The property owner/applicant shall be responsible for that portion of the water supply system from the backflow preventer to the building. The builder/contractor shall engage a qualified inspector to approve the installation of this portion of the water supply. The Building Division will require from the builder/contractor, a written document certifying that this portion of the potable water supply has been installed per improvement plans and in accordance with the Uniform Plumbing Code. This certificate of compliance shall be submitted to the Building Division before a temporary occupancy or a building final is approved.

    c. The building inspectors will exclusively inspect all potable water supply systems for the building from the shutoff valve at the building and downstream within the building. (Building, Environmental Utilities)

66. Engineering All improvements being constructed in accordance with the approved grading and improvement plans shall be accepted as complete by the City. (Public Works)
67. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUE's) located along public roadways. (Public Works)
68. Water, sewer and reclaimed water shall be constructed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. (Environmental Utilities)
69. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)
70. Restaurants or other Food Service Establishment (FSE). The applicant shall design for installation and/or install an exterior grease interceptor if the proposed business could potentially discharge substances containing fats, oils and grease (FOG) into the sewer system. The grease interceptor shall be adequate to separate and remove FOG contained in the wastewater from FSE's prior to discharge to the public sewer. (Environmental Utilities)
71. In the event an exterior grease interceptor cannot be installed due to space limitation, the developer shall install a grease trap, per City Standards, that will mechanically separate the FOG contained in the wastewater from the FSE prior to discharge to the public sewer. (Environmental Utilities)
72. Pursuant to the Municipal Code, the applicant shall apply for and obtain a FOG waste discharge permit (FOG WDP) from the Environmental Utilities Industrial Waste Division prior to occupancy or prior to discharging waste to the public sewer. The applicant shall submit information required by the Environmental Utilities Department for evaluation, including but not limited to: site plans, floor plans, mechanical and plumbing plans, and details to show all sewers, FOG control device, grease interceptor or other pretreatment equipment and appurtenances by size, location and elevation. Additional information related to the applicant's business operations and potential discharge may be requested to properly evaluate the FOG WDP application. (Environmental Utilities)
73. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
74. The City of Roseville Electric Department has electrical construction charges which are to be paid by the developer and which are explained in the City of Roseville "Specification for Commercial Construction." These charges will be determined upon completion of the final electrical design. (Electric)
75. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)
76. Any facilities proposed for placement within public/electric utility easements shall be subject to review and approval by the Electric Department before any work commences in these areas. This includes, but is not limited to, landscaping, lighting, paving, signs, trees, walls, and structures of any type. (Electric)
77. All electric metering shall be directly outside accessible. This can be accomplished in any of the following ways:
    a. Locate the metered service panel on the outside of the building.
    b. Locate the metered service panel in a service room with a door that opens directly to the outside. The developer will be required to provide a key to the door for placement in a lock box to be installed on the outside of the door. Any doors leading from the service room to other areas of the building shall be secured to prohibit unauthorized entry. (Electric)
78. One ¾-inch conduit with a 2-pair phone line shall be installed from the building's telephone service panel to the meter section of the customer's electrical switchgear or panel. (Electric)

79. It is the responsibility of the developer to ensure that all existing electric facilities remain free and clear of any obstruction during construction and when the project is complete. (Electric)

OTHER CONDITIONS OF APPROVAL:

80. Signs shown on the elevations are not approved as part of the Design Review Permit. A Planned Sign Permit Program and Sign Permit are required prior to installation of project signs. (Planning)
81. Following the installation of the landscaping, all landscape material shall be maintained in a healthy and weed-free condition; dead plant material shall be replaced immediately. All trees shall be maintained and pruned in accordance with the accepted practices of the International Society of Arboriculture (ISA). (Planning)
82. The City reserves the right to restrict vehicle turning movements within the public right-of-way in the future if deemed necessary by the City Engineer. (Engineering)
83. The required width of fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. Minimum required widths and vertical clearances established by the Fire Code shall be maintained at all times during construction. Closure of accesses for fire apparatus by gates, barricades and other devices shall be prohibited unless approved by the Fire Chief. (Fire)
84. Temporary aboveground storage tanks may be used at construction sites for diesel fuel only and shall not exceed 1,000 gallon capacity. Tanks shall comply with all provisions found within the Fire Code. A Fire Department Permit shall be obtained prior to tank installation. The permit shall expire after 90 days from the date of issuance, unless extended by the Fire Chief. (Fire)
85. If site survey or earth moving work results in the discovery of hazardous materials in containers or what appears to be hazardous wastes released into the ground, the contractor or person responsible for the building permit must notify the Roseville Fire Department immediately. A representative from the Fire Department will make a determination as to whether the incident is reportable or not and if site remediation is required. (Fire)
86. The location and design of the gas service shall be determined by PG&E. The design of the gas service for this project shall not begin until PG&E has received a full set of the City's first round of plan-checked improvement plans for the project. (PG&E)
87. The project is subject to the noise standards established in the City's Noise Ordinance. In accordance with the City's Noise Ordinance, project construction is exempt between the hours of seven a.m. and seven p.m. Monday through Friday, and between the hours of eight a.m. and eight p.m. Saturday and Sunday, provided that all construction equipment shall be fitted with factory installed muffling devices and be maintained in good working order. (Building)
88. The developer (or designated consultant) shall certify that the building foundation location has been placed according to all approved setback requirements shown on the approved site plan. The developer shall prepare a written statement confirming building placement and provide an original copy to the City Building Division Field Inspector at the time of or prior to the foundation inspection. (Building)
89. Prior to Certificate of Occupancy, the applicant may apply for a Temporary Certificate of Occupancy (TCO) of the building. If a TCO is desired, the applicant must submit a written request to the Building Division a minimum of thirty (30) days prior to the expected temporary occupancy date and shall include a schedule for occupancy and a description of the purpose for the Temporary Certificate of Occupancy. (Building)
90. Concurrent with submittal for plan check and prior to a request for final building inspection, the applicant may request City approval of an occupancy phasing plan to allow individual or multiple building occupancies. This request shall be made in writing to the Building Division and shall include the following:

a. A description of measures that will be undertaken to minimize conflict between residents/building occupants and construction traffic (e.g. fencing, etc.);

b. A phasing plan showing the proposed buildings, internal roads and access routes, landscaping, trash enclosure locations, and any other improvements planned for each phase; and

c. An estimated time frame for each phase and a specific date for the first phase. (Planning, Building)

CONDITIONS OF APPROVAL FOR THE TENTATIVE SUBDIVISION MAP – FILE #PL25-0496

1. This Tentative Map approval shall be effectuated within a period of two (2) years from **August 13, 2026** and if not effectuated shall expire on **August 13, 2028**. Prior to said expiration date, the applicant may apply for an extension of time, provided this approval does not extend the expiration beyond **August 13, 2031**. (Planning)
2. The project is approved as shown in Exhibits A - E and as conditioned or modified below. (Planning)
3. The approval of a Tentative Map and/or tentative site plan does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. (Engineering)
4. The design and construction of all improvements shall conform to the Improvement Standards and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)
5. The project shall comply with all required environmental mitigation identified in the Sierra Vista Specific Plan Environmental Impact Report (SVSP EIR) and Addenda to the SVSP EIR, and shall include all applicable mitigation measures as notes on the plans. (Planning)

PRIOR TO ISSUANCE OF A GRADING PERMIT AND/OR IMPROVEMENT PLANS

6. The applicant shall submit to the Planning and Engineering Departments the applicable Army Corps of Engineers permit or clearance, the California Department of Fish and Game Stream Bed Alteration Agreement, and/or the Regional Water Quality Control Board Water Quality Certificate. (Planning)
7. The grading and improvement plans shall be designed in accordance with the City's Improvement Standards and Construction Standards and shall reflect the following:

   a) Street improvements including, but not limited to, curb, gutter, sidewalk, pavement, drainage systems, traffic striping, signing, medians and markings, etc. along all existing and proposed City streets, as required by Engineering.

   b) Grading shall comply with the City grading ordinance. There shall be no cut and/or fill slopes steeper than a 4:1 ratio. Erosion control devices (sediment traps, ditches, straw bales, etc.) shall be shown on the grading plans and all erosion control shall be installed prior to the onset of wet weather. Erosion control is installed to minimize silt discharge from the project site; it is the applicant's responsibility to ensure that necessary measures are taken to minimize silt discharge from the site. Modification of the erosion control plan may be warranted during wet weather conditions.

   c) A rough grading permit may be approved by the Engineering Department prior to approval of the improvement plans.

   d) Access to the floodplain shall be provided as required by Engineering and the Streets Department.

e) Standard accessible ramps shall be installed at all curb returns per City Standards. (Engineering)

8. All drainage facilities shall conform to natural drainage sheds. (Engineering)
9. The following note shall be added to the Grading and/or Improvement Plans:

   To minimize dust/grading impacts during construction the applicant shall:

   a) Spray water on all exposed earth surfaces during clearing, grading, earth moving and other site preparation activities throughout the day.

   b) Use tarpaulins or other affective covers on all stockpiled earth material and on all haul trucks.

   c) Sweep the adjacent streets frontages at least once a day or as needed to remove silt and other dirt which is evident from construction activities.

   d) Ensure that construction vehicles are cleaned prior to leaving the construction site to prevent dust and dirt from being tracked off site.

   e) *The City shall have the authority to stop all grading operations if, in the opinion of city staff, inadequate dust control measures are being practiced or excessive wind conditions contribute to fugitive dust emissions. (Engineering)*

10. A note shall be added to the grading plans that states: "Prior to the commencement of grading operations, the contractor shall identify the site where the excess/borrow earthen material shall be imported/deposited. If the borrow/deposit site is within the City of Roseville, the contractor shall produce a report issued by a geotechnical engineer to verify that the exported materials are suitable for the intended fill, and shall show proof of all approved grading plans. Haul routes to be used shall be specified." (Engineering)
11. The grading plans for the site shall be accompanied with a shed map that defines that area tributary to this site. All drainage facilities shall be designed to accommodate the tributary flow. All on-site storm drainage shall be collected on-site and shall be routed to the nearest existing storm drain stub of the natural drainage course. (Engineering)
12. Prior to the approval of the Improvement Plans, the applicant/developer shall prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City, as defined by the Regional Water Quality Control Board. The SWPPP shall be submitted in a single three ring binder. Upon approval, the SWPPP will be returned to the applicant/developer during the pre-construction meeting. (Engineering)

PRIOR TO ISSUANCE OF GRADING PERMIT OR IMPROVEMENT PLANS

13. Prior to the approval of Improvement Plans, the applicant shall submit to the Development Services - Engineering Division a paper copy and an electronic copy of the final set of Improvement Plans per the Division's "Digital Submission of Utility Composites" standards. (Engineering)
14. Fire hydrants shall be located as required by the Fire Department. The maximum distance between fire hydrants shall not exceed 1,000 feet on center. (Fire)
15. Minimum fire flow is 1,500 gallons per minute with 20 pounds per square inch residual pressure. A change in any of the conditions may increase the required fire flow. (Fire)
16. There shall be two points of access for all phasing plans. (Fire)
17. Testing of all fire systems shall be performed prior to the commercial buildings being granted occupancy. (Fire)
18. Framing construction cannot commerce until access roads and public fire hydrants are approved by the Fire Department. (Fire)

19. If this project will be phased, the fire department requirements for access and circulation throughout shall be reviewed and approved by the Fire Department. Access roads shall comply with the California Fire Code and the City of Roseville's Amendments. (Fire)
20. Any facilities proposed for placement within public/electric utility easements shall be subject to review and approval by the Electric Department before any work commences in these areas. This includes, but is not limited to, landscaping, lighting, paving, signs, trees, walls, and structures of any type. (Electric)
21. The design for electrical service for this project will begin when the Electric Department has received a full set of improvement plans for the project. (Electric)
22. All landscaping in areas containing electrical service equipment shall conform to the "Electric Department Landscape Design Requirements" as outlined in Section 10.00 of the Electric Department's "Specifications for Commercial Construction." (Electric)
23. The Electric Department requires the submittal of the following information in order to complete the final electric design for the project:
    a) one (1) set of improvement plans
    b) load calculations
    c) electrical panel one-line drawings
24. The location and design of the gas service shall be determined by PG&E. The design of gas service for this project shall not begin until PG&E has received a full set of the City's first round of plan-checked improvement plans for the project. (PG&E)
25. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

PRIOR TO OR UPON RECORDATION OF FINAL MAP

26. Separate document easements required by the City shall be prepared in accordance with the City's "Policy for Dedication of Easements to the City of Roseville." All legal descriptions shall be prepared by a licensed Land Surveyor (Environmental Utilities, Electric, Engineering)
27. A declaration of Conditions, Covenants and Restrictions (CC&Rs), in a form approved by the City Attorney, shall be recorded on the entire property concurrently with the Final/Parcel Map. The CC&Rs shall include the following item(s):
    a) A clause stating that the property owners within this project shall agree to participate in a Transportation Systems Management (TSM) Plan and shall agree to enter into a Transportation Management Agreement with the City of Roseville.
    b) A clause prohibiting the amendment, revision or deletion of any sections in the CC&Rs required by these conditions of approval without the prior written consent of the City Attorney.
    c) A clause excluding any property owned by the City from the terms of the CC&Rs. (Attorney)
    d) The developer shall disclose to all residential and nonresidential buyers that the Property will be served by-both surface water and groundwater supplies and that variations in the appearance, taste and color of water may be noticed from time to time and include such disclosure in the CC&Rs for the Property. The disclosure shall describe the location of the groundwater well.. (Engineering)
    e) The developer shall disclose to all buyers that recycled water shall be used for irrigation of parks and landscape corridors, medians, paseos adjacent to collector streets and other landscape areas, including all multi-family and non-residential landscaping uses. Such disclosure shall be included in the CC&Rs for all residential buyers and other recorded notice instrument for all non-residential buyers.. (Engineering)
28. The City shall not approve the Final Map for recordation until either:

a) A subdivision agreement is entered into along with the necessary bonds and insurance as required by the City. Said agreement shall be in a form acceptable to the City Attorney.

OR

b) The improvement plans are approved, and the improvements are constructed and accepted as complete. In this case, the subdivider shall enter into a one-year maintenance agreement concurrent with the recordation of the Final Map. (Engineering)

29. In the event that the Final (Parcel) Map will record prior to the completion of on-site construction, all utility and access easements shall be placed on the face of the Map to the satisfaction of the City Engineer. If all on-site improvements are complete prior to the recordation of the map, then a separate agreement allowing all parcels/lots the rights of reciprocal access, rights to construct, and parking shall be submitted to the City as a part of final/parcel map submittal. Said agreement shall be in a form acceptable to the City Attorney and referenced on the face of the recorded map. (Engineering)
30. The Final/Parcel Map shall include an irrevocable offer to dedicate public rights-of-way and public and/or private easements as required by the City. (Engineering)
31. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUEs) located along public roadways. (Engineering)
32. The Final/Parcel Map shall be submitted per “The Digital Submittal of Cadastral Surveys.” A plot or print of the submittal shall accompany the electronic copy. The complete submittal shall occur after the Engineering Department approval but prior to City Council approval of the Final/Parcel Map. (Engineering)
33. *The cost of any facilities, which are identified in the Capital Improvement Program and are beyond those needed for this project, may be reimbursed to the developer. In accordance with §66485 and §66486 of the Subdivision Map Act, for any improvements constructed by the subdivider which contain supplemental size, capacity, number, or length for the benefit of property not within the subdivision and which are to be dedicated to the public, the subdivider shall be entitled to reimbursement for that portion of the cost of the improvements which is in excess of the construction required for the subdivision. (Engineering)
34. Electric construction costs incurred by the City of Roseville Electric Department for this project shall be paid for by the developer per the applicable policy. (Electric)
35. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)
36. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the “City of Roseville Specifications for Commercial Construction.” (Electric)
37. The City of Roseville Electric Department has electrical construction charges which are to be paid by the developer, and which are explained in the City of Roseville “Specification for Commercial Construction.” These charges will be determined upon completion of the final electrical design. (Electric)
38. Each building will be served by a 120/208V Three Phase service, the maximum panel size per building is listed below:
    a) Building 1: 600 Amps
    b) Building 2: 800 Amps
    c) Building 3: 600 Amps
    d) Building 4: 400 Amps
    e) Building 5: 600 Amps
    f) Building 6: 600 Amps

g) Building 7: 1600 Amps

39. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

OTHER CONDITIONS OF APPROVAL

40. Any relocation, rearrangement, or change to existing electric facilities due to this development shall be at the developer's expense. (Electric)

41. It is the responsibility of the developer to ensure all existing electric facilities remain free and clear of any obstructions during construction and when the project is complete. (Electric)

42. Existing public facilities damaged during the course of construction shall be repaired by the applicant, at the applicant's expense, to the satisfaction of the City. (Engineering)

43. The project is subject to the noise standards established in the City's Noise Ordinance. In accordance with the City's Noise Ordinance, provided all construction equipment is fitted with factory installed muffling devices and is maintained in good working order, project construction noise is exempt between the hours of seven a.m. and seven p.m. Monday through Friday, and between the hours of eight a.m. and eight p.m. Saturday and Sunday. (Engineering)

44. If site survey or earthmoving work results in the discovery of hazardous materials in containers or what appears to be hazardous wastes released into the ground, the contractor shall notify the Roseville Fire Department immediately. A representative from the Fire Department will make a determination as to whether the incident is reportable or not and if site remediation is required. Non-emergency releases or notifications about the presence of containers found shall be reported to the Fire Department. (Fire)

Attachments

1. Health Risk Assessment prepared by Raney Planning & Management, dated June 2026
2. Noise Study prepared by Saxelby Acoustics, dated June 23, 2026
3. Site Access Study Technical Memorandum prepared by Fehr & Peers, dated June 4, 2026
4. Public Comment Letter, dated July 24, 2026

Exhibits

A. Addendum to the Sierra Vista Specific Plan Environmental Impact Report
B. Project Plans
C. Tentative Subdivision Map
D. Elevations and Perspectives
E. Project Description
F. Coffee Shack Mitigated Negative Declaration

Note to Applicant and/or Developer: Please contact the Planning Division staff at (916) 774-5276 prior to the Commission meeting if you have any questions on any of the recommended conditions for your project. If you challenge the decision of the Commission in court, you may be limited to raising only those issues which you or someone else raised at the public hearing held for this project, or in written correspondence delivered to the Planning Manager at, or prior to, the public hearing.

Health Risk Assessment

Sierra View Shopping Center Project

Prepared for:
Warberg Partners, Inc.

June 2026

Prepared by

RANEY PLANNING & MANAGEMENT, INC. 25 years
1501 Sports Drive, Suite A, Sacramento, CA 95834

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AERMOD and HARP RAST Results

INTRODUCTION

This Health Risk Assessment (HRA) has been prepared to address the potential health risks to sensitive receptors in the project area associated with implementation of the Sierra View Shopping Center Project (proposed project) related to operation of the proposed gas dispensing facility (GDF).

PROJECT SUMMARY

The project site is approximately 14.5 acres, located at 1875 Pleasant Grove Boulevard in the City of Roseville, California, and identified by Assessor's Parcel Numbers (APNs) 498-370-002 through -012 and 017-152-018 (see Figure 1 and Figure 2). The project site is undeveloped and relatively flat. Trees, part of existing frontage landscaping, line the site's northern border.

Approximately 13.9 acres of the project site consists of Sierra Vista Specific Plan (SVSP) Parcel JM-4. The site's northwest corner consists of West Roseville Specific Plan (WRSP) Parcel W-20. Both the SVSP and WRSP designate the site as Community Commercial (CC). The site is zoned Community Commercial/Special Overlay (CC/SA).

Surrounding land uses include residential uses to the north, across Pleasant Grove Boulevard; commercial uses to the northeast, across Fiddyment Road; residential uses to the south; and the planned Sierra View Apartments Project to the immediate west (see Figure 2).

The proposed project would include the development of 58,210 square feet (sf) of commercial uses including an anchor grocery store, two retail buildings, three fast food restaurants with drive-throughs, and a GDF (see Figure 3). A summary of the proposed uses is presented in Table 1. The proposed project would provide 327 off-street parking spaces and would be accessed by new driveways off of Pleasant Grove Boulevard, Fiddyment Road, and Upland Drive.

Table 1
Project Summary

Building	Proposed Use	Square Footage
1	Restaurant (Drive-through coffee)	3,000
2	Retail	16,742
3	Restaurant (Drive-through)	3,736
4	Retail	3,745
5	Fuel Station (GDF)	4,700
6	Restaurant (Drive-through)	3,015
7	Retail (Grocery)	23,272
	Total	**58,210**

The proposed GDF would be located immediately north of the Fiddyment Road driveway access. The GDF would include four dispensers (eight pumps) under a covered canopy, and a 4,700-sf convenience store (Building 5). The GDF would be open 24 hours a day.

Figure 1
Regional Project Location

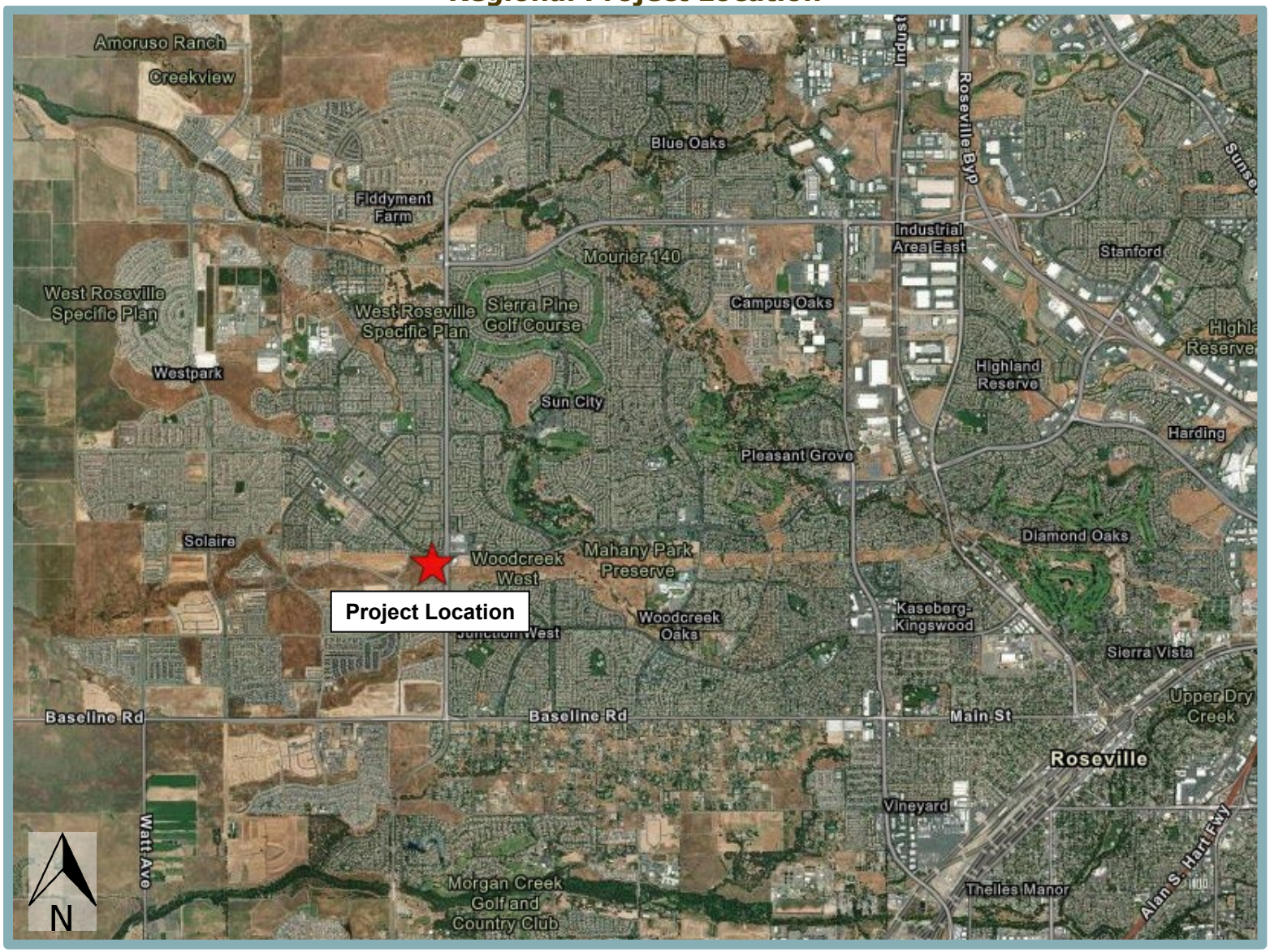
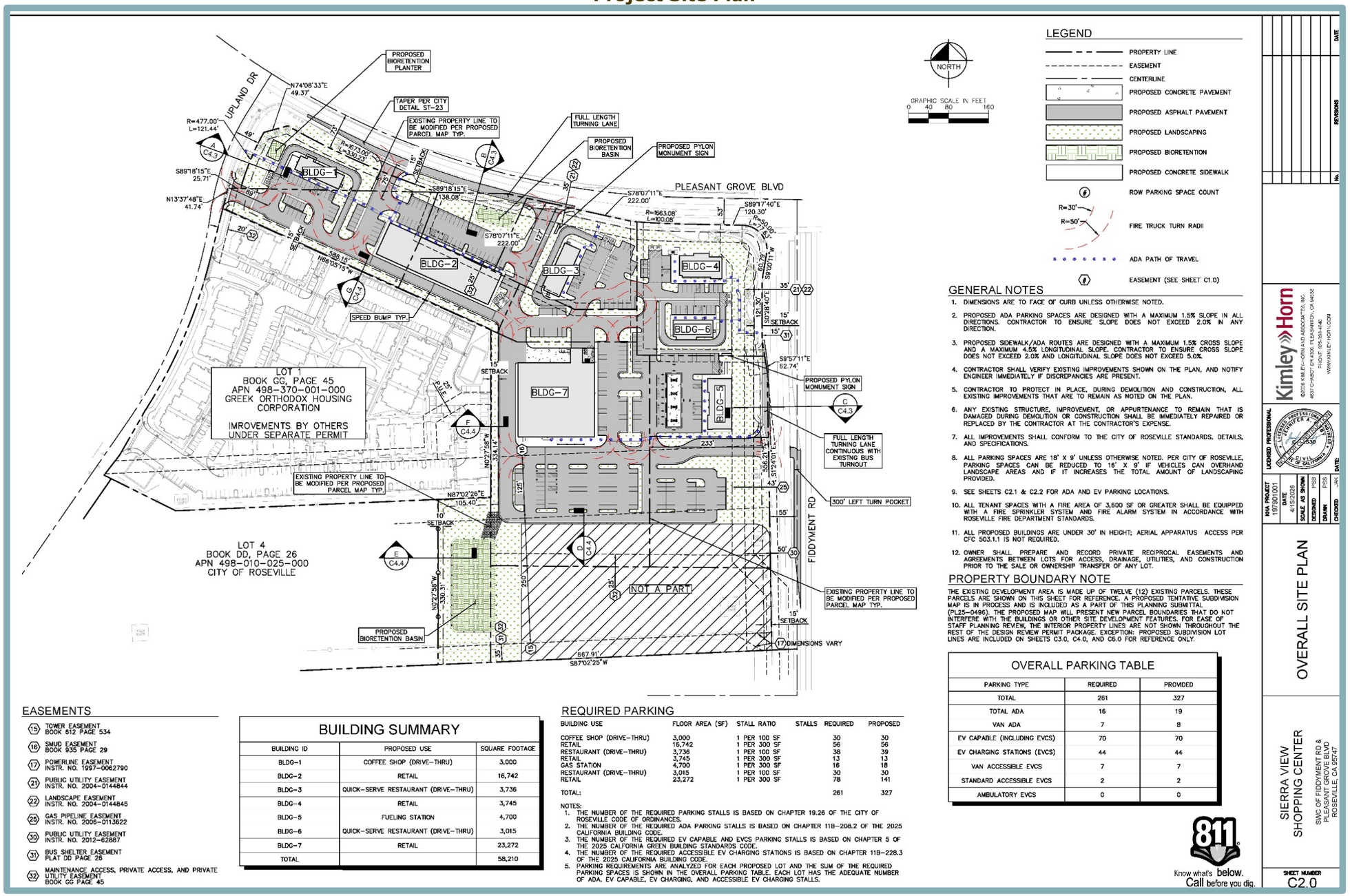


Figure 2
Project Site Boundaries



Figure 3
Project Site Plan



LEGEND

- PROPERTY LINE
- EASEMENT
- CENTERLINE
- PROPOSED CONCRETE PAVEMENT
- PROPOSED ASPHALT PAVEMENT
- PROPOSED LANDSCAPING
- PROPOSED BIORETENTION
- PROPOSED CONCRETE SIDEWALK
- (#) ROW PARKING SPACE COUNT
- R=30' R=50' FIRE TRUCK TURN RADII
- ADA PATH OF TRAVEL
- (#) EASEMENT (SEE SHEET C1.0)

GENERAL NOTES

1. DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
2. PROPOSED ADA PARKING SPACES ARE DESIGNED WITH A MAXIMUM 1.5% SLOPE IN ALL DIRECTIONS. CONTRACTOR TO ENSURE SLOPE DOES NOT EXCEED 2.0% IN ANY DIRECTION.
3. PROPOSED SIDEWALK/ADA ROUTES ARE DESIGNED WITH A MAXIMUM 1.5% CROSS SLOPE AND A MAXIMUM 4.5% LONGITUDINAL SLOPE. CONTRACTOR TO ENSURE CROSS SLOPE DOES NOT EXCEED 2.0% AND LONGITUDINAL SLOPE DOES NOT EXCEED 5.0%.
4. CONTRACTOR SHALL VERIFY EXISTING IMPROVEMENTS SHOWN ON THE PLAN, AND NOTIFY ENGINEER IMMEDIATELY IF DISCREPANCIES ARE PRESENT.
5. CONTRACTOR TO PROTECT IN PLACE, DURING DEMOLITION AND CONSTRUCTION, ALL EXISTING IMPROVEMENTS THAT ARE TO REMAIN AS NOTED ON THE PLAN.
6. ANY EXISTING STRUCTURE, IMPROVEMENT, OR APPURTENANCE TO REMAIN THAT IS DAMAGED DURING DEMOLITION OR CONSTRUCTION SHALL BE IMMEDIATELY REPAIRED OR REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
7. ALL IMPROVEMENTS SHALL CONFORM TO THE CITY OF ROSEVILLE STANDARDS, DETAILS, AND SPECIFICATIONS.
8. ALL PARKING SPACES ARE 18' X 9' UNLESS OTHERWISE NOTED. PER CITY OF ROSEVILLE, PARKING SPACES CAN BE REDUCED TO 16' X 9' IF VEHICLES CAN OVERHAND LANDSCAPE AREAS AND IF IT INCREASES THE TOTAL AMOUNT OF LANDSCAPING PROVIDED.
9. SEE SHEETS C2.1 & C2.2 FOR ADA AND EV PARKING LOCATIONS.
10. ALL TENANT SPACES WITH A FIRE AREA OF 3,600 SF OR GREATER SHALL BE EQUIPPED WITH A FIRE SPRINKLER SYSTEM AND FIRE ALARM SYSTEM IN ACCORDANCE WITH ROSEVILLE FIRE DEPARTMENT STANDARDS.
11. ALL PROPOSED BUILDINGS ARE UNDER 30' IN HEIGHT; AERIAL APPARATUS ACCESS PER CFC 503.1.1 IS NOT REQUIRED.
12. OWNER SHALL PREPARE AND RECORD PRIVATE RECIPROCAL EASEMENTS AND AGREEMENTS BETWEEN LOTS FOR ACCESS, DRAINAGE, UTILITIES, AND CONSTRUCTION PRIOR TO THE SALE OR OWNERSHIP TRANSFER OF ANY LOT.

PROPERTY BOUNDARY NOTE

THE EXISTING DEVELOPMENT AREA IS MADE UP OF TWELVE (12) EXISTING PARCELS. THESE PARCELS ARE SHOWN ON THIS SHEET FOR REFERENCE. A PROPOSED TENTATIVE SUBDIVISION MAP IS IN PROCESS AND IS INCLUDED AS A PART OF THIS PLANNING SUBMITTAL (PL25-0496). THE PROPOSED MAP WILL PRESENT NEW PARCEL BOUNDARIES THAT DO NOT INTERFERE WITH THE BUILDINGS OR OTHER SITE DEVELOPMENT FEATURES. FOR EASE OF STAFF PLANNING REVIEW, THE INTERIOR PROPERTY LINES ARE NOT SHOWN THROUGHOUT THE REST OF THE DESIGN REVIEW PERMIT PACKAGE. EXCEPTION: PROPOSED SUBDIVISION LOT LINES ARE INCLUDED ON SHEETS C3.0, C4.0, AND C6.0 FOR REFERENCE ONLY.

OVERALL PARKING TABLE

PARKING TYPE	REQUIRED	PROVIDED
TOTAL	261	327
TOTAL ADA	16	19
VAN ADA	7	8
EV CAPABLE (INCLUDING EVCS)	70	70
EV CHARGING STATIONS (EVCS)	44	44
VAN ACCESSIBLE EVCS	7	7
STANDARD ACCESSIBLE EVCS	2	2
AMBULATORY EVCS	0	0

EASEMENTS

- (15) TOWER EASEMENT BOOK 812 PAGE 534
- (16) SMUD EASEMENT BOOK 935 PAGE 29
- (17) POWERLINE EASEMENT INSTR. NO. 1997-0062790
- (21) PUBLIC UTILITY EASEMENT INSTR. NO. 2004-0144844
- (22) LANDSCAPE EASEMENT INSTR. NO. 2004-0144845
- (25) GAS PIPELINE EASEMENT INSTR. NO. 2005-0113622
- (30) PUBLIC UTILITY EASEMENT INSTR. NO. 2012-62887
- (31) BUS SHELTER EASEMENT PLAT DD PAGE 28
- (32) MAINTENANCE ACCESS, PRIVATE ACCESS, AND PRIVATE UTILITY EASEMENT BOOK GG PAGE 45

BUILDING SUMMARY

BUILDING ID	PROPOSED USE	SQUARE FOOTAGE
BLDG-1	COFFEE SHOP (DRIVE-THRU)	3,000
BLDG-2	RETAIL	16,742
BLDG-3	QUICK-SERVE RESTAURANT (DRIVE-THRU)	3,736
BLDG-4	RETAIL	3,745
BLDG-5	FUELING STATION	4,700
BLDG-6	QUICK-SERVE RESTAURANT (DRIVE-THRU)	3,015
BLDG-7	RETAIL	23,272
TOTAL		58,210

REQUIRED PARKING

BUILDING USE	FLOOR AREA (SF)	STALL RATIO	STALLS	REQUIRED	PROPOSED
COFFEE SHOP (DRIVE-THRU)	3,000	1 PER 100 SF	30	30	30
RETAIL	16,742	1 PER 300 SF	56	56	56
RESTAURANT (DRIVE-THRU)	3,736	1 PER 100 SF	38	38	39
RETAIL	3,745	1 PER 300 SF	13	13	13
GAS STATION	4,700	1 PER 300 SF	16	16	18
RESTAURANT (DRIVE-THRU)	3,015	1 PER 100 SF	30	30	30
RETAIL	23,272	1 PER 300 SF	78	141	
TOTAL:				261	327

NOTES:
1. THE NUMBER OF THE REQUIRED PARKING STALLS IS BASED ON CHAPTER 19.26 OF THE CITY OF ROSEVILLE CODE OF ORDINANCES.
2. THE NUMBER OF THE REQUIRED ADA PARKING STALLS IS BASED ON CHAPTER 11B-208.2 OF THE 2025 CALIFORNIA BUILDING CODE.
3. THE NUMBER OF THE REQUIRED EV CAPABLE AND EVCS PARKING STALLS IS BASED ON CHAPTER 5 OF THE 2025 CALIFORNIA GREEN BUILDING STANDARDS CODE.
4. THE NUMBER OF THE REQUIRED ACCESSIBLE EV CHARGING STATIONS IS BASED ON CHAPTER 11B-228.3 OF THE 2025 CALIFORNIA BUILDING CODE.
5. PARKING REQUIREMENTS ARE ANALYZED FOR EACH PROPOSED LOT AND THE SUM OF THE REQUIRED PARKING SPACES IS SHOWN IN THE OVERALL PARKING TABLE. EACH LOT HAS THE ADEQUATE NUMBER OF ADA, EV CAPABLE, EV CHARGING, AND ACCESSIBLE EV CHARGING STALLS.

811 Know what's below. Call before you dig.

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WWW.KIMLEY-HORN.COM

LICENSED PROFESSIONAL ENGINEER — JENNIFER A. SMITH — No. 30539 — REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA

KHA PROJECT	197901001
DATE	4/15/2026
SCALE AS SHOWN	
DESIGNED	PSS
DRAWN	PSS
CHECKED	JAK

OVERALL SITE PLAN

SIERRA VIEW SHOPPING CENTER
SWC OF FIDDYMENT RD & PLEASANT GROVE BLVD
ROSEVILLE, CA 95747

SHEET NUMBER C2.0

SOURCES

The following documents are referenced information sources used for the purposes of this HRA:

1. California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective.* April 2005.
2. California Air Resources Board. *User Manual for the Hotspots Analysis and Reporting Program Health Risk Assessment Standalone Tool, Version 2.* March 17, 2015.
3. City of Roseville. *Sierra Vista Specific Plan.* May 2010.
4. Office of Environmental Health Hazard Assessment. *Air Toxics Hot Spots Program Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments*. February 2015.
5. Placer County Air Pollution Control District. *CEQA Air Quality Handbook, Appendix G. Preparing a Health Risk Assessment for Land Use Projects.* November 21, 2017.
6. San Joaquin Valley Air Pollution Control District. *Guidance for Air Dispersion Modeling*. August 2006.
7. U.S. Environmental Protection Agency. *User's Guide for the AMS/EPA Regulatory Model – AERMOD*. September 2004.

PURPOSE OF THE HRA

Toxic air contaminants (TACs) are a category of environmental concern. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure, and are typically associated with long-term exposure and the associated risk of contracting cancer. Health effects of exposure to TACs other than cancer include birth defects, neurological damage, and death. Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level. TACs are regulated or evaluated on the basis of risk to human health rather than relative to an ambient air quality standard or emission-based threshold, as is done for criteria pollutants and greenhouse gas (GHG) emissions. In terms of health risks, the most volatile contaminants associated with GDFs are benzene, ethyl benzene, toluene, and xylenes.

The California Air Resources Board (CARB) evaluated sources of TACs and provided recommendations for siting new sensitive land uses near existing major sources of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, rail yards, and GDFs, in its Air Quality and Land Use Handbook: A Community Health Perspective (Handbook).[1] The CARB Handbook recommends that further study is conducted if sensitive land uses would be located within 50 feet of a typical GDF, or within 300 feet of a large GDF (i.e., a facility with a throughput of 3.6 million gallons per year or greater).

Elderly individuals, children, individuals with compromised immune systems, and pregnant women are the most susceptible to the adverse health effects of TAC exposure. Accordingly, land uses that are typically associated with the aforementioned susceptible groups, such as residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics, are considered to be sensitive receptors. Existing single-family residences in the surrounding area, as well as the Sierra Vista Apartments under construction west of the site, are considered sensitive receptors. In addition, Rex Fortune Elementary School and Coyote Ridge Elementary School are located approximately 2,000 feet to the southwest and southeast of the project site, respectively.

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

The nearest sensitive receptor in the project area, identified as a single-family residence to the north of the project site, is located approximately 500 feet from the proposed GDF, and is therefore located outside of the CARB's recommended siting distance for GDFs. Nonetheless, the City of Roseville requested an HRA to determine the potential health risks to nearby sensitive receptors associated with TAC emissions related to the proposed GDF operations.

STANDARDS OF SIGNIFICANCE

The proposed project is located within the jurisdictional boundaries of the Placer County Air Pollution Control District (PCAPCD). The PCAPCD's cancer and non-cancer thresholds to assess health risk significance for CEQA are consistent with what are used for the Assembly Bill (AB) 2588 (i.e., the Air Toxics "Hot Spots" Information and Assessment Act of 1987) risk assessment procedures. The PCAPCD's adopted health risk thresholds of significance are presented in Table 2.

Table 2
PCAPCD Thresholds of Significance for Health Risks

Risk Factor	Threshold
Cancer	Increased cancer risk of >10.0 cases per million persons
Non-Cancer	Increased non-cancer risk of >1.0 Hazard Index (Chronic or Acute)

Source: Placer County Air Pollution Control District. CEQA Air Quality Handbook, Appendix G. Preparing a Health Risk Assessment for Land Use Projects. November 21, 2017.

METHOD OF ANALYSIS

Following the guidance within Appendix G of the PCAPCD's CEQA Handbook,[2] as well as guidance from other air districts within California such as the San Joaquin Valley Air Pollution Control District,[3] the concentrations of pollutants from operation of the GDF were calculated using the American Meteorological Society/Environmental Protection Agency (AMS/EPA) Regulatory Model (AERMOD) dispersion model. The associated cancer risk and non-cancer (chronic and acute) hazard index were calculated using the CARB's Hotspot Analysis and Reporting Program 2 Risk Assessment Standalone Tool (HARP 2 RAST),[4] which calculates the cancer and non-cancer health impacts using the risk assessment guidelines of the 2015 Office of Environmental Health Hazard Assessment (OEHHA) Guidance Manual for Preparation of Health Risk Assessments.[5] In addition to the guidance provided by the PCAPCD, further modeling guidance was obtained through the California Air Pollution Control Officers Association's (CAPCOA) Guidance document, Gasoline Service Station Industrywide Risk Assessment Guidelines, as well as the U.S. Environmental Protection Agency's (USEPA's) User's Guide for the AMS/EPA Regulatory Model – AERMOD,[6] and the 2015 OEHHA Guidance Manual. Considering that GDFs result in the emission of various TACs, potential risks related to the exposure of receptors to benzene, ethyl benzene, toluene, and xylene were considered.

For the purpose of determining potential health risks to sensitive receptors, only the highest estimated pollutant concentrations were used in calculating cancer risk and hazard indices. Based

2 California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.
3 San Joaquin Valley Air Pollution Control District. *Guidance for Air Dispersion Modeling*. August 2006.
4 California Air Resources Board. *User Manual for the Hotspots Analysis and Reporting Program Health Risk Assessment Standalone Tool, Version 2*. March 17, 2015.
5 Office of Environmental Health Hazard Assessment. *Air Toxics Hot Spots Program Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments* [pg. 8-18]. February 2015.
6 U.S. Environmental Protection Agency. *User's Guide for the AMS/EPA Regulatory Model – AERMOD*. September 2004.

on the USEPA's User's Guide for AERMOD and the 2015 OEHHA Guidance Manual, the HRA assumed that sensitive receptors would be exposed for the lifetime of the project (assumed to be 30 years) and exposure would begin during the third trimester of pregnancy. The receptor experiencing the highest estimated pollutant concentrations was considered to be the maximally exposed receptor, and would experience the highest potential health risks.

Additionally, considering that both schools and residential units are proximate to the project site, the estimation of health risks conservatively assumed that nearby receptors would be continuously exposed to various pollutants from the GDF at the maximum estimated concentrations. This assumption would represent a scenario whereby a resident living nearby also attends one of the nearby schools and is therefore exposed to pollutants both at home and at school. In practice, concentrations of pollutants at nearby schools would be much less than the concentration of pollutants at the maximally exposed receptor location. Due to the difference in pollutant concentrations at the maximally exposed receptor location and nearby schools, a single receptor would not be anticipated to be continuously exposed to the maximum level of pollutant concentrations both at home and school.

By using the maximum estimated concentrations and assuming continuous exposure to pollutants, the estimated health risks are considered a worst-case estimate, and actual health risks to sensitive receptors in the project area would be lower than the levels presented within this analysis.

The resultant cancer and non-cancer health risks associated with GDF operations were then compared to the standards of significance discussed above in order to determine the associated level of impact. The AERMOD and HARP 2 RAST modeling results are included as an Appendix to this HRA.

HRA RESULTS

As presented in Table 2 above, based on the PCAPCD thresholds, a significant impact would result if sensitive receptors would experience an increased cancer risk of greater than or equal to 10 in one million people, or experience a chronic or acute hazard index of greater than or equal to 1.0.

Based on the foregoing methodology, the cancer risk and non-cancer hazard indices were estimated and are presented in Table 3. The cancer risks and non-cancer hazard indexes presented in Table 3 represent the risks over a 30-year exposure period.

Table 3
Maximum Unmitigated Cancer Risk and Hazard Index Associated with Proposed Project GDF

	Cancer Risk (per million persons)	Acute Hazard Index	Chronic Hazard Index
Health Risks Associated with Proposed Project GDF	1.12	0.03	0.004
Thresholds of Significance	10	1.0	1.0
Exceed Thresholds?	**NO**	**NO**	**NO**

Source: AERMOD and HARP 2 RAST, June 2026 (see Appendix).

As shown in Table 3 above, TAC emissions related to the operation of the proposed GDF would not result in health risks to the maximally exposed receptor in excess of the PCAPCD's thresholds for cancer risk and/or non-cancer hazard index. Thus, operation of the proposed GDF would not result in exposure of nearby receptors to substantial pollutant concentrations.

Appendix

AERMOD and HARP RAST Results

AERMOD Model Options

Model Options

Pathway	Keyword	Description	Value
CO	TITLEONE	Project title 1	Sierra View Shopping Center
CO	TITLETWO	Project title 2	
CO	MODELOPT	Model options	DFAULT,CONC,NODRYDPLT,NOWETDPLT
CO	AVERTIME	Averaging times	1,ANNUAL
CO	URBANOPT	Urban options	
CO	POLLUTID	Pollutant ID	OTHER
CO	HALFLIFE	Half life	
CO	DCAYCOEF	Decay coefficient	
CO	FLAGPOLE	Flagpole receptor heights	1.8
CO	RUNORNOT	Run or Not	RUN
CO	EVENTFIL	Event file	F
CO	SAVEFILE	Save file	F
CO	INITFILE	Initialization file	
CO	MULTYEAR	Multiple year option	N/A
CO	DEBUGOPT	Debug options	N/A
CO	ERRORFIL	Error file	F
SO	ELEVUNIT	Elevation units	METERS
SO	EMISUNIT	Emission units	N/A
RE	ELEVUNIT	Elevation units	METERS
ME	SURFFILE	Surface met file	I:\Projects\Reference Material\Air Quality Assessment\2_HRA Guidance_2023 \Meteorological Data for AERMOD\Sac International Airport.SFC
ME	PROFFILE	Profile met file	I:\Projects\Reference Material\Air Quality Assessment\2_HRA Guidance_2023 \Meteorological Data for AERMOD\Sac International Airport.PFL
ME	SURFDATA	Surf met data info.	93225 2014
ME	UAIRDATA	U-Air met data info.	23230 2014
ME	SITEDATA	On-site met data info.	
ME	PROFBASE	Elev. above MSL	8
ME	STARTEND	Start-end met dates	
ME	WDROTATE	Wind dir. rot. adjust.	
ME	WINDCATS	Wind speed cat. max.	
ME	SCIMBYHR	SCIM sample params	
EV	DAYTABLE	Print summary opt.	N/A
OU	EVENTOUT	Output info. level	N/A

OU	DAYTABLE	Print summary opt.	

Source Parameter Tables

All Sources

Source ID / Pollutant ID	Source Type	Description	UTM		Elev.	Emiss. Rate	Emiss. Units	Release Height
			East (m)	North (m)	(m)			(m)
ALORC000	POINT	LOAD	642552.9	4292006.4	0	1	(g/s)	3.66

Point Sources

Source ID / Pollutant ID	Description	UTM		Elev.	Emiss. Rate	Stack Height	Stack Temp	Stack Velocity	Stack Diameter
		East (m)	North (m)	(m)	(g/s)	(m)	(K)	(m/s)	(m)
ALORC000	LOAD	642552.9	4292006.4	0	1	3.66	291	0.00035	0.0508

BREEZE AERMOD Model Results

Max. Annual (4 YEARS) Results of Pollutant: OTHER (ug/m**3)

Group ID	High	Avg. Conc.	UTM		Elev.	Hill Ht.	Flag Ht.	Rec. Type	Grid ID
			East (m)	North (m)	(m)	(m)	(m)		
ALL	1ST	85.15661	642526.40	4292142.40	0.00	0.00	1.80	DC	
	2ND	85.09744	642521.40	4292142.40	0.00	0.00	1.80	DC	
	3RD	84.66809	642531.40	4292142.40	0.00	0.00	1.80	DC	
	4TH	84.49898	642516.40	4292142.40	0.00	0.00	1.80	DC	
	5TH	83.64276	642536.40	4292142.40	0.00	0.00	1.80	DC	
	6TH	83.38704	642511.40	4292142.40	0.00	0.00	1.80	DC	
	7TH	82.11138	642541.40	4292142.40	0.00	0.00	1.80	DC	
	8TH	81.80196	642506.40	4292142.40	0.00	0.00	1.80	DC	
	9TH	80.12321	642546.40	4292142.40	0.00	0.00	1.80	DC	
	10TH	79.98727	642521.40	4292147.40	0.00	0.00	1.80	DC	

Highest Results of Pollutant: OTHER

Avg. Per.	Grp ID	High	Type	Val	Units	Date	UTM		Elev.	Hill Ht.	Flag Ht.	Rec. Type	Grid ID
						YYMMDDHH	East (m)	North (m)	(m)	(m)	(m)		
1-HR	ALL	1ST	Avg. Conc.	2295.37844	ug/m**3	16011409	642391.70	4292010.50	0.00	0.00	1.80	DC	

Summary of Total Messages

#	Message Type
0	Fatal Error Message(s)
4	Warning Message(s)
996	Informational Message(s)
43680	Hours Were Processed
452	Calm Hours Identified
544	Missing Hours Identified (1.25 Percent)

Error & Warning Messages

Msg. Type	Pathway	Ref. #	Description

WARNING	ME	W186	THRESH_1MIN 1-min ASOS wind speed threshold used 0.50

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AERMOD Model Options

Model Options

Pathway	Keyword	Description	Value
CO	TITLEONE	Project title 1	Sierra View Shopping Center
CO	TITLETWO	Project title 2	
CO	MODELOPT	Model options	DFAULT,CONC,NODRYDPLT,NOWETDPLT
CO	AVERTIME	Averaging times	1,ANNUAL
CO	URBANOPT	Urban options	
CO	POLLUTID	Pollutant ID	OTHER
CO	HALFLIFE	Half life	
CO	DCAYCOEF	Decay coefficient	
CO	FLAGPOLE	Flagpole receptor heights	1.8
CO	RUNORNOT	Run or Not	RUN
CO	EVENTFIL	Event file	F
CO	SAVEFILE	Save file	F
CO	INITFILE	Initialization file	
CO	MULTYEAR	Multiple year option	N/A
CO	DEBUGOPT	Debug options	N/A
CO	ERRORFIL	Error file	F
SO	ELEVUNIT	Elevation units	METERS
SO	EMISUNIT	Emission units	N/A
RE	ELEVUNIT	Elevation units	METERS
ME	SURFFILE	Surface met file	I:\Projects\Reference Material\Air Quality Assessment\2_HRA Guidance_2023 \Meteorological Data for AERMOD\Sac International Airport.SFC
ME	PROFFILE	Profile met file	I:\Projects\Reference Material\Air Quality Assessment\2_HRA Guidance_2023 \Meteorological Data for AERMOD\Sac International Airport.PFL
ME	SURFDATA	Surf met data info.	93225 2014
ME	UAIRDATA	U-Air met data info.	23230 2014
ME	SITEDATA	On-site met data info.	
ME	PROFBASE	Elev. above MSL	8
ME	STARTEND	Start-end met dates	
ME	WDROTATE	Wind dir. rot. adjust.	
ME	WINDCATS	Wind speed cat. max.	
ME	SCIMBYHR	SCIM sample params	
EV	DAYTABLE	Print summary opt.	N/A
OU	EVENTOUT	Output info. level	N/A

OU	DAYTABLE	Print summary opt.	

Source Parameter Tables

All Sources

Source ID / Pollutant ID	Source Type	Description	UTM		Elev.	Emiss. Rate	Emiss. Units	Release Height
			East (m)	North (m)	(m)			(m)
ALORC001	POINT	BREATH	642552.9	4292007.3	0	1	(g/s)	3.66

Point Sources

Source ID / Pollutant ID	Description	UTM		Elev.	Emiss. Rate	Stack Height	Stack Temp	Stack Velocity	Stack Diameter
		East (m)	North (m)	(m)	(g/s)	(m)	(K)	(m/s)	(m)
ALORC001	BREATH	642552.9	4292007.3	0	1	3.66	289	0.000106	0.0508

BREEZE AERMOD Model Results

Max. Annual (4 YEARS) Results of Pollutant: OTHER (ug/m**3)

Group ID	High	Avg. Conc.	UTM		Elev.	Hill Ht.	Flag Ht.	Rec. Type	Grid ID
			East (m)	North (m)	(m)	(m)	(m)		
ALL	1ST	86.15009	642526.40	4292142.40	0.00	0.00	1.80	DC	
	2ND	86.06785	642521.40	4292142.40	0.00	0.00	1.80	DC	
	3RD	85.67093	642531.40	4292142.40	0.00	0.00	1.80	DC	
	4TH	85.43356	642516.40	4292142.40	0.00	0.00	1.80	DC	
	5TH	84.64100	642536.40	4292142.40	0.00	0.00	1.80	DC	
	6TH	84.27455	642511.40	4292142.40	0.00	0.00	1.80	DC	
	7TH	83.09152	642541.40	4292142.40	0.00	0.00	1.80	DC	
	8TH	82.63312	642506.40	4292142.40	0.00	0.00	1.80	DC	
	9TH	81.07295	642546.40	4292142.40	0.00	0.00	1.80	DC	
	10TH	80.87389	642521.40	4292147.40	0.00	0.00	1.80	DC	

Highest Results of Pollutant: OTHER

Avg. Per.	Grp ID	High	Type	Val	Units	Date	UTM		Elev.	Hill Ht.	Flag Ht.	Rec. Type	Grid ID
						YYMMDDHH	East (m)	North (m)	(m)	(m)	(m)		
1-HR	ALL	1ST	Avg. Conc.	2289.17377	ug/m**3	16011409	642391.70	4292010.50	0.00	0.00	1.80	DC	

Summary of Total Messages

#	Message Type
0	Fatal Error Message(s)
4	Warning Message(s)
996	Informational Message(s)
43680	Hours Were Processed
452	Calm Hours Identified
544	Missing Hours Identified (1.25 Percent)

Error & Warning Messages

Msg. Type	Pathway	Ref. #	Description

WARNING	ME	W186	THRESH_1MIN 1-min ASOS wind speed threshold used 0.50

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AERMOD Model Options

Model Options

Pathway	Keyword	Description	Value
CO	TITLEONE	Project title 1	Sierra View Shopping Center
CO	TITLETWO	Project title 2	
CO	MODELOPT	Model options	DFAULT,CONC,NODRYDPLT,NOWETDPLT
CO	AVERTIME	Averaging times	1,ANNUAL
CO	URBANOPT	Urban options	
CO	POLLUTID	Pollutant ID	OTHER
CO	HALFLIFE	Half life	
CO	DCAYCOEF	Decay coefficient	
CO	FLAGPOLE	Flagpole receptor heights	1.8
CO	RUNORNOT	Run or Not	RUN
CO	EVENTFIL	Event file	F
CO	SAVEFILE	Save file	F
CO	INITFILE	Initialization file	
CO	MULTYEAR	Multiple year option	N/A
CO	DEBUGOPT	Debug options	N/A
CO	ERRORFIL	Error file	F
SO	ELEVUNIT	Elevation units	METERS
SO	EMISUNIT	Emission units	N/A
RE	ELEVUNIT	Elevation units	METERS
ME	SURFFILE	Surface met file	I:\Projects\Reference Material\Air Quality Assessment\2_HRA Guidance_2023 \Meteorological Data for AERMOD\Sac International Airport.SFC
ME	PROFFILE	Profile met file	I:\Projects\Reference Material\Air Quality Assessment\2_HRA Guidance_2023 \Meteorological Data for AERMOD\Sac International Airport.PFL
ME	SURFDATA	Surf met data info.	93225 2014
ME	UAIRDATA	U-Air met data info.	23230 2014
ME	SITEDATA	On-site met data info.	
ME	PROFBASE	Elev. above MSL	8
ME	STARTEND	Start-end met dates	
ME	WDROTATE	Wind dir. rot. adjust.	
ME	WINDCATS	Wind speed cat. max.	
ME	SCIMBYHR	SCIM sample params	
EV	DAYTABLE	Print summary opt.	N/A
OU	EVENTOUT	Output info. level	N/A

OU	DAYTABLE	Print summary opt.	

Source Parameter Tables

All Sources

Source ID / Pollutant ID	Source Type	Description	UTM		Elev.	Emiss. Rate	Emiss. Units	Release Height
			East (m)	North (m)	(m)			(m)
ALORC002	VOLUME	REFUEL	642527.0	4291981.8	0	1	(g/s)	1

Volume Sources

Source ID / Pollutant ID	Description	UTM		Elev.	Emiss. Rate	Release Height	Init. Lat. Dim.	Init. Vert. Dim.
		East (m)	North (m)	(m)	(g/s)	(m)	(m)	(m)
ALORC002	REFUEL	642527.0	4291981.8	0	1	1	3.02	1.86

BREEZE AERMOD Model Results

Max. Annual (4 YEARS) Results of Pollutant: OTHER (ug/m**3)

Group ID	High	Avg. Conc.	UTM		Elev.	Hill Ht.	Flag Ht.	Rec. Type	Grid ID
			East (m)	North (m)	(m)	(m)	(m)		
ALL	1ST	66.37045	642491.40	4292142.40	0.00	0.00	1.80	DC	
	2ND	66.31213	642496.40	4292142.40	0.00	0.00	1.80	DC	
	3RD	66.12826	642486.40	4292142.40	0.00	0.00	1.80	DC	
	4TH	65.93699	642501.40	4292142.40	0.00	0.00	1.80	DC	
	5TH	65.60479	642481.40	4292142.40	0.00	0.00	1.80	DC	
	6TH	65.23546	642506.40	4292142.40	0.00	0.00	1.80	DC	
	7TH	64.81679	642476.40	4292142.40	0.00	0.00	1.80	DC	
	8TH	64.21017	642511.40	4292142.40	0.00	0.00	1.80	DC	
	9TH	63.78102	642471.40	4292142.40	0.00	0.00	1.80	DC	
	10TH	62.87983	642516.40	4292142.40	0.00	0.00	1.80	DC	

Highest Results of Pollutant: OTHER

Avg. Per.	Grp ID	High	Type	Val	Units	Date	UTM		Elev.	Hill Ht.	Flag Ht.	Rec. Type	Grid ID
						YYMMDDHH	East (m)	North (m)	(m)	(m)	(m)		
1-HR	ALL	1ST	Avg. Conc.	4389.66363	ug/m**3	14010120	642399.20	4291961.00	0.00	0.00	1.80	DC	

Summary of Total Messages

#	Message Type
0	Fatal Error Message(s)
4	Warning Message(s)
996	Informational Message(s)
43680	Hours Were Processed
452	Calm Hours Identified
544	Missing Hours Identified (1.25 Percent)

Error & Warning Messages

Msg. Type	Pathway	Ref. #	Description

WARNING	ME	W186	THRESH_1MIN 1-min ASOS wind speed threshold used 0.50

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AERMOD Model Options

Model Options

Pathway	Keyword	Description	Value
CO	TITLEONE	Project title 1	Sierra View Shopping Center
CO	TITLETWO	Project title 2	
CO	MODELOPT	Model options	DFAULT,CONC,NODRYDPLT,NOWETDPLT
CO	AVERTIME	Averaging times	1,ANNUAL
CO	URBANOPT	Urban options	
CO	POLLUTID	Pollutant ID	OTHER
CO	HALFLIFE	Half life	
CO	DCAYCOEF	Decay coefficient	
CO	FLAGPOLE	Flagpole receptor heights	1.8
CO	RUNORNOT	Run or Not	RUN
CO	EVENTFIL	Event file	F
CO	SAVEFILE	Save file	F
CO	INITFILE	Initialization file	
CO	MULTYEAR	Multiple year option	N/A
CO	DEBUGOPT	Debug options	N/A
CO	ERRORFIL	Error file	F
SO	ELEVUNIT	Elevation units	METERS
SO	EMISUNIT	Emission units	N/A
RE	ELEVUNIT	Elevation units	METERS
ME	SURFFILE	Surface met file	I:\Projects\Reference Material\Air Quality Assessment\2_HRA Guidance_2023 \Meteorological Data for AERMOD\Sac International Airport.SFC
ME	PROFFILE	Profile met file	I:\Projects\Reference Material\Air Quality Assessment\2_HRA Guidance_2023 \Meteorological Data for AERMOD\Sac International Airport.PFL
ME	SURFDATA	Surf met data info.	93225 2014
ME	UAIRDATA	U-Air met data info.	23230 2014
ME	SITEDATA	On-site met data info.	
ME	PROFBASE	Elev. above MSL	8
ME	STARTEND	Start-end met dates	
ME	WDROTATE	Wind dir. rot. adjust.	
ME	WINDCATS	Wind speed cat. max.	
ME	SCIMBYHR	SCIM sample params	
EV	DAYTABLE	Print summary opt.	N/A
OU	EVENTOUT	Output info. level	N/A

OU	DAYTABLE	Print summary opt.	

Source Parameter Tables

All Sources

Source ID / Pollutant ID	Source Type	Description	UTM		Elev.	Emiss. Rate	Emiss. Units	Release Height
			East (m)	North (m)	(m)			(m)
ALORC003	VOLUME	SPILL	642527.5	4291982.2	0	1	(g/s)	0

Volume Sources

Source ID / Pollutant ID	Description	UTM		Elev.	Emiss. Rate	Release Height	Init. Lat. Dim.	Init. Vert. Dim.
		East (m)	North (m)	(m)	(g/s)	(m)	(m)	(m)
ALORC003	SPILL	642527.5	4291982.2	0	1	0	3.02	1.86

BREEZE AERMOD Model Results

Max. Annual (4 YEARS) Results of Pollutant: OTHER (ug/m**3)

Group ID	High	Avg. Conc.	UTM		Elev.	Hill Ht.	Flag Ht.	Rec. Type	Grid ID
			East (m)	North (m)	(m)	(m)	(m)		
ALL	1ST	67.26929	642496.40	4292142.40	0.00	0.00	1.80	DC	
	2ND	67.24984	642491.40	4292142.40	0.00	0.00	1.80	DC	
	3RD	66.96974	642501.40	4292142.40	0.00	0.00	1.80	DC	
	4TH	66.94701	642486.40	4292142.40	0.00	0.00	1.80	DC	
	5TH	66.38690	642481.40	4292142.40	0.00	0.00	1.80	DC	
	6TH	66.31556	642506.40	4292142.40	0.00	0.00	1.80	DC	
	7TH	65.58806	642476.40	4292142.40	0.00	0.00	1.80	DC	
	8TH	65.28547	642511.40	4292142.40	0.00	0.00	1.80	DC	
	9TH	64.56710	642471.40	4292142.40	0.00	0.00	1.80	DC	
	10TH	63.88335	642516.40	4292142.40	0.00	0.00	1.80	DC	

Highest Results of Pollutant: OTHER

Avg. Per.	Grp ID	High	Type	Val	Units	Date	UTM		Elev.	Hill Ht.	Flag Ht.	Rec. Type	Grid ID
						YYMMDDHH	East (m)	North (m)	(m)	(m)	(m)		
1-HR	ALL	1ST	Avg. Conc.	5413.46403	ug/m**3	14010120	642399.20	4291961.00	0.00	0.00	1.80	DC	

Summary of Total Messages

#	Message Type
0	Fatal Error Message(s)
4	Warning Message(s)
996	Informational Message(s)
43680	Hours Were Processed
452	Calm Hours Identified
544	Missing Hours Identified (1.25 Percent)

Error & Warning Messages

Msg. Type	Pathway	Ref. #	Description

WARNING	ME	W186	THRESH_1MIN 1-min ASOS wind speed threshold used 0.50

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Gasoline Dispensing Facility Operations

Project Name:	Sierra View Shopping Center
Author:	Grace Olsen (Raney)
Date:	6/3/2026

Instructions: Input project information into green cells

Inputs	
Throughput (gallons/year):	2,040,000

AERMOD Results		
	Average Concentration (ug/m^3)	Highest Hour (ug/m^3)
Loading	85.15661	2295.37844
Breathing	86.15009	2289.17377
Refueling	66.37045	4389.66363
Spillage	67.26929	5413.46403

Outputs	
VOC emissions (lbs/day)	5.304

Info for HARP		
Pollutant	Emission Source	Average Concentration (ug/m^3)
Benzene	Loading	0.000629663
	Breathing	0.000189586
	Refueling	0.002453772
	Spillage	0.008290011
Ethyl Benzene	Loading	0.0033582
	Breathing	0.001011125
	Refueling	0.013086785
	Spillage	0.013264017
Toluene	Loading	0.016791001
	Breathing	0.005055623
	Refueling	0.065433927
	Spillage	0.066320084
Xylenes	Loading	0.0050373
	Breathing	0.001516687
	Refueling	0.019630178
	Spillage	0.019896025

Highest Hour (ug/m^3)
0.016972421
0.005037661
0.162289617
0.667134642
0.090519577
0.026867527
0.865544622
1.067415427
0.452597883
0.134337637
4.327723111
5.337077136
0.135779365
0.040301291
1.298316933
1.601123141

*HARP - HRACalc v22118 6/3/2026 4:12:42 PM - Cancer Risk - Input File: C:\Users\GOlsen\Desktop\HARP

INDEX	GRP1	GRP2	POLID	POLABBRE'	CONC	RISK_SUM	SCENARIO	DETAILS
1			71432	Benzene	0.00063	4.95E-08	30YrCance	*
2			71432	Benzene	0.00019	1.49E-08	30YrCance	*
3			71432	Benzene	0.002454	1.93E-07	30YrCance	*
4			71432	Benzene	0.00829	6.52E-07	30YrCance	*
5			100414	Ethyl Benze	0.003358	2.30E-08	30YrCance	*
6			100414	Ethyl Benze	0.001011	6.92E-09	30YrCance	*
7			100414	Ethyl Benze	0.013087	8.96E-08	30YrCance	*
8			100414	Ethyl Benze	0.013264	9.08E-08	30YrCance	*
9			108883	Toluene	0.016791	0.00E+00	30YrCance	*
10			108883	Toluene	0.005056	0.00E+00	30YrCance	*
11			108883	Toluene	0.065434	0.00E+00	30YrCance	*
12			108883	Toluene	0.06632	0.00E+00	30YrCance	*
13			1330207	Xylenes	0.005037	0.00E+00	30YrCance	*
14			1330207	Xylenes	0.001517	0.00E+00	30YrCance	*
15			1330207	Xylenes	0.01963	0.00E+00	30YrCance	*
16			1330207	Xylenes	0.019896	0.00E+00	30YrCance	*

Results\SierraViewShopping Center_HRAInput.hra

INH_RISK	SOIL_RISK	DERMAL_RI	MMILK_RIS	WATER_RIS	FISH_RISK	CROP_RISK	BEEF_RISK	DAIRY_RISK
4.95E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1.49E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1.93E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6.52E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2.30E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6.92E-09	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
8.96E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
9.08E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1.12E-06								

PIG_RISK	CHICKEN_I	EGG_RISK	1ST_DRIVEI	2ND_DRIVE	PASTURE_C	FISH_CONC	WATER_CONC
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00

*HARP - HRACalc v22118 6/3/2026 4:12:42 PM - Acute Risk - Input File: C:\Users\GOlsen\Desktop\HARP F

INDEX	GRP1	GRP2	POLID	POLABBRE'	CONC	SCENARIO	CV	CNS
1			71432	Benzene	0.016972	NonCancer	0.00E+00	0.00E+00
2			71432	Benzene	0.005038	NonCancer	0.00E+00	0.00E+00
3			71432	Benzene	0.16229	NonCancer	0.00E+00	0.00E+00
4			71432	Benzene	0.667135	NonCancer	0.00E+00	0.00E+00
5			100414	Ethyl Benze	0.09052	NonCancer	0.00E+00	0.00E+00
6			100414	Ethyl Benze	0.026868	NonCancer	0.00E+00	0.00E+00
7			100414	Ethyl Benze	0.865545	NonCancer	0.00E+00	0.00E+00
8			100414	Ethyl Benze	1.067415	NonCancer	0.00E+00	0.00E+00
9			108883	Toluene	0.452598	NonCancer	0.00E+00	9.05E-05
10			108883	Toluene	0.134338	NonCancer	0.00E+00	2.69E-05
11			108883	Toluene	4.327723	NonCancer	0.00E+00	8.66E-04
12			108883	Toluene	5.337077	NonCancer	0.00E+00	1.07E-03
13			1330207	Xylenes	0.135779	NonCancer	0.00E+00	6.17E-06
14			1330207	Xylenes	0.040301	NonCancer	0.00E+00	1.83E-06
15			1330207	Xylenes	1.298317	NonCancer	0.00E+00	5.90E-05
16			1330207	Xylenes	1.601123	NonCancer	0.00E+00	7.28E-05
							0	0.00219
				Highest	0.031535			

IMMUN	KIDNEY	GILV	REPRO/DE\	RESP	SKIN	EYE	BONE/TEET	ENDO
6.29E-04	0.00E+00	0.00E+00	6.29E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1.87E-04	0.00E+00	0.00E+00	1.87E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6.01E-03	0.00E+00	0.00E+00	6.01E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2.47E-02	0.00E+00	0.00E+00	2.47E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	9.05E-05	0.00E+00	9.05E-05	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.69E-05	0.00E+00	2.69E-05	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	8.66E-04	0.00E+00	8.66E-04	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.07E-03	0.00E+00	1.07E-03	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	6.17E-06	0.00E+00	6.17E-06	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.83E-06	0.00E+00	1.83E-06	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	5.90E-05	0.00E+00	5.90E-05	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	7.28E-05	0.00E+00	7.28E-05	0.00E+00	0.00E+00
0.031535	0	0	0.031535	0.00219	0	0.00219	0	0

BLOOD	ODOR	GENERAL
6.29E-04	0.00E+00	0.00E+00
1.87E-04	0.00E+00	0.00E+00
6.01E-03	0.00E+00	0.00E+00
2.47E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.031535	0	0

*HARP - HRACalc v22118 6/3/2026 4:12:42 PM - Chronic Risk - Input File: C:\Users\GOlsen\Desktop\HARP

INDEX	GRP1	GRP2	POLID	POLABBRE'	CONC	SCENARIO	CV	CNS
1			71432	Benzene	0.00063	NonCancer	0.00E+00	0.00E+00
2			71432	Benzene	0.00019	NonCancer	0.00E+00	0.00E+00
3			71432	Benzene	0.002454	NonCancer	0.00E+00	0.00E+00
4			71432	Benzene	0.00829	NonCancer	0.00E+00	0.00E+00
5			100414	Ethyl Benze	0.003358	NonCancer	0.00E+00	0.00E+00
6			100414	Ethyl Benze	0.001011	NonCancer	0.00E+00	0.00E+00
7			100414	Ethyl Benze	0.013087	NonCancer	0.00E+00	0.00E+00
8			100414	Ethyl Benze	0.013264	NonCancer	0.00E+00	0.00E+00
9			108883	Toluene	0.016791	NonCancer	0.00E+00	0.00E+00
10			108883	Toluene	0.005056	NonCancer	0.00E+00	0.00E+00
11			108883	Toluene	0.065434	NonCancer	0.00E+00	0.00E+00
12			108883	Toluene	0.06632	NonCancer	0.00E+00	0.00E+00
13			1330207	Xylenes	0.005037	NonCancer	0.00E+00	7.20E-06
14			1330207	Xylenes	0.001517	NonCancer	0.00E+00	2.17E-06
15			1330207	Xylenes	0.01963	NonCancer	0.00E+00	2.80E-05
16			1330207	Xylenes	0.019896	NonCancer	0.00E+00	2.84E-05
							0	6.58E-05

Highest 0.003854

Results\SierraViewShopping Center_HRAInput.hra

IMMUN	KIDNEY	GILV	REPRO/DE\	RESP	SKIN	EYE	BONE/TEET	ENDO
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	1.68E-06	1.68E-06	1.68E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.68E-06
0.00E+00	5.06E-07	5.06E-07	5.06E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	5.06E-07
0.00E+00	6.54E-06	6.54E-06	6.54E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	6.54E-06
0.00E+00	6.63E-06	6.63E-06	6.63E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	6.63E-06
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.00E-05	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.20E-05	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.56E-04	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.58E-04	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	7.20E-06	0.00E+00	7.20E-06	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.17E-06	0.00E+00	2.17E-06	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.80E-05	0.00E+00	2.80E-05	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.84E-05	0.00E+00	2.84E-05	0.00E+00	0.00E+00
0	1.54E-05	1.54E-05	1.54E-05	6.58E-05	0	0.000432	0	1.54E-05

BLOOD	ODOR	GENERAL	DETAILS	INH_CONC	SOIL_DOSE	DERMAL_D	MMILK_DO	WATER_DO
2.10E-04	0.00E+00	0.00E+00	*	6.30E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6.32E-05	0.00E+00	0.00E+00	*	1.90E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00
8.18E-04	0.00E+00	0.00E+00	*	2.45E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2.76E-03	0.00E+00	0.00E+00	*	8.29E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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0.00E+00	0.00E+00	0.00E+00	*	1.31E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	*	1.33E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	*	1.68E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	*	5.06E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	*	6.54E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	*	6.63E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	*	5.04E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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0.00E+00	0.00E+00	0.00E+00	*	1.96E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	*	1.99E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.003854	0	0						

FISH_DOSE	CROP_DOS	BEEF_DOSI	DAIRY_DOS	PIG_DOSE	CHICKEN_I	EGG_DOSE	1ST_DRIVEI	2ND_DRIVE
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATIO	NA
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0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATIO	NA
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0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATIO	NA
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATIO	NA
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATIO	NA
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0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATIO	NA
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATIO	NA
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATIO	NA
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0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATIO	NA

3RD_DRIVE	PASTURE_C	FISH_CON(	WATER_CONC
NA	0.00E+00	0.00E+00	0.00E+00
NA	0.00E+00	0.00E+00	0.00E+00
NA	0.00E+00	0.00E+00	0.00E+00
NA	0.00E+00	0.00E+00	0.00E+00
NA	0.00E+00	0.00E+00	0.00E+00
NA	0.00E+00	0.00E+00	0.00E+00
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NA	0.00E+00	0.00E+00	0.00E+00
NA	0.00E+00	0.00E+00	0.00E+00
NA	0.00E+00	0.00E+00	0.00E+00
NA	0.00E+00	0.00E+00	0.00E+00
NA	0.00E+00	0.00E+00	0.00E+00
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Environmental Noise Assessment

Sierra View Shopping Center

City of Roseville, California

June 23, 2026

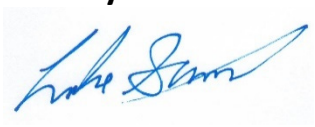
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INTRODUCTION

The Sierra View Shopping Center project at 1875 Pleasant Grove Boulevard is located southwest of the Fiddyment Road and Pleasant Grove Boulevard intersection in the City of Roseville, California. The project will provide neighborhood-serving uses including a grocery store, retail spaces, fast food restaurants with drive-throughs, and a fuel station. The site is bordered by Pleasant Grove Boulevard to the north, Fiddyment Road to the east, Upland Drive and future multifamily residential uses to the west, and existing single-family homes to the south. The project site is designated Community Commercial (CC) in the Sierra Vista Specific Plan. The Sierra Vista Specific Plan Environmental Impact Report (2010) evaluated buildout of the project with community commercial uses.

Figure 1 shows the project site plan. **Figure 2** shows an aerial photo of the project site.

BACKGROUND INFORMATION ON NOISE

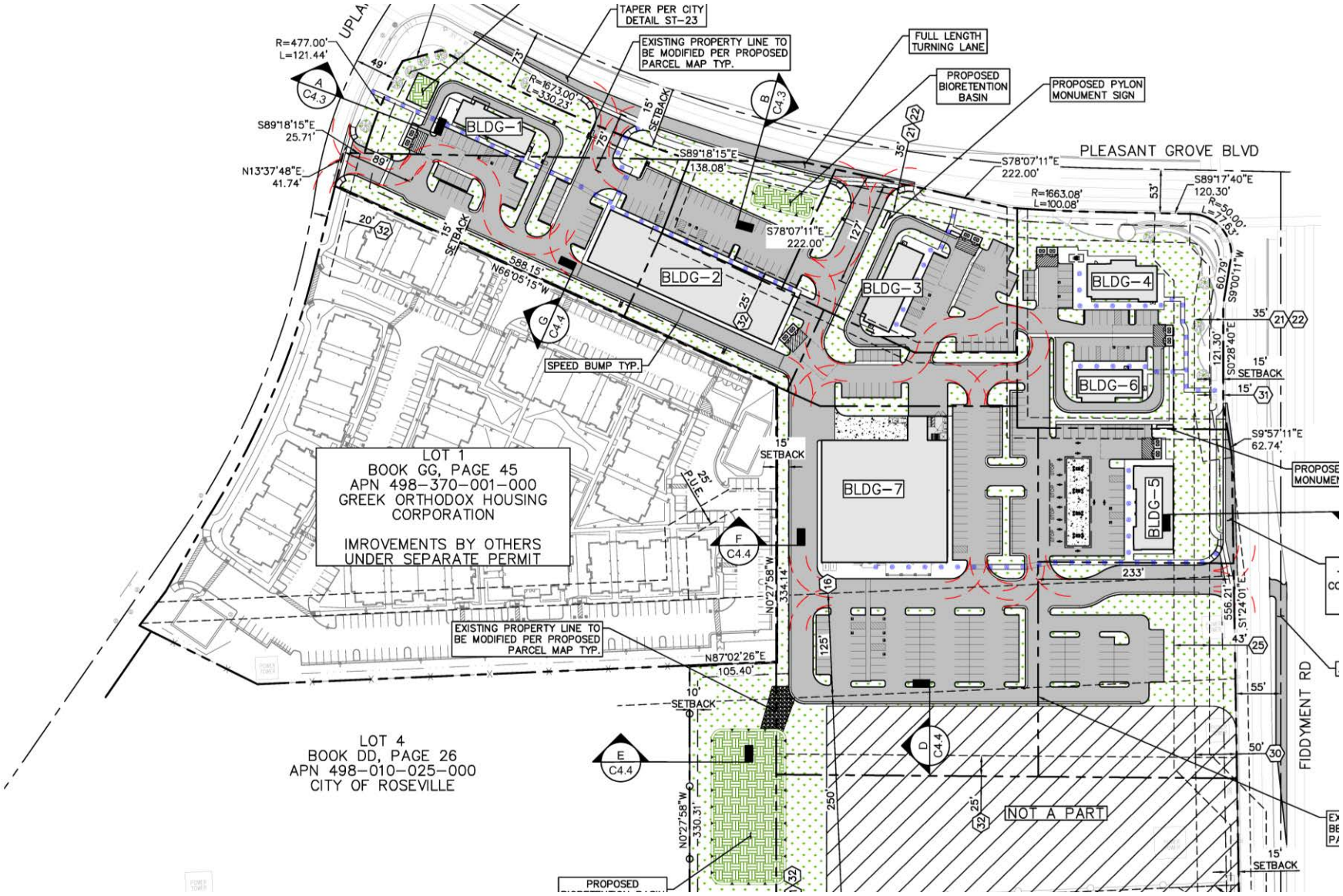
FUNDAMENTALS OF ACOUSTICS

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.

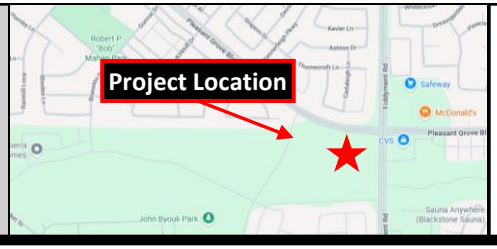


Sierra View Shopping Center

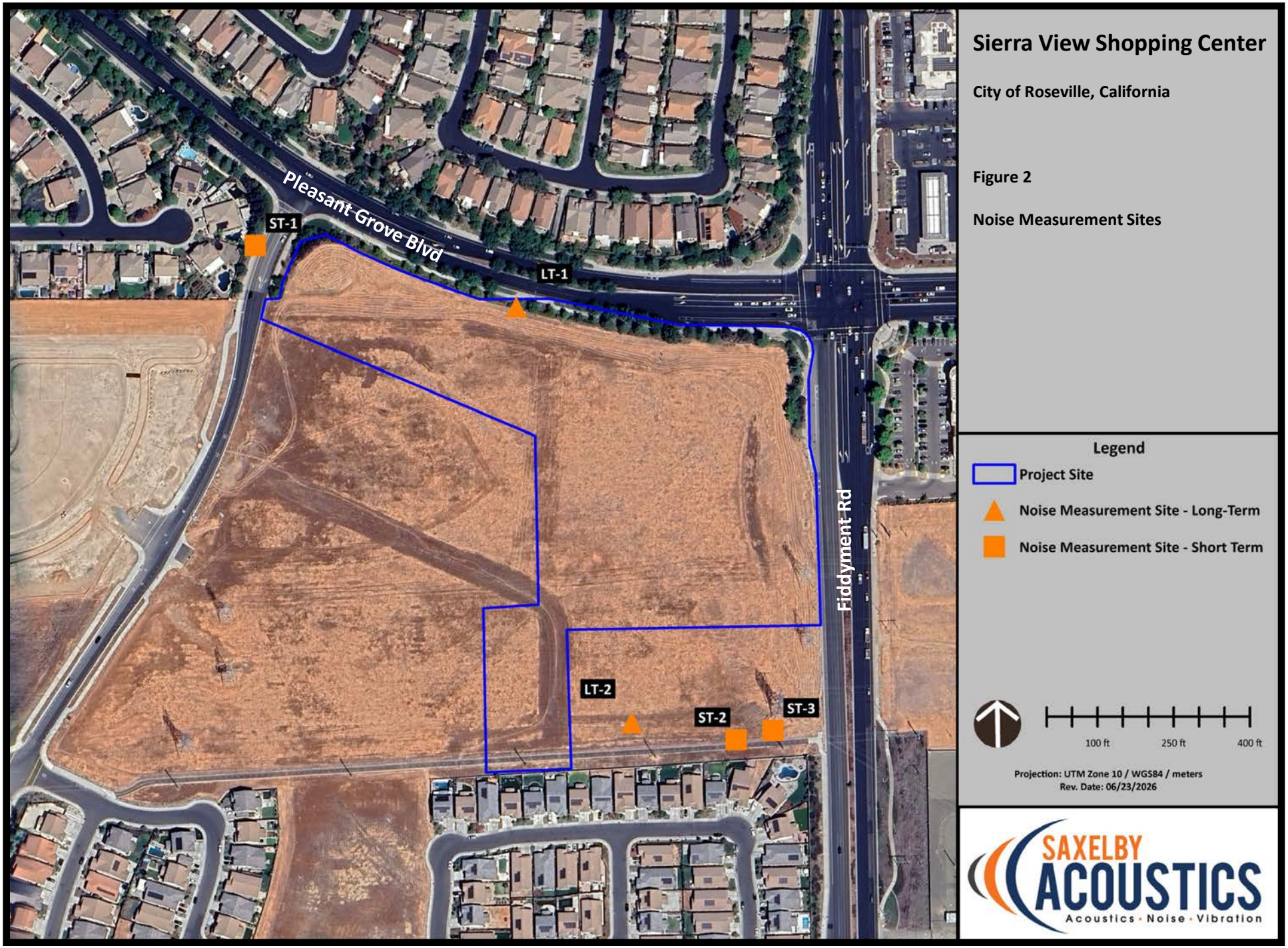
City of Roseville, California

Figure 1

Project Site Plan



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Sierra View Shopping Center

City of Roseville, California

Figure 2

Noise Measurement Sites

Legend

- Project Site
- Noise Measurement Site - Long-Term
- Noise Measurement Site - Short Term

100 ft 250 ft 400 ft

Projection: UTM Zone 10 / WGS84 / meters
Rev. Date: 06/23/2026

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The decibel scale is logarithmic, not linear. In other words, two sound levels 10-dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10-dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound, and twice as loud as a 60-dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A-weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn}, and shows very good correlation with community response to noise.

The day/night average level (DNL or L_{dn}) is based upon the average noise level over a 24-hour day, with a +10-decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Table 1 lists several examples of the noise levels associated with common situations. **Appendix A** provides a summary of acoustical terms used in this report.

TABLE 1: TYPICAL NOISE LEVELS

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft.)	--100--	
Gas Lawn Mower at 1 m (3 ft.)	--90--	
Diesel Truck at 15 m (50 ft.), at 80 km/hr. (50 mph)	--80--	Food Blender at 1 m (3 ft.) Garbage Disposal at 1 m (3 ft.)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft.)	--70--	Vacuum Cleaner at 3 m (10 ft.)
Commercial Area Heavy Traffic at 90 m (300 ft.)	--60--	Normal Speech at 1 m (3 ft.)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

Source: Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol. September, 2013.

EFFECTS OF NOISE ON PEOPLE

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as hearing loss or sudden startling

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it.

With regards to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1-dBA cannot be perceived;
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference;
- A change in level of at least 5-dBA is required before any noticeable change in human response would be expected; and
- A 10-dBA change is subjectively heard as approximately a doubling in loudness and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6-dB per doubling of distance from the source, depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate.

ENVIRONMENTAL SETTING

Existing Noise Receptors

Some land uses are considered more sensitive to noise than others. Land uses often associated with sensitive receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Sensitive noise receptors may also include threatened or endangered noise-sensitive biological species, although many jurisdictions have not adopted noise standards for wildlife areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise.

Sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. In the vicinity of the project site, sensitive land uses include existing single-family residential uses to the north, south, and west of the project site. The Sierra Vista Apartments are approved, but not constructed, immediately southwest of the project. A six-foot masonry wall would separate the multifamily residential uses from the proposed Sierra View Shopping Center project.

Existing General Ambient Noise Levels

The existing noise environment in the project area is primarily defined by traffic on Pleasant Grove Boulevard and Fiddyment Road. To quantify the existing ambient noise environment in the project vicinity, Saxelby Acoustics conducted a continuous (24-hr.) noise level measurement at two locations on the project site and short-term noise level measurements at three locations. Noise measurement locations are shown on **Figure 2**. A summary of the noise level measurement survey results is provided in **Table 2**. **Appendix B** contains the complete results of the noise monitoring.

The sound level meters were programmed to record the maximum, median, and average noise levels at each site during the survey. The maximum value, denoted L_{max}, represents the highest noise level measured. The average value, denoted L_{eq}, represents the energy average of all the noise received by the sound level meter microphone during the monitoring period. The median value, denoted L_{50}, represents the sound level exceeded 50 percent of the time during the monitoring period.

Larson Davis Laboratories (LDL) model 820 and 831 precision integrating sound level meters were used for the ambient noise level measurement survey. The meters were calibrated before and after use with a CAL200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

TABLE 2: SUMMARY OF EXISTING BACKGROUND NOISE MEASUREMENT DATA

Location	Date	L_{dn}	Daytime L_{eq}	Daytime L_{50}	Daytime L_{max}	Nighttime L_{eq}	Nighttime L_{50}	Nighttime L_{max}
LT-1: 60 ft. to CL of Pleasant Grove Blvd.	5/21/26	70	67	65	83	63	52	80
LT-2: 430 ft. to CL of Fiddyment Blvd.	5/21/26	55	49	46	63	48	45	61
ST-1: 135 ft. to CL of Pleasant Grove Blvd.	5/20/26 12:23 PM	N/A	61	58	74	N/A	N/A	N/A
ST-2: 240 ft. to CL of Fiddyment Road	5/20/26 1:12 PM	N/A	54	52	69	N/A	N/A	N/A
ST-3: 100 ft. CL of Fiddyment Road	5/22/26 9:48 AM	N/A	58	56	67	N/A	N/A	N/A

Notes:

- *All values shown in dBA*
- *Daytime hours: 7:00 a.m. to 10:00 p.m.*
- *Nighttime Hours: 10:00 p.m. to 7:00 a.m.*
- *Source: Saxelby Acoustics, 2026.*

FUTURE TRAFFIC NOISE ENVIRONMENT AT OFF-SITE RECEPTORS

To assess noise impacts due to project-related traffic increases on the local roadway network, traffic noise levels are predicted at sensitive receptors for existing and future, project and no-project conditions.

Existing and Cumulative noise levels due to traffic are calculated using the Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA RD-77-108). The model is based upon the Calveno reference noise factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site.

The FHWA model was developed to predict hourly L_{eq} values for free-flowing traffic conditions. To predict traffic noise levels in terms of L_{dn}, it is necessary to adjust the input volume to account for the day/night distribution of traffic.

Project trip generation volumes were provided by the project traffic engineer (Fehr & Peers 2026). Saxelby Acoustics conservatively assumed that approximately 50% of peak hour project trips could be routed on each roadway segment. Existing roadway volumes were obtained from the City of Roseville (2026). Cumulative roadway volumes were obtained from the traffic engineer (Fehr & Peers 2026). Truck usage and vehicle speeds on the local area roadways were estimated from field observations. The predicted increases in traffic noise levels on the local roadway network for Existing and Cumulative conditions which would result from the project are provided in terms of L_{dn}.

Traffic noise levels are predicted at the sensitive receptors located at the closest typical setback distance along each project-area roadway segment. In some locations sensitive receptors may not receive full shielding from noise barriers or may be located at distances which vary from the assumed calculation distance.

Tables 3 and 4 summarize the modeled traffic noise levels at the nearest sensitive receptors along each roadway segment in the Project area. **Appendix C** provides the complete inputs and results of the FHWA traffic modeling.

TABLE 3: PREDICTED TRAFFIC NOISE LEVEL AND PROJECT-RELATED TRAFFIC NOISE LEVEL INCREASES

Roadway	Segment	Existing (dBA L_{dn})	Existing + Project (dBA L_{dn})	Change (dBA)
Fiddyment Road	North of Pleasant Grove	63.6	64.0	0.4
Fiddyment Road	South of Pleasant Grove	63.6	64.0	0.4
Pleasant Grove Blvd	East of Fiddyment	65.9	66.1	0.2
Pleasant Grove Blvd	West of Fiddyment	60.2	61.1	0.9
Upland Drive	South of Pleasant Grove	60.7	61.7	1.0

TABLE 4: CUMULATIVE TRAFFIC NOISE LEVEL AND PROJECT-RELATED TRAFFIC NOISE LEVEL INCREASES

Roadway	Segment	Cumulative (dBA L_{dn})	Cumulative + Project (dBA L_{dn})	Change (dBA)
Fiddyment Road	North of Pleasant Grove	65.2	65.5	0.3
Fiddyment Road	South of Pleasant Grove	67.7	67.8	0.1
Pleasant Grove Blvd	East of Fiddyment	66.6	66.8	0.2
Pleasant Grove Blvd	West of Fiddyment	65.6	65.9	0.3
Upland Drive	South of Pleasant Grove	60.7	61.7	1.0

Based upon the **Tables 3 and 4** data, the proposed project is predicted to result in an increase in a maximum traffic noise level increase of 1.0 dBA.

EVALUATION OF PROJECT OPERATIONAL NOISE ON EXISTING SENSITIVE RECEPTORS

The grocery store loading dock, trash compactor, rooftop mechanical equipment, drive thru speaker boxes, and vehicle circulation through the project site are the main noise sources associated with the project. The following assumptions were utilized in prediction of noise levels for the proposed project.

LOADING DOCK AND TRUCK CIRCULATION NOISE GENERATION

The proposed grocery store is predicted to receive ten heavy truck deliveries per week and fifteen to twenty medium truck deliveries per week. Saxelby Acoustics assumed that during a peak hour, two heavy truck deliveries and five medium truck deliveries could occur. It was assumed that the peak hour of activity of the loading dock could occur during nighttime (10:00 p.m. to 7:00 a.m.) hours.

To determine typical noise levels associated with the proposed loading docks, Saxelby Acoustics utilized previously collected noise level measurements at a similar grocery store located in Roseville, California.

Activities during the peak hour of loading dock activities included truck arrival/departures, truck idling, truck backing, air brake release, backup alarms, operation of truck-mounted refrigeration units, operation of truck lifts, and noise from vendor hand trucks.

One medium truck delivery produced a sound exposure level of 84 dBA SEL at 60 feet and a maximum noise level of 76 dBA L_{max} at 60 feet. One heavy truck delivery produced a sound exposure level of 85 dBA SEL at 85 feet and a maximum noise level of 75 dBA L_{max} at 85 feet.

TRASH COMPACTOR

The proposed trash compactor is expected to generate a continuous noise level of 70 dBA L_{eq} at 10 feet and a noise level maximum of 85 dBA L_{max} (Michael Brandman Associates, 2011). A typical trash compactor cycle would operate for one minute. The trash compactor will run for approximately one cycle per hour. Daytime (7:00 a.m. to 10:00 p.m.) use only.

HVAC EQUIPMENT

Saxelby Acoustics assumed each quick-service restaurant and the gas station convenience store would have three ten-ton packaged units (Sound Power Level: 88.3 dBA each) and one ten-ton air-cooled chiller unit (Sound Power Level: 91 dBA). Saxelby Acoustics also assumed that each retail space would be serviced by one ten-ton packaged unit (Sound Power Level: 88.3 dBA) and the proposed grocery store would include a 50-ton packaged HVAC rooftop unit (Sound Power Level: 91 dBA). All equipment is assumed to operate 75% of the time during the daytime and 25% of the time at night. Saxelby Acoustics assumed that the HVAC units would be installed on the rooftop of the proposed commercial buildings surrounded by 4-foot parapets. Sound levels were obtained from manufacturer's data for equivalent units.

DRIVE THRU LANES AND SPEAKERS

The drive-thru lanes were modeled as continuously filled with idling cars during both daytime and nighttime hours. Idling automobile queues were measured to produce 51 dBA L_{eq} and 61 dBA L_{max} at 10 feet. The drive thru speaker boxes are predicted to produce a noise level of 68 dBA L_{eq} and 78 dBA L_{max} at a distance of three feet based upon previously collected data of similar facilities. The drive thru speakers were assumed to operate at this level continuously and simultaneously during both daytime and nighttime hours.

The City of Roseville General Plan and Municipal Code require that noise sources which consist primarily of speech, such as a drive-thru speaker box, are subject to noise level standards that are 5 dBA lower than the standards listed in the General Plan and Municipal Code. To account for this requirement in the context of all other project noise sources which are not subject to lower standards, Saxelby Acoustics increased modeled sound levels for the speaker boxes by +5 dBA.

VEHICLE CIRCULATION

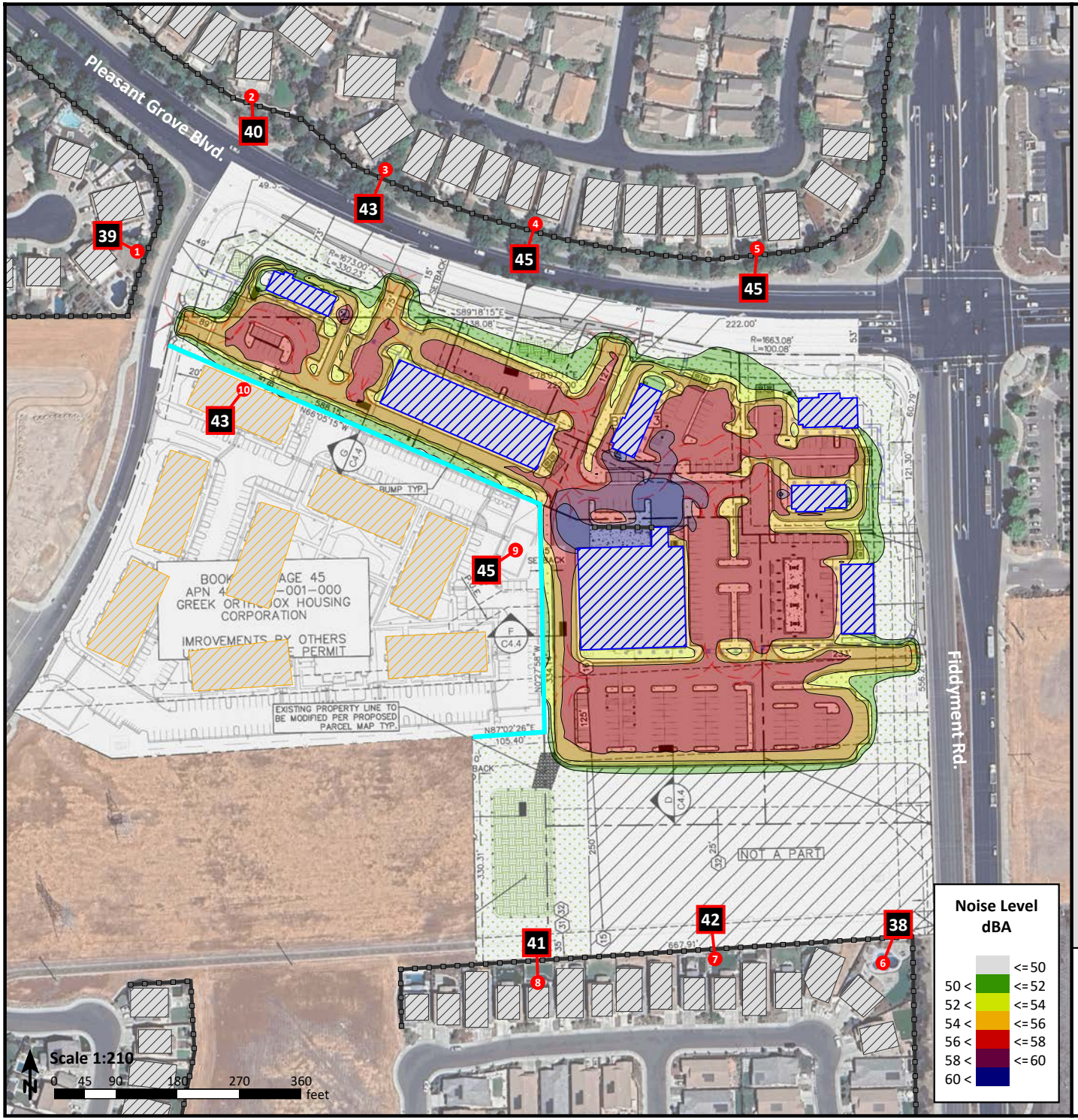
The project is projected to generate 828 trips in the p.m. peak hour (Fehr & Peers 2026). Saxelby Acoustics assumed that 8 of the peak trips could be heavy trucks to account for deliveries and garbage collection based on similar projects. Saxelby Acoustics utilized existing file data for measurements of passenger vehicles and heavy truck movements to predict noise levels associated with project vehicle circulation. Passenger vehicle movements are predicted to generate a sound exposure level (SEL) of 71 dBA at 50 feet and a typical maximum noise level of 63 dBA L_{max} at 50 feet. Heavy truck movements generate a SEL of 85 dBA at 50 feet and 80 dBA

L_{max} at 50 feet. Nighttime traffic outside of the AM or PM peak hour is estimated to be approximately 1/4 of daytime trips during nighttime hours (10:00 p.m. to 7:00 a.m.) based on time-of-day vehicle distribution data published by the Institute of Transportation Engineering (ITE) (ITE 2022).

NOISE PROPAGATION MODELING

Saxelby Acoustics used the SoundPLAN noise prediction model. Inputs to the model included sound power levels for the proposed equipment, vehicle circulation, existing and proposed buildings, terrain type, and locations of sensitive receptors. These predictions are made in accordance with International Organization for Standardization (ISO) standard 9613-2:2024 (Acoustics – Attenuation of sound during propagation outdoors). ISO 9613 is the most commonly used method for calculating exterior noise propagation.

Figure 3 shows the predicted project noise level contours in terms of the daytime average (L_{eq}) noise descriptor.



Sierra View Shopping Center

City of Roseville, California

Figure 3

Project Generated Noise (Leq, dBA)

Legend

- Project Building
- Existing Building
- Future Building
- Existing Sound Wall
- 6' Project Sound Wall
- Receiver
- Noise Level

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CONSTRUCTION NOISE ENVIRONMENT

The Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM) was used to predict noise levels for standard construction equipment used for roadway improvement projects. The assessment of potential significant noise effects due to construction is based on the standards and procedures described in the Federal Transit Authority (FTA) guidance manual and FHWA's RCNM.

The RCNM is a Windows-based noise prediction model that enables the prediction of construction noise levels for a variety of construction equipment based on a compilation of empirical data and the application of acoustical propagation formulas. It enables the calculation of construction noise levels in more detail than the manual methods, which eliminates the need to collect extensive amounts of project-specific input data. RCNM allows for the modeling of multiple pieces of construction equipment working either independently or simultaneously, the character of noise emission, and the usage factors for each piece of equipment.

Construction noise varies depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week), and the duration of the construction work.

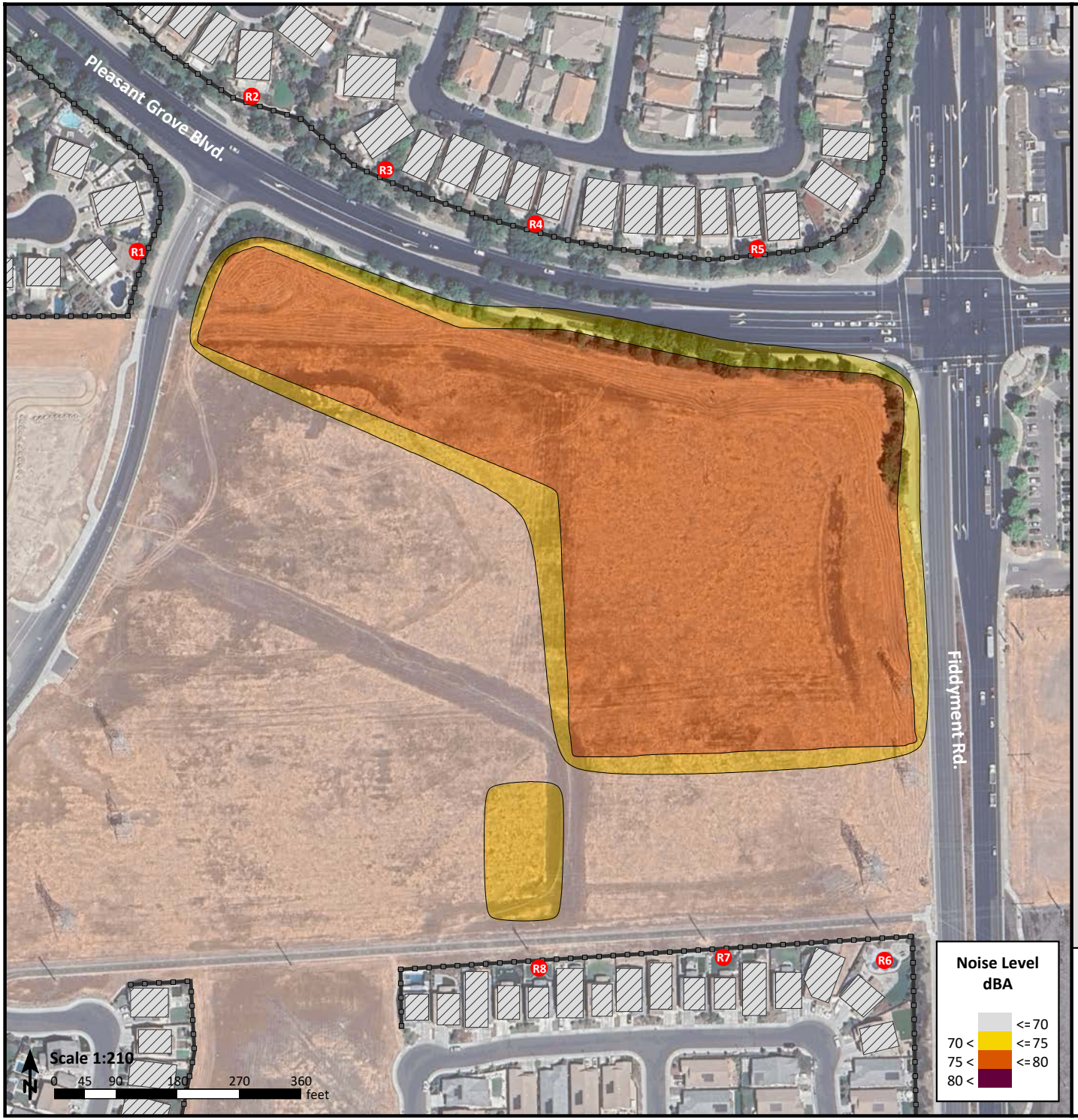
Noise sources in the RCNM database include actual noise levels and equipment usage percentages. This source data was used in this construction noise analysis. **Table 5** shows predicted construction noise levels for the project site.

TABLE 5: CONSTRUCTION EQUIPMENT NOISE LEVELS

Equipment	Quantity	Usage (%)	Maximum, L_{max} (dBA at 50 feet)	Hourly Average, L_{eq} (dBA at 50 feet)
Grading				
Excavator	2	40	81	80
Grader	2	40	85	84
Dozer	1	40	82	78
Scraper	2	40	84	83
Compactor (ground)	2	20	83	79
Flat Bed / Water Truck	2	40	74	73
Front End Loader	2	40	79	78
			Total:	**89**
Concrete Work				
Concrete Pump Truck	1	20	81	74
Concrete Mixer Truck	6	40	79	83
Fork Lift	2	40	83	82
Front End Loader	2	40	79	78
Concrete Saw	2	20	90	86
			Total:	**89**
Paving				
Paver	1	50	77	74
Roller	1	20	80	73
Paving Equipment	1	50	77	74
Tractor/Loader/Backhoe	1	40	84	80
Dump Truck	8	40	76	81
			Total:	**85**
Building Construction				
Crane	1	16	81	73
Front End Loader	3	40	79	80
Fork Lift	2	40	83	82
Front End Loader	4	40	79	81
Man Lift	6	20	75	76
Generator	2	50	81	81
Backhoe	1	40	78	74
			Total:	**88**

Source: FHWA, Roadway Construction Noise Model (RCNM), January 2006.

Based upon the **Table 5** data, the loudest phases of construction on the project site would be grading and concrete work with an average noise exposure of 89 dBA L_{eq} at 50 feet from the center of activity. The results of the construction noise analysis are shown graphically on **Figure 4**.



Sierra View Shopping Center

City of Roseville, California

Figure 4

Construction Noise (Leq, dBA)

Legend

- Project Building
- Existing Building
- Existing Sound Wall
- Receiver

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CONSTRUCTION VIBRATION ENVIRONMENT

The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading, utilities placement, and parking lot construction occur. **Table 5** shows the typical vibration levels produced by construction equipment.

TABLE 6: VIBRATION LEVELS FOR VARIOUS CONSTRUCTION EQUIPMENT

Type of Equipment	Peak Particle Velocity at 25 feet (inches/second)	Peak Particle Velocity at 50 feet (inches/second)	Peak Particle Velocity at 100 feet (inches/second)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210 (Less than 0.20 at 26 feet)	0.074	0.026

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

REGULATORY CONTEXT

FEDERAL

There are no federal regulations related to noise that apply to the Proposed Project.

STATE

There are no state regulations related to noise that apply to the Proposed Project.

LOCAL

CITY OF ROSEVILLE GENERAL PLAN

The City of Roseville General Plan Noise Element Table 1X-3 (**Table 7**) establishes acceptable exterior noise levels for stationary noise sources.

TABLE 7: CITY OF ROSEVILLE NOISE ELEMENT TABLE 1X-3

Noise Level Descriptor	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Hourly L_{eq}, dB	50	45
Maximum Level, dB	70	65

Source: City of Roseville General Plan Noise Element 2035 Table 1X-3.
Notes :

- *For municipal power plants consisting primarily of broadband, stead state noise sources, the hourly (L_{eq}) noise standards may be increased up to 10 dB(A), but no exceed 55 dB(A) Hourly L_{eq}, dB.*
- *Each of the noise levels specified above should be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recuring impulsive noises. Such noises are generally considered by residents to be particularly annoying and are a primary source of noise complaints. These noise level standards do not apply to resident units established in conjunction with industrial or commercial uses.*
- *No standards have been included for interior noise levels. Standard construction practices should, with exterior noise levels identified, result in acceptable interior noise levels.*

CITY OF ROSEVILLE NOISE ORDINANCE

The City of Roseville Municipal Code outlines the following sound limits for sensitive receptors:

§ 9.24.100 Sound limits for sensitive receptors.

It is unlawful for any person at any location to create any sound, or to allow the creation of any sound, on property owned, leased, occupied or otherwise controlled by such person, which causes the exterior sound level when measured at the property line of any affected sensitive receptor to exceed the ambient sound level by three dBA or exceed the sound level standards as set forth in Table 1, by three dBA, whichever is greater.

TABLE 8: SOUND LEVEL STANDARD FOR NON-TRANSPORTATION OR FIXED SOUND SOURCES

Sound Level Descriptor	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Hourly L_{eq}, dB	50	45
Maximum level, dB	70	65

Source: City of Roseville Municipal Code Section 9.24.100 Table 1
Notes:

- *Each of the sound level standards specified in Table 1 shall be reduced by five dB 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 three dB.*
- *If the intruding sound source is continuous and cannot reasonably be discontinued or stopped for a time period whereby the ambient sound level can be measured, the sound level measured while the source is in operation shall be compared directly to the sound level standards of Table 1. (Ord. 3638 § 1, 2001.)*

§ 9.24.030 Exemptions.

Sound or noise emanating from the following sources and activities are exempt from the provisions of this title:

A. Sound sources typically associated with residential uses (e.g., children at play, air conditioning and similar equipment, but not including barking dogs);

B. 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.;

C. Safety, warning and alarm devices, including house and car alarms, and other warning devices that are designed to protect the health, safety and welfare, provided such devices are not negligently maintained or operated;

D. The normal operation of public and private schools typically consisting of classes and other school-sponsored activities;

E. Maintenance (e.g., lawn mowers, edgers, aerators, blowers, etc.) of golf courses, provided such activities take place between the hours of 5:00 a.m. and 9:00 p.m. May through September, and 6:00 a.m. and 9:00 p.m. October through April;

F. Emergencies involving the execution of the duties of duly authorized governmental personnel and others providing emergency response to the general public, including, but not limited to, sworn peace officers, emergency personnel, utility personnel, and the operation of emergency response vehicles and equipment;

G. 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. (Ord. 3638 § 1, 2001.)

CRITERIA FOR ACCEPTABLE VIBRATION

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. **Table 9**, which was developed by Caltrans, shows the vibration levels which would normally be required to result in damage to structures. The vibration levels are presented in terms of peak particle velocity in inches per second.

Table 9 indicates that the threshold for architectural damage to structures is 0.20 in/sec p.p.v. A threshold of 0.20 in/sec p.p.v. is considered to be a reasonable threshold for short-term construction projects.

TABLE 9: EFFECTS OF VIBRATION ON PEOPLE AND BUILDINGS

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

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

IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Appendix G of the California Environmental Quality Act (CEQA) Guidelines states that a project would normally be considered to result in significant noise impacts if noise levels conflict with adopted environmental standards or plans or if noise generated by the project would substantially increase existing noise levels at sensitive receivers on a permanent or temporary basis. Significance criteria for noise impacts are drawn from CEQA Guidelines Appendix G (Items XIII [a-c]).

Would the project:

a. Generate 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?

b. Generate excessive groundborne vibration or groundborne noise levels?

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

NOISE LEVEL INCREASE CRITERIA FOR LONG-TERM PROJECT-RELATED NOISE LEVEL INCREASES

Transportation Noise Level Increases

The CEQA guidelines define a significant impact of a project if it "increases substantially the ambient noise levels for adjoining areas." Generally, a project may have a significant effect on the environment if it will substantially increase the ambient noise levels for adjoining areas or expose people to severe noise levels. In practice, more specific professional standards have been developed. These standards state that a noise impact may be considered significant if it would generate noise that would conflict with local project criteria or ordinances, or substantially increase noise levels at noise sensitive land uses. The potential increase in traffic noise from the project is a factor in determining significance. Research into the human perception of changes in sound level indicates the following:

- A 3-dB change is barely perceptible,
- A 5-dB change is clearly perceptible, and
- A 10-dB change is perceived as being twice or half as loud.

A limitation of using a single noise level increase value to evaluate noise impacts is that it fails to account for pre-project noise conditions. **Table 10** is based upon recommendations made by the Federal Interagency Committee on Noise (FICON) to provide guidance in the assessment of changes in ambient noise levels resulting from aircraft operations. The recommendations are based upon studies that relate aircraft noise levels to the percentage of persons highly annoyed by the noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, it has been accepted that they are applicable to all sources of noise described in terms of cumulative noise exposure metrics such as the L_{dn}.

TABLE 10: SIGNIFICANCE OF CHANGES IN NOISE EXPOSURE

Ambient Noise Level Without Project, L_{dn}	Increase Required for Significant Impact
<60 dB	+5.0 dB or more
60-65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more

Source: Federal Interagency Committee on Noise (FICON).

Based on the FICON data, an increase in the traffic noise level of 5 dB or more would be significant where the pre-project noise levels are less than 60 dB L_{dn}, or 3 dB or more where existing noise levels are between 60 to 65 dB L_{dn}. Extending this concept to higher noise levels, an increase in the traffic noise level of 1.5 dB or more may be significant where the pre-project traffic noise level exceeds 65 dB L_{dn}. The rationale for the FICON criteria is that, as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause annoyance.

Stationary Noise Level Increases

Per the City of Roseville Municipal Code Section 9.24.100, an increase in ambient noise levels due to stationary noise sources exceeding 3 dBA would be considered significant.

NOISE LEVEL INCREASE CRITERIA FOR SHORT-TERM PROJECT-RELATED NOISE LEVEL INCREASES

With temporary noise impacts (construction), identification of "substantial increases" depends upon the duration of the impact, the temporal daily nature of the impact, and the absolute change in decibel levels. Per the City of Roseville Municipal Code, construction activities are exempt assuming that they occur 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.

The City has not adopted any formal standard for evaluating temporary increases in existing noise levels due to construction which occurs within allowable hours. For short-term noise associated with Project construction, Saxelby Acoustics recommends use of the Caltrans increase criteria of 12 dBA (Caltrans Traffic Noise Protocol, 2020), applied to existing residential receptors in the project vicinity. This level of increase is approximately equivalent to a doubling of sound energy and has been the standard of significance for Caltrans projects at the state level for many years. Application of this standard to construction activities is considered reasonable considering the temporary nature of construction activities.

PROJECT-SPECIFIC IMPACTS AND MITIGATION MEASURES

IMPACT 1: WOULD THE PROJECT GENERATE 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?

Traffic Noise Increases at Off-Site Receptors

Based upon the FICON criteria, where existing traffic noise levels are greater than 65 dBA L_{dn}, at the outdoor activity areas of noise-sensitive uses, a +1.5 dBA increase in roadway noise levels will be considered significant.

Where traffic noise levels are between 60 dBA L_{dn} and 65 dBA L_{dn}, a +3.0 dB increase in roadway noise levels will be considered significant. Where traffic noise levels are less than 60 dBA L_{dn}, a +5.0 dB increase in roadway noise levels will be considered significant. Additionally, if existing noise levels are below the City's normally acceptable 60 dBA L_{dn} standard, increases causing traffic noise to exceed this threshold are also considered significant.

According to **Tables 3 and 4**, the maximum increase is traffic noise at the nearest sensitive receptor is predicted to be 1.0 dBA. This is less than the minimum significance criterion of +1.5. Additionally, project traffic would not cause an exceedance of the normally acceptable noise level of 60 dBA L_{dn}. Therefore, impacts resulting from increased traffic noise would be considered ***less-than-significant***, and no mitigation is required.

Operational Noise at Existing Sensitive Receptors

The City of Roseville General Plan and Municipal Code establish acceptable noise limits of 50 dBA L_{eq} and 70 dBA L_{max} during daytime (7:00 a.m. to 10:00 p.m.) hours and 45 dBA L_{eq} and 65 dBA L_{max} during nighttime (10:00 p.m. to 7:00 a.m.) hours.

Figure 3 shows the predicted project-generated noise level contours and locations of noise sensitive receptors. **Table 11** below shows the L_{eq} and L_{max} values for daytime and nighttime operation at nearby sensitive receptors and compares predicted noise levels to the City's noise level standards.

TABLE 11: PROPOSED PROJECT OPERATIONAL NOISE LEVELS

Location	L_{eq} Day, dBA	L_{max} Day, dBA	L_{eq} Night, dBA	L_{max} Night, dBA	Complies with Standards?
Standard	**50.0**	**70.0**	**45.0**	**65.0**	
R1	39.4	45.3	34.4	45.3	Yes
R2	40.9	48.7	36.1	48.7	Yes
R3	43.7	54.7	39.3	54.7	Yes
R4	45.4	56.7	41.1	56.7	Yes
R5	45.8	58.7	42.0	58.7	Yes
R6	38.5	42.7	33.2	42.7	Yes
R7	41.9	45.1	36.7	45.1	Yes
R8	41.6	51.6	36.7	51.6	Yes
R9	45.8	59.9	42.5	59.9	Yes
R10	44.0	42.7	38.4	42.7	Yes

As shown in the above table, the proposed project is predicted to comply with the City of Roseville noise level standards as designed. Therefore, this is a ***less-than-significant*** impact.

Increase Above Existing Ambient Noise Levels

The City of Roseville Municipal Code specifies that a +3.0 dBA increase above existing ambient noise levels constitutes a significant impact.

Tables 12 and 13 show the predicted increase in existing noise levels for daytime and nighttime hours, respectively, due to project-related stationary noise sources.

TABLE 12: DAYTIME EXISTING PLUS PROJECT OPERATIONAL NOISE

Location	Representative Noise Receptor	L_{eq} Day, Existing dBA	Threshold	L_{eq} Day, Project dBA	L_{eq} Day Existing + Project dBA	Difference	Complies with Standards?
R1	LT-1	67.4	+3.0 dBA	39.4	67.4	0.0	Yes
R2	LT-1	67.4	+3.0 dBA	40.9	67.4	0.0	Yes
R3	LT-1	67.4	+3.0 dBA	43.7	67.5	0.0	Yes
R4	LT-1	67.4	+3.0 dBA	45.4	67.5	0.0	Yes
R5	LT-1	67.4	+3.0 dBA	45.8	67.5	0.0	Yes
R6	LT-2	49.3	+3.0 dBA	38.5	49.6	0.3	Yes
R7	LT-2	49.3	+3.0 dBA	41.9	50.0	0.7	Yes
R8	LT-2	49.3	+3.0 dBA	41.6	50.0	0.7	Yes

Notes: Increases above existing noise levels are only evaluated at existing receptors. Receivers R9-R10, representing the approved but not constructed Sierra Vista Apartments project, are not analyzed in this table.

TABLE 13: NIGHTTIME EXISTING PLUS PROJECT OPERATIONAL NOISE

Location	Representative Noise Receptor	L_{eq} Day, Existing dBA	Threshold	L_{eq} Day, Project dBA	L_{eq} Day Existing + Project dBA	Difference	Complies with Standards?
R1	LT-1	63.1	+3.0 dBA	34.4	63.1	0.0	Yes
R2	LT-1	63.1	+3.0 dBA	36.1	63.1	0.0	Yes
R3	LT-1	63.1	+3.0 dBA	39.3	63.1	0.0	Yes
R4	LT-1	63.1	+3.0 dBA	41.1	63.1	0.0	Yes
R5	LT-1	63.1	+3.0 dBA	42.0	63.1	0.0	Yes
R6	LT-2	48.0	+3.0 dBA	33.2	48.1	0.1	Yes
R7	LT-2	48.0	+3.0 dBA	36.7	48.3	0.3	Yes
R8	LT-2	48.0	+3.0 dBA	36.7	48.3	0.3	Yes

Notes: Increases above existing noise levels are only evaluated at existing receptors. Receivers R9-R10, representing the approved but not constructed Sierra Vista Apartments project, are not analyzed in this table.

As shown in the above tables, the stationary noise sources associated with the proposed project are not predicted to generate a significant permanent increase in existing noise levels at the nearby residences. Therefore, this is a ***less-than-significant*** impact.

Construction Noise

During the construction phases of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. Construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours. Noise would also be generated during the construction phase by increased truck traffic on area roadways. A project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from the construction site. This noise increase would be of short duration and would occur during daytime hours.

Per the City of Roseville Municipal Code, construction activities are exempt assuming that they occur 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.

To assess short-term project-related temporary increases in the ambient noise environment, Saxelby Acoustics refers to the Caltrans standards for noise level increases. Caltrans defines a significant increase due to noise as an increase of 12.0 dBA over existing ambient noise levels; Saxelby Acoustics used this criterion to evaluate increases due to construction noise associated with the project. Construction noise levels were modeled using the input data shown in **Table 5** and evaluated for significance in **Table 14** below. **Figure 4** shows modeled construction noise level contours as well as the locations of the analyzed receptors.

TABLE 14: CONSTRUCTION NOISE LEVELS INCREASES

Receptor	Representative Noise Receptor	Existing Ambient (dBA L_{eq})	Construction Noise (dBA L_{eq})	Ambient + Construction (dBA L_{eq})	Difference (dBA L_{eq})	Complies with Standards?
R1	LT-1	67.4	60.5	68.2	0.8	Yes
R2	LT-1	67.4	60.5	68.2	0.8	Yes
R3	LT-1	67.4	62.8	68.7	1.3	Yes
R4	LT-1	67.4	64.6	69.3	1.9	Yes
R5	LT-1	67.4	64.8	69.3	1.9	Yes
R6	LT-2	49.3	58.1	58.6	9.3	Yes
R7	LT-2	49.3	60.8	61.1	11.8	Yes
R8	LT-2	49.3	59.9	60.3	11.0	Yes

Notes: Construction noise levels are only evaluated at existing receptors due to the temporary nature of construction. Receivers R9-R10, representing the approved but not constructed Sierra Vista Apartments project, are not analyzed in this table.

As shown in the above table, the proposed project is predicted to generate short-term noise level increases of up to 11.8 dBA at the existing sensitive receptors. This is less than the threshold of 12.0 dB.

Although construction activities are temporary in nature and would occur during normal daytime working hours, construction-related noise could result in sleep interference at existing noise-sensitive land uses in the vicinity of the construction if construction activities were to occur outside the normal daytime hours. Therefore, impacts resulting from noise levels temporarily exceeding the threshold of significance due to construction would be considered ***potentially significant***. Mitigation measure 1(a) would reduce construction noise impacts to ***less-than-significant***.

Mitigation Measures

1(a) The City of Roseville shall establish the following as conditions of approval for any permit that results in the use of construction equipment:

- Construction activities (excluding activities that would result in a safety concern to the public or construction workers) shall be limited to between 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.
- Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.
- When not in use, motorized construction equipment shall not be left idling for more than 5 minutes.
- Stationary equipment (power generators, compressors, etc.) shall be located at the furthest practical distance from nearby noise-sensitive land uses or sufficiently shielded to reduce noise-related impacts.

Timing/Implementation: Implemented prior to approval of grading and/or building permits
Enforcement/Monitoring: City of Roseville

Mitigation Measure 1(a) would help to reduce construction-related noise levels. With mitigation, this impact would be considered ***less-than-significant***.

IMPACT 2: WOULD THE PROJECT GENERATE EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural.

The **Table 6** data indicate that construction vibration levels anticipated for the project are less than the 0.2 in/sec threshold at distances of 26 feet. Sensitive receptors which could be impacted by construction related vibrations, especially vibratory compactors/rollers, are located further than 26 feet from typical construction activities. At distances greater than 26 feet construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours.

This is a ***less-than-significant*** impact and no mitigation is required.

IMPACT 3: 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?

There are no airports within two miles of the project vicinity. Therefore, this impact is not applicable to the proposed project.

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Appendix A: Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
ASTC	Apparent Sound Transmission Class. Similar to STC but includes sound from flanking paths and correct for room reverberation. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by +5 dBA and nighttime hours weighted by +10 dBA.
DNL	See definition of Ldn.
IIC	Impact Insulation Class. An integer-number rating of how well a building floor attenuates impact sounds, such as footsteps. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz (Hz).
Ldn	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
Lmax	The highest root-mean-square (RMS) sound level measured over a given period of time.
L(n)	The sound level exceeded a described percentile over a measurement period. For instance, an hourly L50 is the sound level exceeded 50% of the time during the one-hour period.
Loudness	A subjective term for the sensation of the magnitude of sound.
NIC	Noise Isolation Class. A rating of the noise reduction between two spaces. Similar to STC but includes sound from flanking paths and no correction for room reverberation.
NNIC	Normalized Noise Isolation Class. Similar to NIC but includes a correction for room reverberation.
Noise	Unwanted sound.
NRC	Noise Reduction Coefficient. NRC is a single-number rating of the sound-absorption of a material equal to the arithmetic mean of the sound-absorption coefficients in the 250, 500, 1000, and 2,000 Hz octave frequency bands rounded to the nearest multiple of 0.05. It is a representation of the amount of sound energy absorbed upon striking a particular surface. An NRC of 0 indicates perfect reflection; an NRC of 1 indicates perfect absorption.
RT60	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
Sabin	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 Sabin.
SEL	Sound Exposure Level. SEL is a rating, in decibels, of a discrete event, such as an aircraft flyover or train pass by, that compresses the total sound energy into a one-second event.
SPC	Speech Privacy Class. SPC is a method of rating speech privacy in buildings. It is designed to measure the degree of speech privacy provided by a closed room, indicating the degree to which conversations occurring within are kept private from listeners outside the room.
STC	Sound Transmission Class. STC is an integer rating of how well a building partition attenuates airborne sound. It is widely used to rate interior partitions, ceilings/floors, doors, windows and exterior wall configurations. The STC rating is typically used to rate the sound transmission of a specific building element when tested in laboratory conditions where flanking paths around the assembly don't exist. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Threshold of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 120 dB above the threshold of hearing.
Impulsive	Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.
Simple Tone	Any sound which can be judged as audible as a single pitch or set of single pitches.

Appendix B: Continuous Ambient Noise Measurement Results

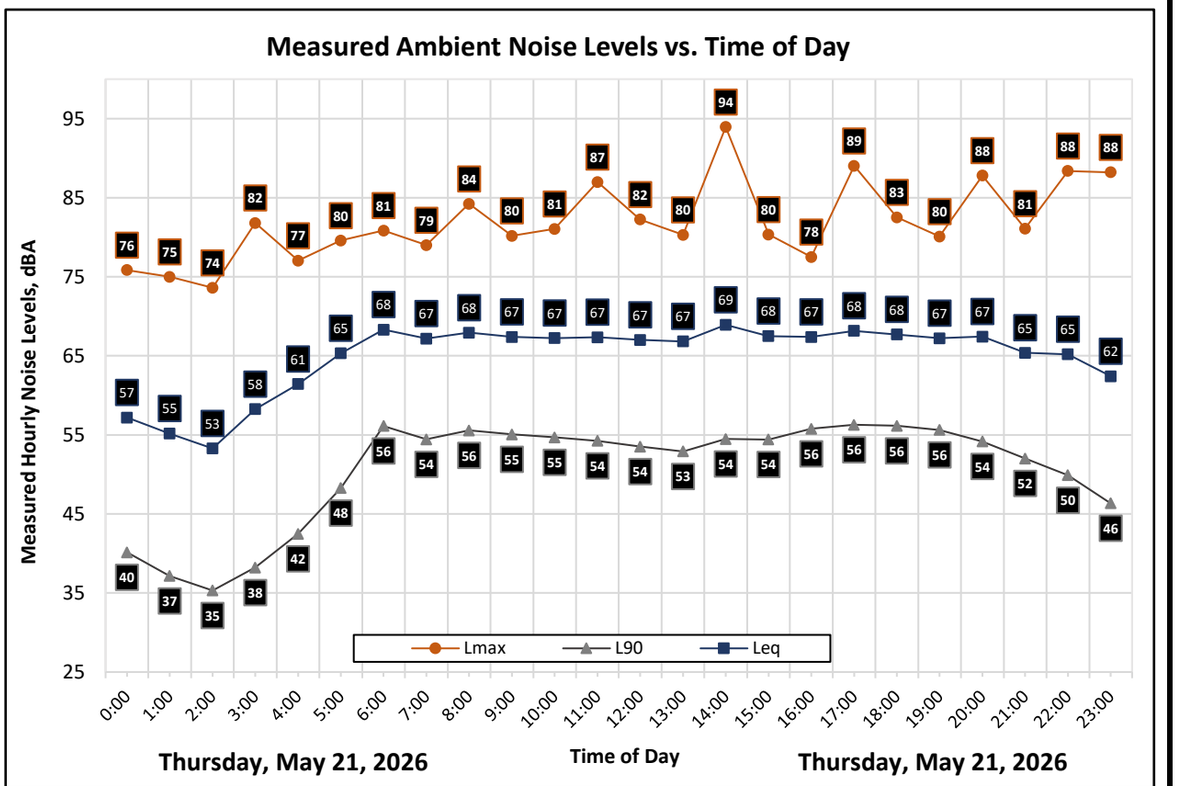


Appendix B1: Continuous Noise Monitoring Results

Site: LT-1
Project: Sierra View Shopping Center
Meter: LDL 820-8
Location: North of Project Site
Calibrator: CAL200
Coordinates: (38.7662287, -121.3608797)

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Thursday, May 21, 2026	0:00	57	76	47	40
Thursday, May 21, 2026	1:00	55	75	44	37
Thursday, May 21, 2026	2:00	53	74	41	35
Thursday, May 21, 2026	3:00	58	82	46	38
Thursday, May 21, 2026	4:00	61	77	51	42
Thursday, May 21, 2026	5:00	65	80	59	48
Thursday, May 21, 2026	6:00	68	81	65	56
Thursday, May 21, 2026	7:00	67	79	65	54
Thursday, May 21, 2026	8:00	68	84	66	56
Thursday, May 21, 2026	9:00	67	80	65	55
Thursday, May 21, 2026	10:00	67	81	65	55
Thursday, May 21, 2026	11:00	67	87	65	54
Thursday, May 21, 2026	12:00	67	82	64	54
Thursday, May 21, 2026	13:00	67	80	64	53
Thursday, May 21, 2026	14:00	69	94	65	54
Thursday, May 21, 2026	15:00	68	80	65	54
Thursday, May 21, 2026	16:00	67	78	66	56
Thursday, May 21, 2026	17:00	68	89	66	56
Thursday, May 21, 2026	18:00	68	83	66	56
Thursday, May 21, 2026	19:00	67	80	65	56
Thursday, May 21, 2026	20:00	67	88	64	54
Thursday, May 21, 2026	21:00	65	81	62	52
Thursday, May 21, 2026	22:00	65	88	60	50
Thursday, May 21, 2026	23:00	62	88	56	46

Statistics	Leq	Lmax	L50	L90
Day Average	67	83	65	55
Night Average	63	80	52	44
Day Low	65	78	62	52
Day High	69	94	66	56
Night Low	53	74	41	35
Night High	68	88	65	56
Ldn	70	Day %		82
CNEL	71	Night %		18



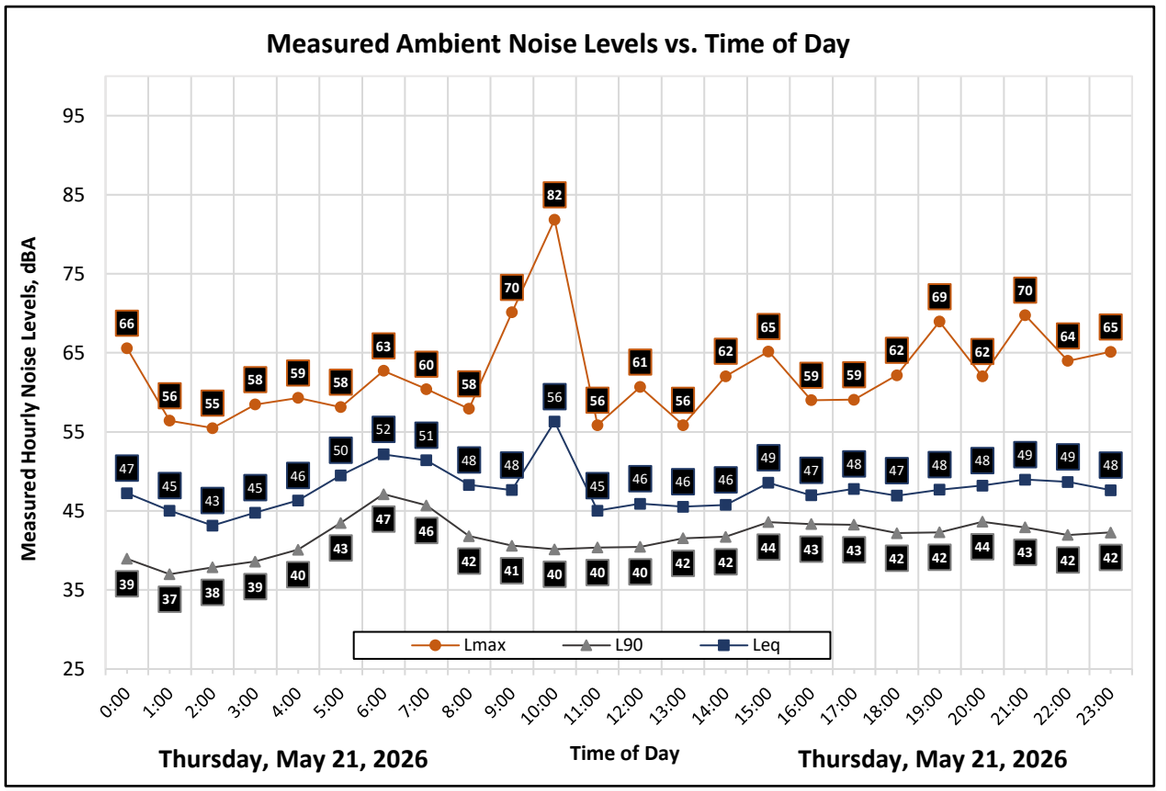


Appendix B2: Continuous Noise Monitoring Results

Site: LT-2
Project: Sierra View Shopping Center
Meter: LDL 820-3
Location: Southern Boundary of Project Site
Calibrator: CAL200
Coordinates: (38.7639609, -121.3601300)

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Thursday, May 21, 2026	0:00	47	66	44	39
Thursday, May 21, 2026	1:00	45	56	41	37
Thursday, May 21, 2026	2:00	43	55	40	38
Thursday, May 21, 2026	3:00	45	58	42	39
Thursday, May 21, 2026	4:00	46	59	45	40
Thursday, May 21, 2026	5:00	50	58	48	43
Thursday, May 21, 2026	6:00	52	63	51	47
Thursday, May 21, 2026	7:00	51	60	50	46
Thursday, May 21, 2026	8:00	48	58	47	42
Thursday, May 21, 2026	9:00	48	70	45	41
Thursday, May 21, 2026	10:00	56	82	44	40
Thursday, May 21, 2026	11:00	45	56	44	40
Thursday, May 21, 2026	12:00	46	61	44	40
Thursday, May 21, 2026	13:00	46	56	45	42
Thursday, May 21, 2026	14:00	46	62	45	42
Thursday, May 21, 2026	15:00	49	65	46	44
Thursday, May 21, 2026	16:00	47	59	46	43
Thursday, May 21, 2026	17:00	48	59	47	43
Thursday, May 21, 2026	18:00	47	62	46	42
Thursday, May 21, 2026	19:00	48	69	45	42
Thursday, May 21, 2026	20:00	48	62	47	44
Thursday, May 21, 2026	21:00	49	70	47	43
Thursday, May 21, 2026	22:00	49	64	46	42
Thursday, May 21, 2026	23:00	48	65	46	42

Statistics	Leq	Lmax	L50	L90
Day Average	49	63	46	42
Night Average	48	61	45	41
Day Low	45	56	44	40
Day High	56	82	50	46
Night Low	43	55	40	37
Night High	52	66	51	47
Ldn	55	Day %		69
CNEL	55	Night %		31





Appendix B: Short-Term Ambient Noise Measurement Results



Appendix B3 : Short Term Noise Monitoring Results

Site: ST-1
Project: Sierra View Shopping Center
Location: West of Project Site
Coordinates: (38.7665858, -121.3626818)

Meter: LDL 831-5
Calibrator: CAL200

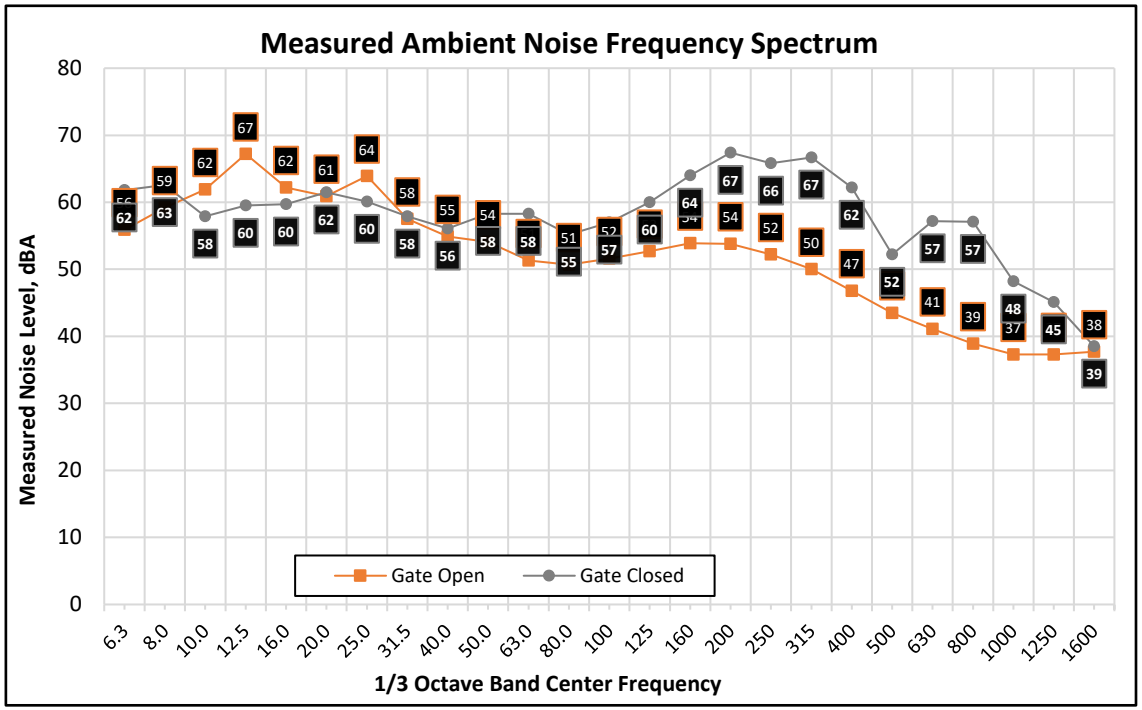
Start: 2026-05-20 12:23:52
Stop: 2026-05-20 12:33:52
SLM: Model 831
Serial: 2658

Measurement Results, dBA

Duration:	0:10		
L_{eq}:	61	**L_{10}:**	65
L_{max}:	74	**L_{50}:**	58
L_{min}:	40	**L_{90}:**	46

Notes

Primary noise source was traffic noise from Pleasant Grove Boulevard. Secondary noise sources include traffic on Upland Drive.





Appendix B4 : Short Term Noise Monitoring Results

Site: ST-2
Project: Sierra View Shopping Center
Location: Southeast of Project Site
Coordinates: (38.7638553, -121.3594075)
Meter: LDL 831-5
Calibrator: CAL200

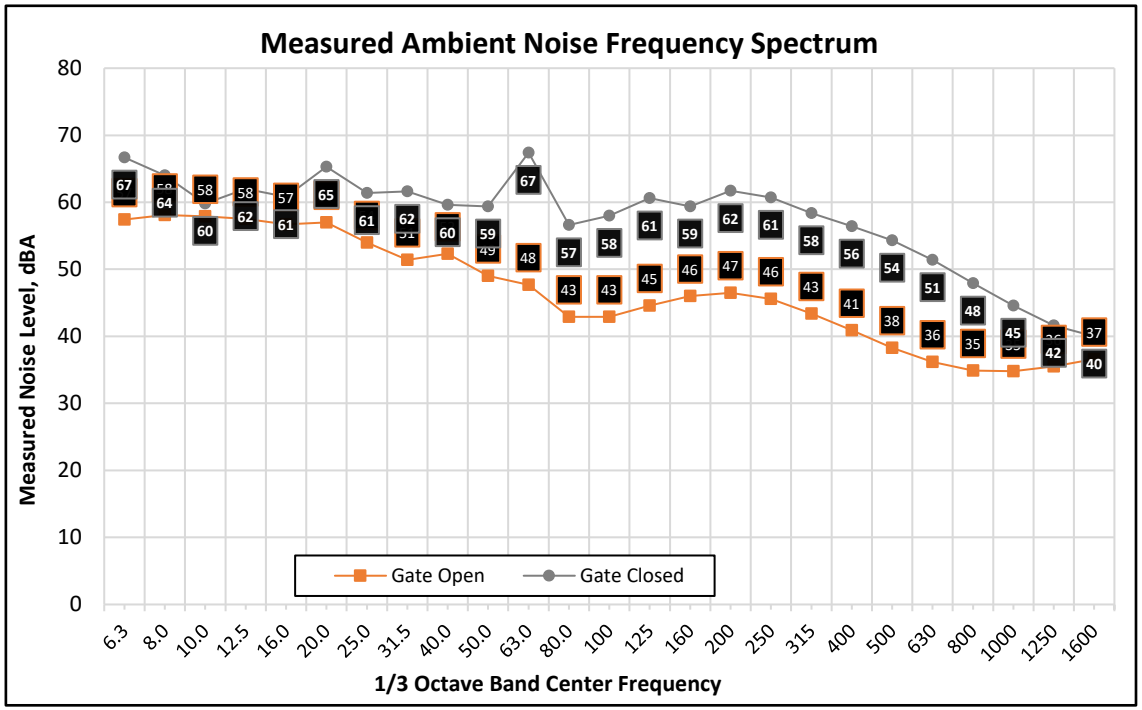
Start: 2026-05-20 13:12:18
Stop: 2026-05-20 13:22:18
SLM: Model 831
Serial: 2658

Measurement Results, dBA

Duration:	0:10		
L_{eq}:	54	**L_{10}:**	57
L_{max}:	69	**L_{50}:**	52
L_{min}:	38	**L_{90}:**	44

Notes

Primary noise source was traffic noise from Fiddyment Road.
Secondary noise sources include plane overhead.





Appendix B5 : Short Term Noise Monitoring Results

Site: ST-3
Project: Sierra View Shopping Center
Location: Southeast of Project Site
Coordinates: (38.7639015, -121.3591510)

Meter: LDL 831-5
Calibrator: CAL200

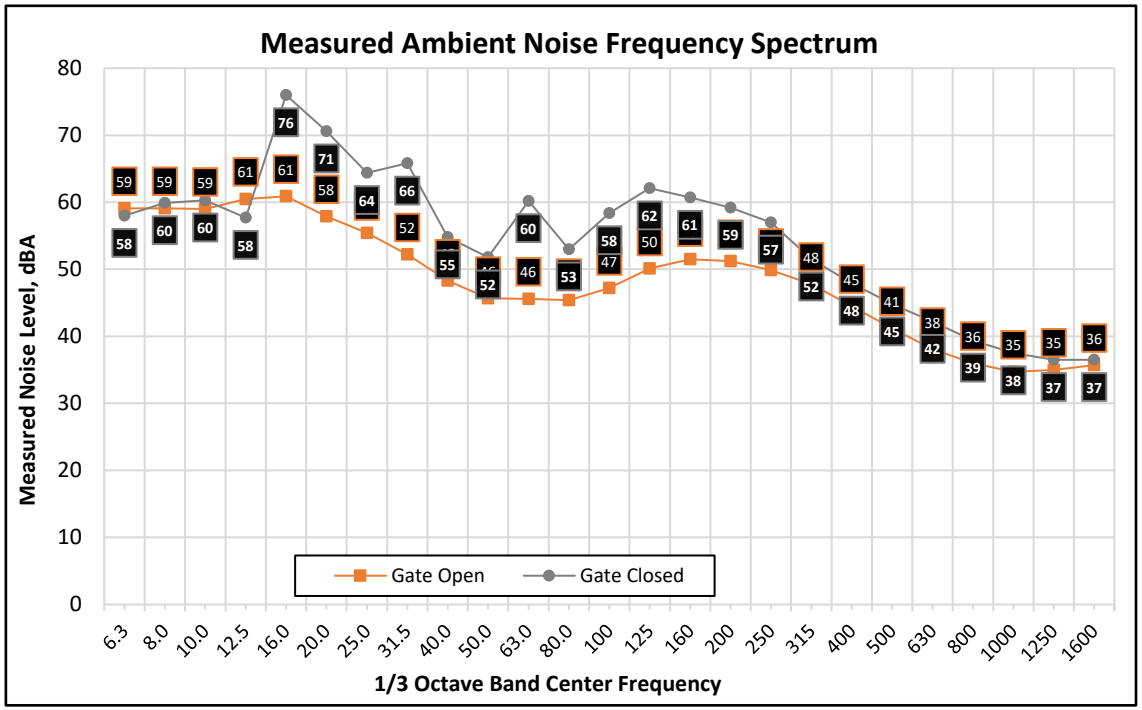
Start: 2026-05-22 09:48:59
Stop: 2026-05-22 09:58:59
SLM: Model 831
Serial: 2658

Measurement Results, dBA

Duration:	0:10		
L_{eq}:	58	**L_{10}:**	62
L_{max}:	67	**L_{50}:**	56
L_{min}:	40	**L_{90}:**	45

Notes

Primary noise source was traffic noise from Fiddyment Road. Secondary noise sources include natural sounds such as birds and wind.





Appendix C: Traffic Noise Calculation Inputs and Results



Appendix C-1

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 260506 Sierra View Shopping Center
Description: Existing Traffic
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	Fiddyment Road	North of Pleasant Grove	21,500	80	0	20	2.0%	1.0%	50	90	-5	339	157	73	63.6
2	Fiddyment Road	South of Pleasant Grove	21,500	80	0	20	2.0%	1.0%	50	90	-5	339	157	73	63.6
3	Pleasant Grove Blvd	East of Fiddyment	27,400	80	0	20	2.0%	1.0%	50	75	-5	398	185	86	65.9
4	Pleasant Grove Blvd	West of Fiddyment	7,400	80	0	20	2.0%	1.0%	50	75	-5	166	77	36	60.2
5	Upland Drive	South of Pleasant Grove	6,612	80	0	20	2.0%	1.0%	40	45	-5	107	50	23	60.7

Appendix C-2

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 260506 Sierra View Shopping Center
Description: Existing Plus Project Traffic
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	Fiddyment Road	North of Pleasant Grove	23,270	80	0	20	2.0%	1.0%	50	90	-5	357	166	77	64.0
2	Fiddyment Road	South of Pleasant Grove	23,270	80	0	20	2.0%	1.0%	50	90	-5	357	166	77	64.0
3	Pleasant Grove Blvd	East of Fiddyment	29,170	80	0	20	2.0%	1.0%	50	75	-5	415	193	89	66.1
4	Pleasant Grove Blvd	West of Fiddyment	9,170	80	0	20	2.0%	1.0%	50	75	-5	192	89	41	61.1
5	Upland Drive	South of Pleasant Grove	8,382	80	0	20	2.0%	1.0%	40	45	-5	125	58	27	61.7

Appendix C-3

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 260506 Sierra View Shopping Center
Description: Cumulative Traffic
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	Fiddyment Road	North of Pleasant Grove	30,930	80	0	20	2.0%	1.0%	50	90	-5	432	200	93	65.2
2	Fiddyment Road	South of Pleasant Grove	54,395	80	0	20	2.0%	1.0%	50	90	-5	629	292	135	67.7
3	Pleasant Grove Blvd	East of Fiddyment	32,190	80	0	20	2.0%	1.0%	50	75	-5	443	206	96	66.6
4	Pleasant Grove Blvd	West of Fiddyment	25,981	80	0	20	2.0%	1.0%	50	75	-5	384	178	83	65.6
5	Upland Drive	South of Pleasant Grove	6,612	80	0	20	2.0%	1.0%	40	45	-5	107	50	23	60.7

Appendix C-4

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 260506 Sierra View Shopping Center
Description: Cumulative Plus Project Traffic
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	Fiddyment Road	North of Pleasant Grove	32,700	80	0	20	2.0%	1.0%	50	90	-5	448	208	97	65.5
2	Fiddyment Road	South of Pleasant Grove	56,165	80	0	20	2.0%	1.0%	50	90	-5	642	298	138	67.8
3	Pleasant Grove Blvd	East of Fiddyment	33,960	80	0	20	2.0%	1.0%	50	75	-5	459	213	99	66.8
4	Pleasant Grove Blvd	West of Fiddyment	27,751	80	0	20	2.0%	1.0%	50	75	-5	402	186	87	65.9
5	Upland Drive	South of Pleasant Grove	8,382	80	0	20	2.0%	1.0%	40	45	-5	125	58	27	61.7

Fehr & Peers
Technical Memorandum

Date: June 4, 2026

To: Jack Varozza, TE, City of Roseville

From: John Gard, TE, Fehr & Peers

Subject: Sierra View Shopping Center Site Access Study

RS26-4455

This memo presents the analysis and recommendations of our site access study for the proposed Sierra View Shopping Center to be located in the southwest corner of the Pleasant Grove Boulevard/ Fiddyment Road intersection in the Sierra Vista Specific Plan (SVSP). This memorandum is organized into the following four sections:

1. Project Description
2. Project Travel Characteristics
3. Analysis of Project Access
4. Review of Internal Circulation

1. Project Description

According to the project site plan (*Sierra View Shopping Center*, Kimley Horn, April 2026) on **Figure 1** and the May 2026 Project Description, the project site would consist of seven retail buildings totaling 58,210 square feet of floor space. Specific uses for these buildings are presented in Section 2.

Vehicular access to the project would be provided by four driveways. Each driveway is described below (refer to Figure 1 for driveway spacing):

- Driveway 1 – full access driveway on Upland Drive
- Driveway 2 – westerly right-turn only driveway on Pleasant Grove Boulevard
- Driveway 3 – easterly right-turn only driveway on Pleasant Grove Boulevard
- Driveway 4 – right in/out and left-turn ingress driveway on Fiddyment Road

2. Project Travel Characteristics

The analysis focuses on weekday PM peak hour conditions as this hour has the highest combined project driveway and adjacent street traffic volumes.

Table 1 displays the weekday PM peak hour vehicular trip generation of the proposed project. These estimates were developed using trip generation rates from *the Trip Generation Manual (TGM), 12th Edition* (Institute of Transportation Engineers, 2025). As shown, the project would generate 354 new vehicle trips, and 392 pass-by trips. Pass-by trips are made by motorists already on the adjacent street who enter the site en route to a different primary destination.

Table 1. Project Trip Generation– PM Peak Hour

Project Land Use	Building	ITE LU Code	Units	Qty	Trip Rates			Trips		
					Total	In	Out	Total	In	Out
Gas Station w/ Convenience Store	5	945	Fuel positions	8	19.1	9.6	9.5	153	77	76
Coffee Shop with Drive Through Lane	1	937	ksf	3	39.0	19.5	19.5	117	59	58
Two Quick-Serve Restaurants with Drive Through Lanes	3 & 6	934	ksf	6.8	31.5	16.4	15.1	215	112	103
Retail including Supermarket [1]	2, 4 & 7	821	ksf	43.8	7.8	3.9	3.9	343	168	175
							Gross Trips	828	416	412
							Internal Trips [2]	-82	-41	-41
							Pass-by Trips [3]	-392	-196	-196
							New Trips	354	179	175

Notes: ksf = thousand square feet.
[1] Supermarket/grocery noted here because *Trip Generation Manual* requires this use to be toggled on/off for LUC 821 (Shopping Plaza).
[2] Estimated internal trips (10%) based on Fehr & Peers' Mixed-Use Trip Generation (MXD) model.
[3] Pass-by rates of 40% for retail, 55% for quick serve (fast food) restaurants, 81% for coffee shop, and 56% for gas station based on data in *Trip Generation Manual*.
Source: *Trip Generation Manual* (Institute of Transportation Engineers, 2025) and Fehr & Peers, 2026.

We used the City of Roseville 2035 Cumulative Year Travel Demand Model to estimate the project's expected distribution of new trips. Under cumulative conditions, Upland Drive extends southerly to Baseline Road. **Table 2** shows the expected distribution of new trips. As shown, the largest percentage of new project trips would be distributed to/from the south on Fiddyment Road and west of Pleasant Grove Boulevard.

Table 2. Project Trip Distribution (New Trips)

#	Direction of Trips	Project Trip Distribution
1	To/From North on Fiddyment Road	15%
2	To/From South on Fiddyment Road	30%
3	To/From West on Pleasant Grove Boulevard	25%
4	To/From East on Pleasant Grove Boulevard	15%
5	To/From South on Upland Drive	15%
	Total	100%

Source: Fehr & Peers, 2026.

We developed weekday PM peak hour forecasts at the driveways based on the project's trip generation and distribution, permitted driveway turning movements, and on-site circulation layout. **Figure 2** display the expected weekday PM peak hour driveway volumes.

3. Analysis of Project Access

This section begins by listing standards contained in the *City of Roseville Design and Construction Standards* ("City Design Standards", City of Roseville, 2025) that are applicable to the project driveways. An evaluation of project consistency with these standards is then presented along with study recommendations.

Per Section 5 (Site Access) and Section 7 (Streets) of the City Design Standards and Standard Drawings, the following standards are applicable to project driveways:

DRIVEWAY SPACING AND PERMITTED TURNING MOVEMENTS

Arterial Streets

1. Driveways shall be at least 250 feet apart on arterial streets. **Complies**.
2. Driveway on arterial streets near a public street intersection shall be located per Standard Drawing ST-46, which indicates:
    a. Driveways immediately downstream of an intersection are prohibited for the first 240 feet. **Complies**.
    b. Driveways upstream of an intersection are prohibited for the first 185 feet just prior to the intersection. **Complies**.
3. No portion of a driveway shall be allowed within the straight portion of an acceleration or deceleration lanes; however, driveways are permitted with the acceleration and deceleration lane tapers. **Complies**.
4. Left turns out of driveways onto six-lane roads shall be prohibited. **Complies**.
5. On six-lane roads, left turns into driveways may be allowed if all of the following conditions are met:
    a. The standard left turn lane length and bay taper can be achieved. **Complies.**
    b. Opposing traffic will not queue-up to the point of blocking the left turn in movement. Such a queuing calculation shall be based on the City's projected modeled traffic volumes for the model's horizon year. **Complies.**[1]
    c. The driveway is at least 400 feet downstream and 600 feet upstream of an intersection containing left turn pockets. **Does not comply as 390-foot driveway spacing is 10 feet short of this standard.** [2] Further evaluation of this standard is included at the end of this section.

[1] Driveway 4 would be 1,160 feet north of the signalized Fiddyment Road/Westhills Drive/Vista Grande Boulevard intersection. The recently completed citywide cumulative (2045) intersection operations analysis reveals this signalized intersection would operate at LOS D during the AM and PM peak hours. The level of service (LOS) output reveals the southbound approach would have 95th percentile queues (rounded to nearest 25 feet) of 600 and 650 feet, respectively (**See Appendix A)**. Since this is less than the distance to Driveway 4, queued southbound traffic would not block access to this driveway.

[2] According to the site plan, Driveway 4 would be situated 27 feet from a Western Area Power Authority (WAPA) electrical transmission tower. According to *Living and Working Around High Voltage Power Lines* (WAPA, 2021), 15 feet is a commonly referenced minimum distance from the tower to streets, driveways, parking lots, walkways, etc. Notably, a WAPA tower is situated 7 feet from the face of curb on Shasta Street in Roseville.

Collector Streets

6. Driveways shall be at least 200 feet apart on collector streets. **Complies.**
7. Driveways on collector streets shall be at least 150 feet from a collector/arterial intersection. **Complies.**

Proximity to Bus Stops/Turnouts

8. No portion of a driveway shall be allowed within a separate bus turnout including tapers. **Complies.**
9. Where a driveway is proposed downstream of a bus turnout, a continuous bus turnout / deceleration lane should be provided if: (a) the driveway is less than 450 feet from the upstream intersection, and (b) the right-turn ingress volume is greater than 50 vehicles per hour. **Both conditions are met at Driveway 4 on Fiddyment Road, which therefore necessitates a continuous bus turnout/deceleration lane.**

The following is recommended based on standard 9 above.

Recommendation 1: Construct a continuous bus turnout/deceleration lane on Fiddyment Road at Driveway 4.

With regard to standard 5c listed above, it would appear that Driveway 4 could be relocated 10 feet to the south. Doing so would enable compliance with this standard and further enhance sight distance (though marginally) for the northbound left-turn ingress movement. We do not have any background information with respect to why the driveway is spaced at its current location. ***We recommend that the City and applicant discuss where the driveway should be located and revise the site plan if needed.***

LEFT-TURN INGRESS LANE STORAGE AT DRIVEWAYS

1. The minimum left turn pocket length shall be 200 feet plus a 120 foot entry taper. Longer left turn pockets may be required if a Traffic Study demonstrates the need.
2. Left turn pockets are not required on collector streets.

The maximum queue in the unsignalized northbound left-turn ingress lane at Driveway 4 was estimated using the methodology contained in *Estimation of Maximum Queue Lengths at Unsignalized Intersections* (ITE Journal, 2001). This methodology is recommended for use in the *City of Roseville Design Standards.* As shown in **Appendix A,** the maximum queue would be 200 feet (8 vehicles).

The following recommendation is offered based on the above:

Recommendation 2: Construct 300-foot northbound left-turn ingress lane at Driveway 4.

The 300-foot left-turn ingress lane would not only accommodate the maximum queue of 200 feet, but would also provide deceleration opportunities.

Refer to next section regarding sight distance for left-turn ingress lane at Driveway 4.

RIGHT-TURN DECELERATION LANES/TAPERS AT DRIVEWAYS

A right-turn deceleration lane shall be provided at a driveway if all of the following conditions are met:

1. The driveway is located on an arterial or expressway.
2. Right turn ingress volume is expected to exceed 50 vehicles during peak hour flows on the roadway.
3. There is ample room and frontage to fit a deceleration lane as determined by the City Engineer.
4. The travel speed of the roadway, as determined by the City Engineer, equals or exceeds 45 mph.

For right turn ingress volumes between 10 and 50 vehicles per hour, city standards require a right turn curb taper be constructed

There may be cases where it will be necessary to merge a deceleration lane with an existing acceleration lane. Where the beginning of a deceleration taper will be within 100 feet of the end of acceleration taper, then the deceleration and acceleration shall be merged to form a continuous auxiliary lane.

According to city design standards and the estimated volumes at project driveways and input provided by City staff, the following is therefore recommended:

> Recommendation 3: Construct a right-turn deceleration taper at Driveway 2.

> Recommendation 4: Construct a right-turn deceleration lane at Driveway 3 and extend the eastbound right-turn lane at the Fiddyment Road/Pleasant Grove Boulevard intersection to Driveway 3, creating a continuous acceleration/deceleration lane.

DRIVEWAY THROAT DEPTHS

City design standards require driveway throat depth to be able to accommodate the maximum expected outbound vehicle queue. This minimizes the likelihood of inbound traffic spilling back onto public streets. **Table 3** summarizes maximum estimated outbound queues at the project driveways. Refer to **Appendix A** for detailed calculations.

As shown, three of the four driveways have adequate storage to meet the maximum expected vehicle queue. However, the throat depth at Driveway 2 is inadequate. The following is recommended to provide adequate throat depth and operations at this driveway:

> Recommendation 5: Widen Driveway 2 from 35 to 38 feet and stripe a 21-foot wide inbound lane and a 17-foot wide outbound lane.

Table 3. Maximum Outbound Vehicle Queues at Project Driveways – Cumulative PM Peak Hour Conditions

Driveway	Movement	Available Storage (feet)	Maximum Queue (feet)
1	Shared Left/Right	75 feet	75 feet
2	Right-Turn	65 feet	**75 feet**
3	Right-Turn	125 feet	100 feet
4	Right-Turn	225 feet	125 feet

Note:
Numbers in **bold** indicate queue lengths that exceed the storage provided.
The maximum queue is calculated assuming 25 feet per vehicle.
Available storage measured from project site plan.
Source: Fehr & Peers, 2026.

When three outbound vehicles (i.e., 75 feet of vehicle queue) are present at Driveway 2, an inbound vehicle desiring to turn left at the first internal intersection would be blocked. This could lead to following inbound vehicles queuing back onto Pleasant Grove Boulevard. To overcome this, the recommended 21-foot inbound lane provides sufficient width to allow the left-turning vehicle to be passed. Similar designs have been constructed and operate well elsewhere in Roseville (e.g., driveway on Pleasant Grove Boulevard near Fairway Drive). The site plan appears to have an adequate amount of landscaping area that could be used for the three-foot driveway widening.

SIGHT DISTANCE FOR LEFT-TURN INGRESS LANE AT DRIVEWAY 4

The median of Fiddyment Road at Driveway 4 is approximately 18 feet wide. An improved sight line of oncoming (southbound) traffic on Fiddyment Road can be achieved by constructing the turn lane as far westerly as possible. Accordingly, the following recommendation is offered:

> Recommendation 6: Position the left-turn ingress lane opening at Driveway 4 as far westerly as possible to maximize visibility of oncoming traffic.

Appendix A shows a motorist's approximate line of sight from the opening of the left-turn ingress lane at Driveway 4 and looking north. As shown, a southbound vehicle departing the Pleasant Grove Boulevard/Fiddyment Road intersection would be visible to a motorist in the left-turn lane for a distance of about 435 feet. As shown, vehicles queued in the northbound left-turn lane at the Fiddyment Road/Pleasant Grove Boulevard intersection do not block this line of sight.

Due to the distinct[3] conditions present on southbound Fiddyment Road immediately south of Pleasant Grove Boulevard, City of Roseville Traffic Engineering Department staff performed a speed survey using a radar gun on the segment. On June 2nd during an off-peak time period (12-12:30 PM) with free-flow conditions, 100 vehicles were randomly sampled, with sampling ratios of vehicles who had turned left, right, and traveled through the upstream intersection matching overall travel behavior during the AM and PM peak periods. The results (see Appendix A) revealed an 85th percentile speed of 44 mph.

[3] Distinct conditions include posted speed limit increase from 45 to 50 mph beyond intersection, and nearly half of all vehicles on this segment turn left or right from Pleasant Grove Boulevard onto Fiddyment Road.

The radar gun reading taken by the surveyor at the approximate location of Driveway 4 represents the greatest speed achieved by the vehicle before passing the surveyor. For southbound through vehicles arriving on green, their speed could have been maintained continuously at the measured level. But for eastbound right-turn and westbound left-turn movements and southbound through travel released after the light turns green, these vehicles will be accelerating up to their desired speed upon departure from the intersection. In fact, it would take a vehicle initially traveling at 15 mph and accelerating at a brisk rate of 6 ft/sec² about 8.9 seconds to travel 435 ft. This is 2.2 more seconds than the time it would take a vehicle traveling a constant speed of 45 mph. The fact that the 85th percentile speed in this location is 6 mph below the speed limit is indicative of the unique conditions in this area, in which 45% of traffic on this segment turns left or right and must accelerate to approach the speed limit.

This sight distance analysis utilizes a 45 mph design speed. Notably, all 13 of the 100 vehicles sampled that traveled above 45 mph were traveling in the 46 – 50 mph range. There were no observations of vehicles traveling over 50 mph. According to the *Highway Design Manual* (Caltrans, 2020), the stopping sight distance (SSD) values for 45 and 50 mph design speeds are 360 and 430 feet, respectively.[4] Since 435 feet of sight distance is available from the northbound left-turn lane opening at Driveway 4, the available line of sight exceeds that of a 50 mph SSD value. Therefore, sight distance is considered adequate for northbound left-turn movements at Driveway 4.

4. Review of Internal Circulation

This section focuses on the project's internal circulation system. It should be noted that this version of the site plan incorporates previous Fehr & Peers' recommendations. Therefore, relatively few recommendations are made here. The following potential circulatory issues were noted:

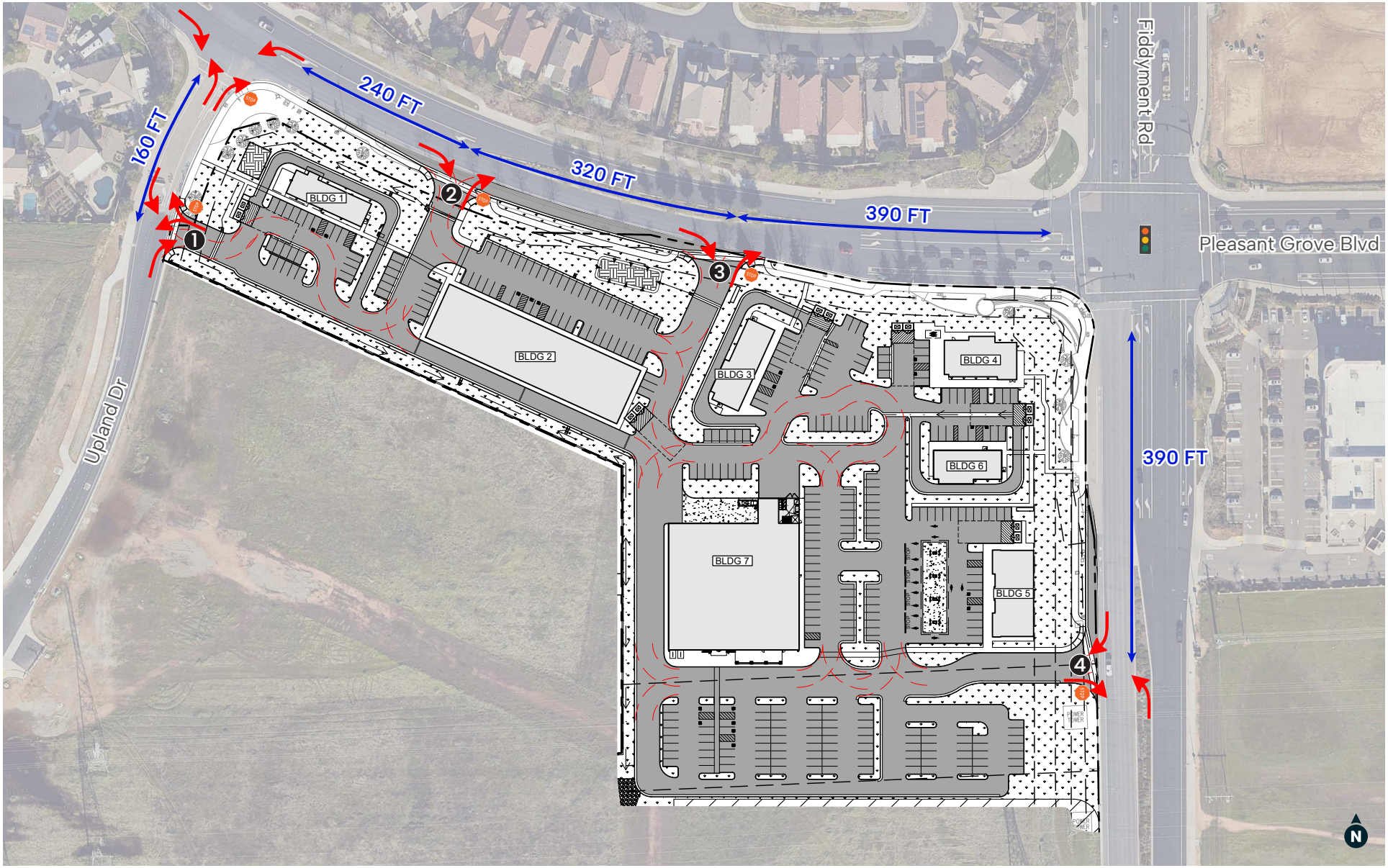
- Drive Aisle Behind Building 2 – This two-way drive aisle provides direct access to/from Driveway 1 on Upland Drive to the central part of the site. As this drive aisle is straight without any traffic controls, speeding could occur. The updated site plan now shows three lines the drive aisle behind this building, which presumably represents speed bumps or similar speed management devices that were previously recommended.
- Access to Fuel Pumps from Driveway 4 – Motorists entering the site from Driveway 4 and wanting to access the fuel pumps (which allow for westbound one-way only travel) would need to perform a reverse u-turn at the first internal intersection and then use the eastbound-only drive aisle to access the pumps (refer to Figure 3 for path of travel). This movement would likely be challenging for trucks and large SUVs due to the lack of any curb return radius at the curve and a receiving lane that is less than 15 feet wide (when a vehicle is fueling up at the adjacent pump).

Recommendation 7: Redesign the southerly part of the convenience market / fueling pumps site layout to better accommodate traffic entering from Driveway 4.

[4] Stopping sight distance (SSD) is the distance required by the user, traveling at a given speed, to bring the vehicle to a stop after an object ½-foot high on the road becomes visible.

The project site plan shows Americans with Disabilities (ADA) paths of travel within the site that connect to planned sidewalks along the project frontage. This includes a path that leads directly to the existing bus pullout on Fiddyment Road. Connections are also provided onto Pleasant Grove Boulevard and Upland Drive.

As the project site plan did not show drive aisle or driveway width dimensions, those were not reviewed. Additionally, as no specific users are known for the restaurants that would include drive-through lanes, it was not possible to conduct analysis of their vehicle storage requirements.



Note: Driveways measured from centerline to the near curb return of adjacent street.

Traffic Signal
Stop Sign
Permitted Movement

FIGURE 1

Project Site Plan

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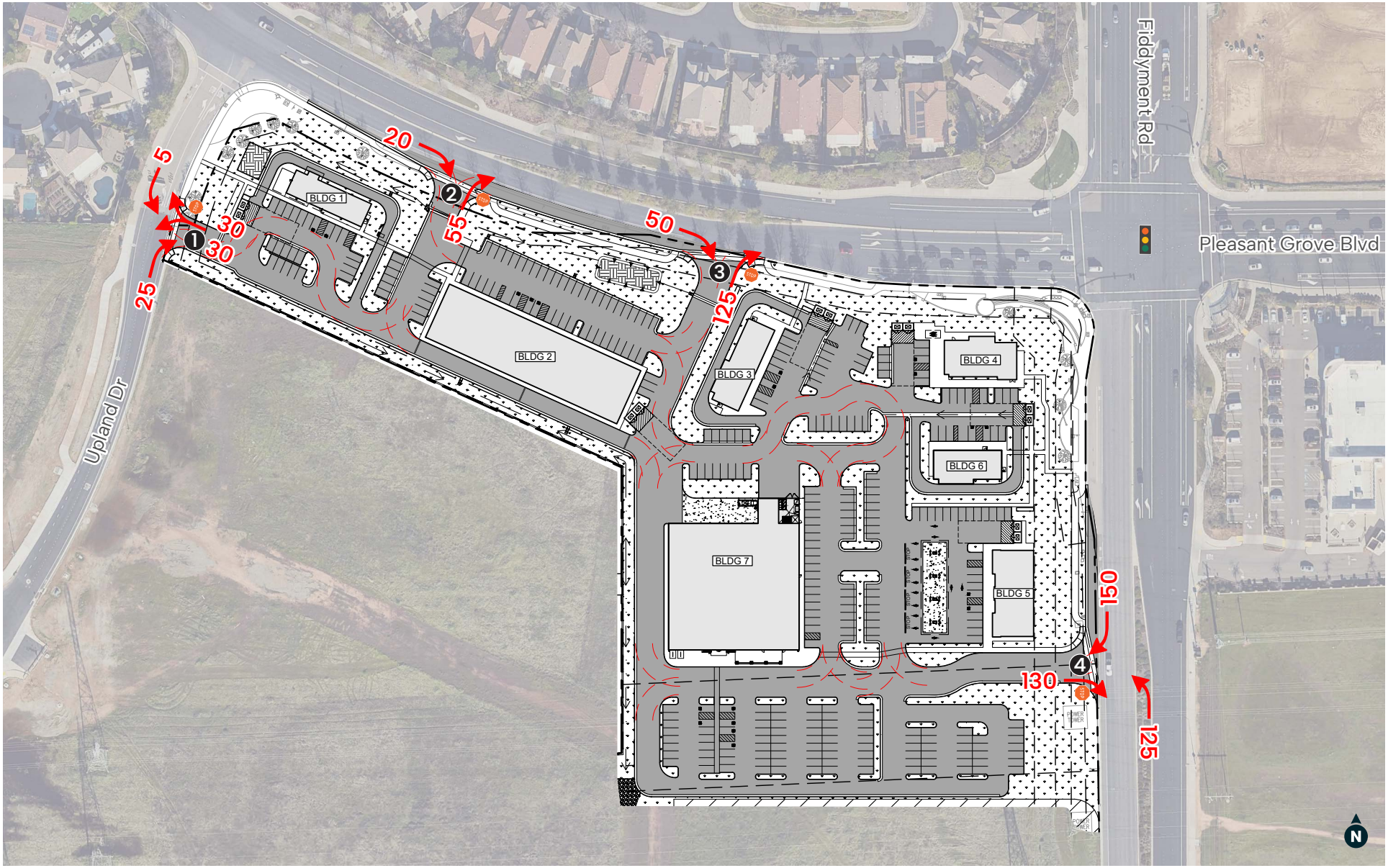


FIGURE 2

Weekday PM Peak Hour Driveway Volumes

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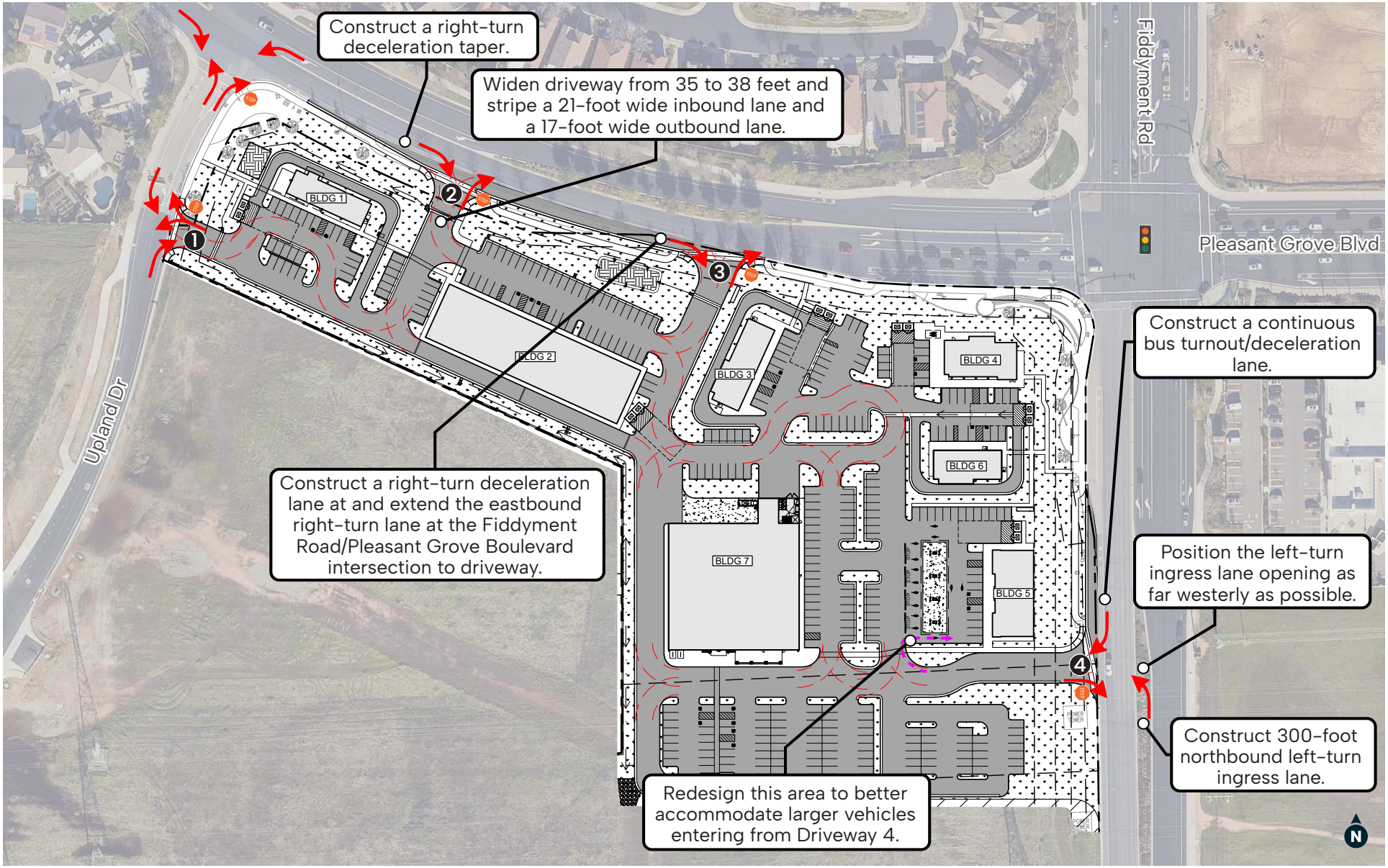
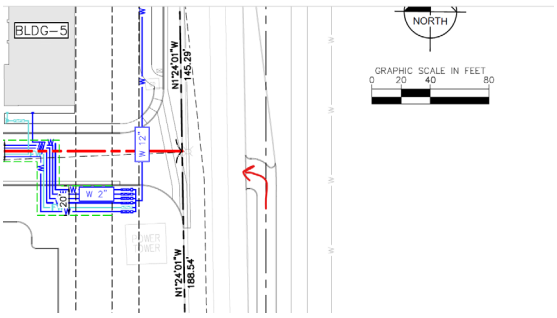


FIGURE 3

Recommendations



Turn lane location relative to existing street light positioned in the center of driveway location.
Note the 435-foot distance below is greater than the 390 ft spacing on Figure 1. The 45-foot difference is due to the added distance between the curb return and the crosswalk as well as location of vehicle waiting at Dwy 4



City of Roseville
Traffic Engineering Department
Lidar Speed Data Worksheet

Date: 6/2/2026 Location # _____

Street Name: SB Fiddyment Rd Observer: C. Parks

Limits: Pleasant Grove Blvd to 6828 Fiddyment Rd Location of Survey: 432' South of Pleasant Grove Blvd

Weather: Clear
Road Cond: Good
Posted Speed: 50 MPH
Lane Config: _____
Adjacent Land Use: _____

Roadway Geometrics: _____
Conditions Not Apparent: _____
Start Time: 12:08
End Time: 12:38

Street Classification: Arterial - Collector - Local
Average Daily Traffic: _____
Segment Length: _____
Speed Limit Changed? Yes - No
Revised Limit: _____
Checked By: _____

Collision Start Date: _____
Collision End Date: _____
Collision Period: _____
Total Collisions: _____
Collision Rate: _____
Expected Collision Rate: _____

Direction: SB

1. 40	21. 45	41. 33	61. 38	81. 30
2. 43	22. 41	42. 40	62. 41	82. 34
3. 39	23. 48	43. 29	63. 39	83. 36
4. 40	24. 45	44. 37	64. 38	84. 27
5. 32	25. 44	45. 42	65. 34	85. 38
6. 39	26. 38	46. 42	66. 38	86. 35
7. 41	27. 33	47. 41	67. 38	87. 32
8. 35	28. 36	48. 43	68. 40	88. 43
9. 48	29. 37	49. 42	69. 38	89. 44
10. 42	30. 48	50. 40	70. 35	90. 42
11. 50	31. 44	51. 41	71. 33	91. 32
12. 35	32. 40	52. 30	72. 35	92. 37
13. 32	33. 48	53. 48	73. 33	93. 37
14. 39	34. 42	54. 36	74. 43	94. 31
15. 50	35. 40	55. 39	75. 36	95. 42
16. 41	36. 44	56. 33	76. 35	96. 36
17. 42	37. 47	57. 39	77. 34	97. 36
18. 40	38. 44	58. 34	78. 38	98. 33
19. 35	39. 49	59. 38	79. 34	99. 35
20. 48	40. 42	60. 43	80. 38	100. 33

Direction: _____

1.	21.	41.	61.	81.
2.	22.	42.	62.	82.
3.	23.	43.	63.	83.
4.	24.	44.	64.	84.
5.	25.	45.	65.	85.
6.	26.	46.	66.	86.
7.	27.	47.	67.	87.
8.	28.	48.	68.	88.
9.	29.	49.	69.	89.
10.	30.	50.	70.	90.
11.	31.	51.	71.	91.
12.	32.	52.	72.	92.
13.	33.	53.	73.	93.
14.	34.	54.	74.	94.
15.	35.	55.	75.	95.
16.	36.	56.	76.	96.
17.	37.	57.	77.	97.
18.	38.	58.	78.	98.
19.	39.	59.	79.	99.
20.	40.	60.	80.	100.

Comments:

Thru Vehicles
NB LT Vehicles
EB RT Vehicles

City of Roseville

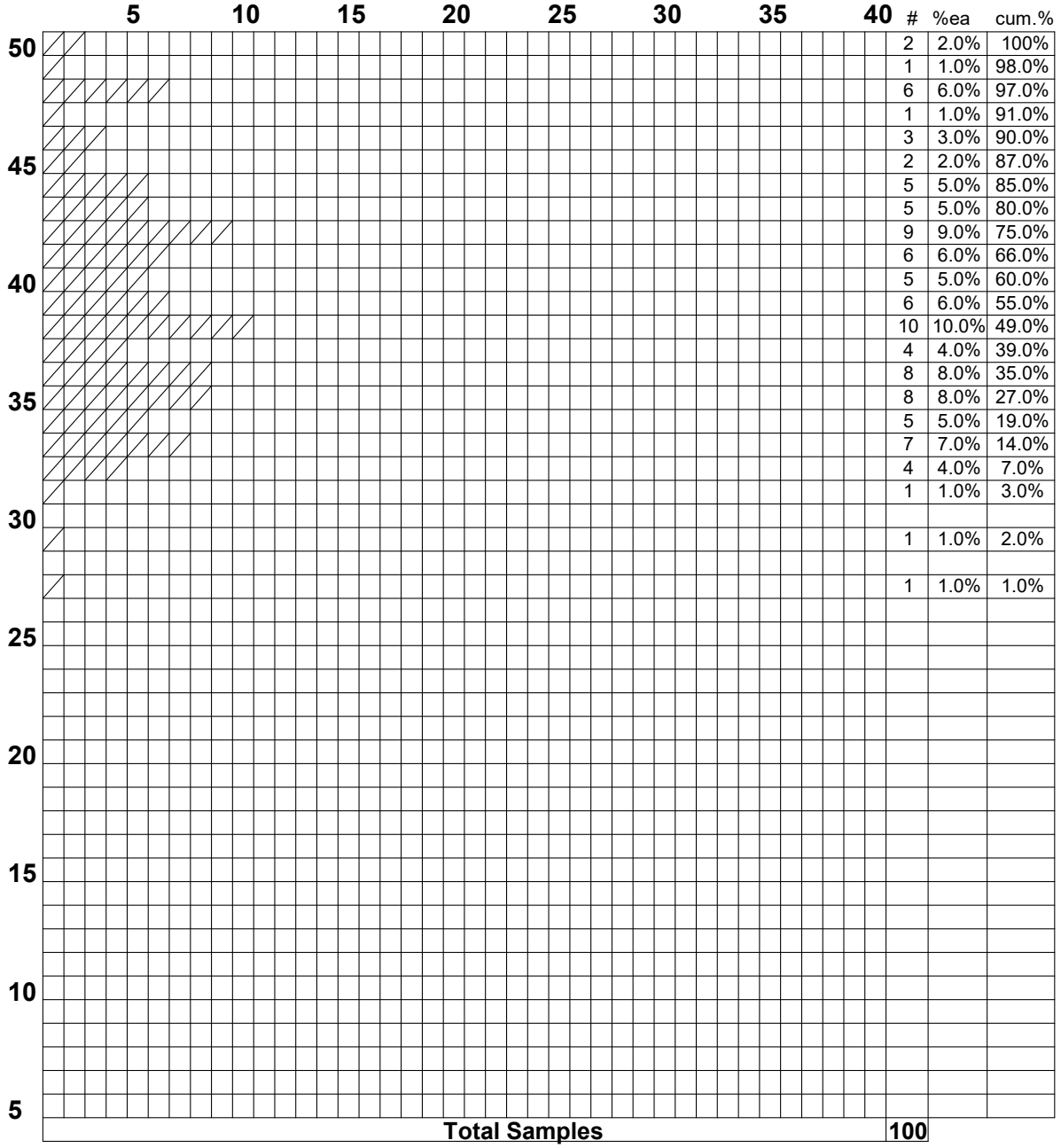
Traffic Engineering Department

Street Name: SB FIDDYMENT RD

Limits: PLEASANT GROVE BLVD to 6828 FIDDYMENT RD

Radar Survey Sheet

X=North /=South



#	%ea	cum.%
2	2.0%	100%
1	1.0%	98.0%
6	6.0%	97.0%
1	1.0%	91.0%
3	3.0%	90.0%
2	2.0%	87.0%
5	5.0%	85.0%
5	5.0%	80.0%
9	9.0%	75.0%
6	6.0%	66.0%
5	5.0%	60.0%
6	6.0%	55.0%
10	10.0%	49.0%
4	4.0%	39.0%
8	8.0%	35.0%
8	8.0%	27.0%
5	5.0%	19.0%
7	7.0%	14.0%
4	4.0%	7.0%
1	1.0%	3.0%
1	1.0%	2.0%
1	1.0%	1.0%
Total Samples	**100**	

85th Percentile Speed:	**44.0**
50th Percentile Speed:	**38.2**
15th Percentile Speed:	**33.2**
10 MPH Pace:	**33- 42**
Number in Pace:	**68**
Percent in Pace:	**68.0%**

Date of Survey:	**6/2/2026**	**Start Time:**	**12:08**
Weather:	**Clear**	**End Time:**	**12:38**
Road Condition:	**Good**	**Posted Speed:**	**50**
Street Class.:	**Arterial**		
Observer:	**C PARKS**		
Conditions not Apparent:			



Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	427	433	139	103	216	95	1500	7	237	1743	326
v/c Ratio	0.93	0.92	0.27	0.72	0.71	0.63	0.85	0.01	0.90	0.83	0.40
Control Delay (s/veh)	76.5	74.4	9.1	89.1	23.8	79.2	46.8	0.0	92.2	40.7	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.5	74.4	9.1	89.1	23.8	79.2	46.8	0.0	92.2	40.7	4.4
Queue Length 50th (ft)	409	414	7	94	14	87	475	0	217	522	1
Queue Length 95th (ft)	#661	#661	63	#191	107	153	557	0	#402	654	65
Internal Link Dist (ft)		1207		1361			914			680	
Turn Bay Length (ft)	240		275		100	250			260		360
Base Capacity (vph)	460	471	520	157	315	238	1985	635	276	2094	823
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.92	0.27	0.66	0.69	0.40	0.76	0.01	0.86	0.83	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	338	341	61	231	298	115	1621	30	235	1744	685
v/c Ratio	0.84	0.84	0.13	0.97	0.83	0.90	0.92	0.05	0.97	0.83	0.65
Control Delay (s/veh)	63.9	63.1	0.6	105.0	41.5	114.8	49.2	0.2	105.0	38.2	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.9	63.1	0.6	105.0	41.5	114.8	49.2	0.2	105.0	38.2	5.3
Queue Length 50th (ft)	277	280	0	190	95	95	462	0	194	461	0
Queue Length 95th (ft)	397	398	0	#397	#272	#234	#652	0	#404	608	90
Internal Link Dist (ft)		476		464			575			448	
Turn Bay Length (ft)	240		275		100	250			260		360
Base Capacity (vph)	555	564	606	239	359	128	1763	594	242	2091	1054
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.60	0.10	0.97	0.83	0.90	0.92	0.05	0.97	0.83	0.65

Intersection Summary

Description: Synchro

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Fehr & Peers

Maximum Queue Estimation for:

Major Street Left-Turn

Scenario:	Cumulative Plus Project - Driveway 4 on Fiddyment Road
Peak Hour:	PM

Input Data

Subject Approach		
Traffic Volume	125	vph
Peak Hour Factor (PHF)	0.95	

Major Street		
Conflicting Traffic Volume	2634	vph
Peak Hour Factor (PHF)	0.95	
Conflicting Number of Through Lanes	3	lanes
Posted Speed Limit	50	mph

Is a Traffic Signal Located on Major Street Within 1/4 mi of intersection? (Enter 1 if yes; 0 if no)	1

Output

Estimated Maximum Queue	8	vehicles

Source: Estimation of Maximum Queue Lengths at Unsignalized Intersections (ITE Journal, November 2001).

Fehr & Peers

Maximum Queue Estimation for:

Minor Street Left-Turn

Scenario:	C+P Dwy 1
Peak Hour:	PM

Input Data

Subject Approach		
Traffic Volume	35	vph
Peak Hour Factor (PHF)	0.9	

Major Street		
Conflicting Traffic Volume	515	vph
Peak Hour Factor (PHF)	0.95	
Posted Speed Limit	30	mph

Is a Traffic Signal Located on Major Street Within 1/4 mi of intersection? (Enter 1 if yes; 0 if no)	1

Output

Estimated Maximum Queue	3	vehicles

Source: Estimation of Maximum Queue Lengths at Unsignalized Intersections (ITE Journal, November 2001).

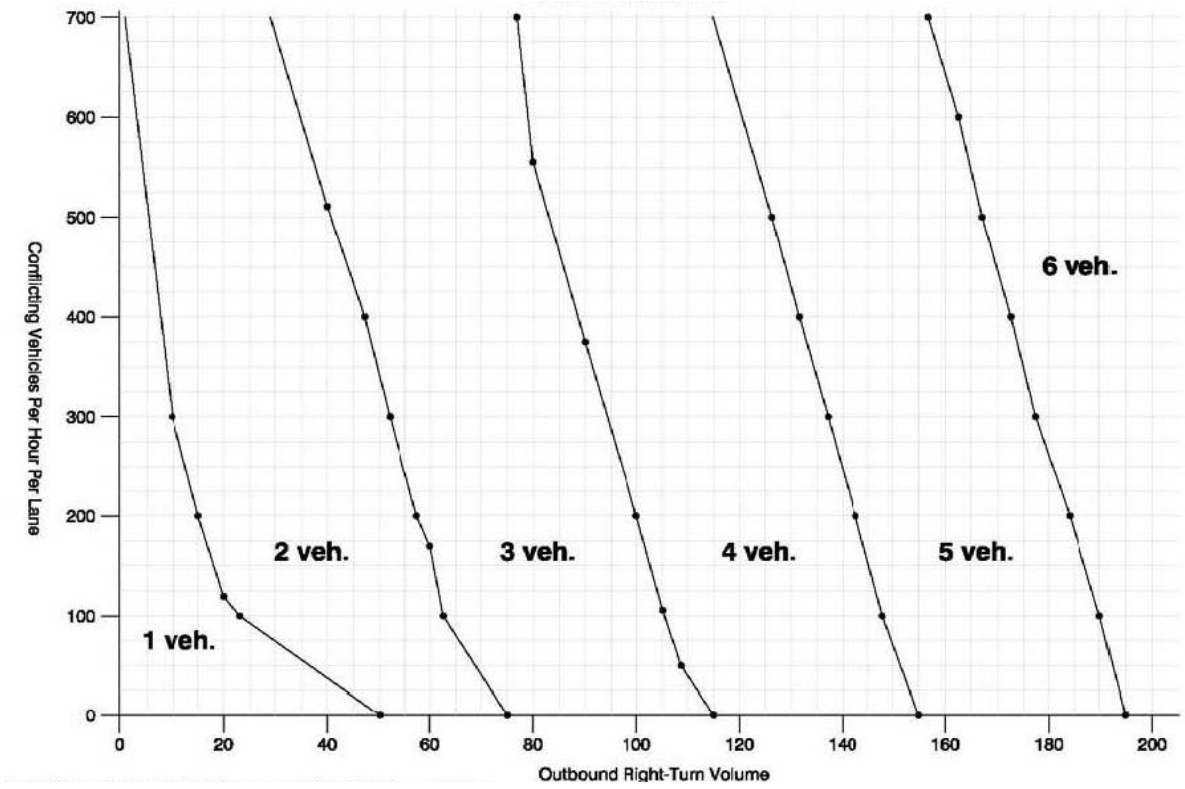
Fehr & Peers

Maximum Queue Estimation for:

Minor Street Right-Turn

Scenario:	C+P Dwy 2
Peak Hour:	PM

Minimum Required Throat Depth Calculations



If the data point is outside of range, use the following:

Input Data		
Approach Volume	55	vph
Conflicting Vehicles Per Lane	460	vphpl

Output		
Estimated Maximum Queue	3	vehicles

Source: Estimation of Maximum Queue Lengths at Unsignalized Intersections (ITE Journal, November 2001).

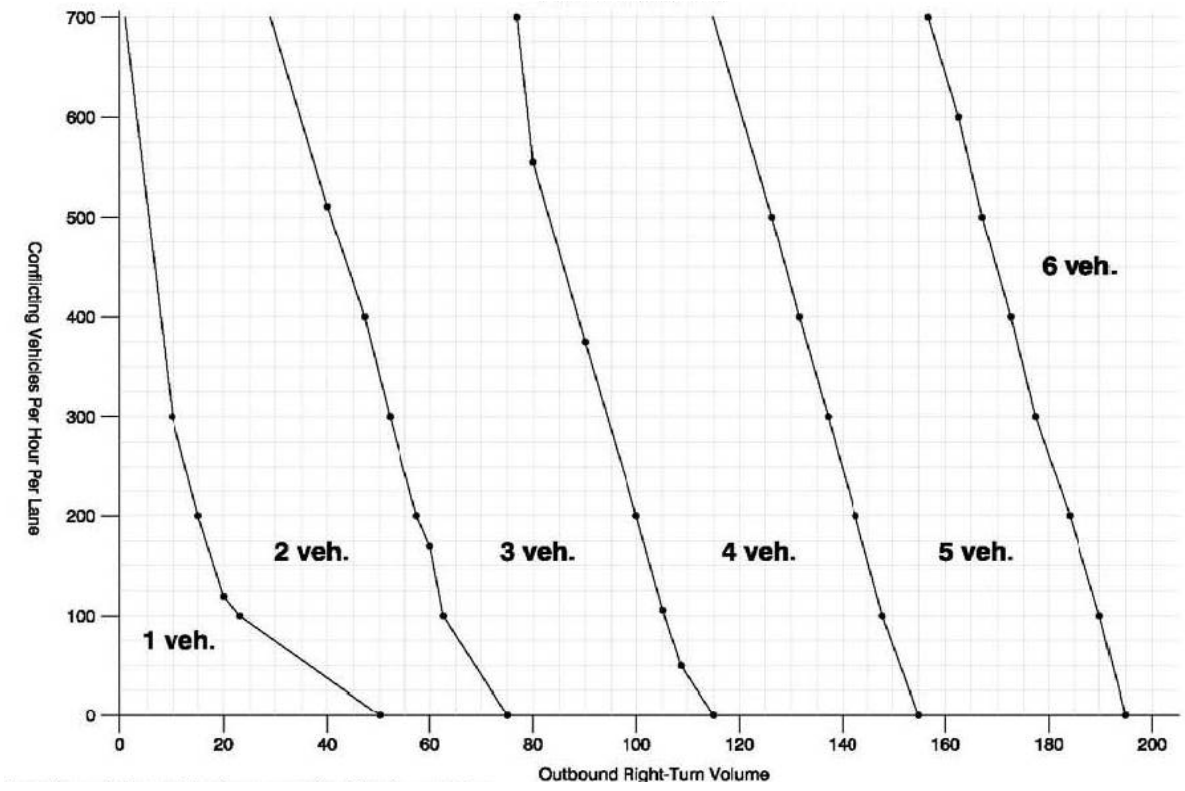
Fehr & Peers

Maximum Queue Estimation for:

Minor Street Right-Turn

Scenario:	C+P Dwy 3
Peak Hour:	PM

Minimum Required Throat Depth Calculations



If the data point is outside of range, use the following:

Input Data		
Approach Volume	125	vph
Conflicting Vehicles Per Lane	460	vphpl

Output		
Estimated Maximum Queue	4	vehicles

Source: Estimation of Maximum Queue Lengths at Unsignalized Intersections (ITE Journal, November 2001).

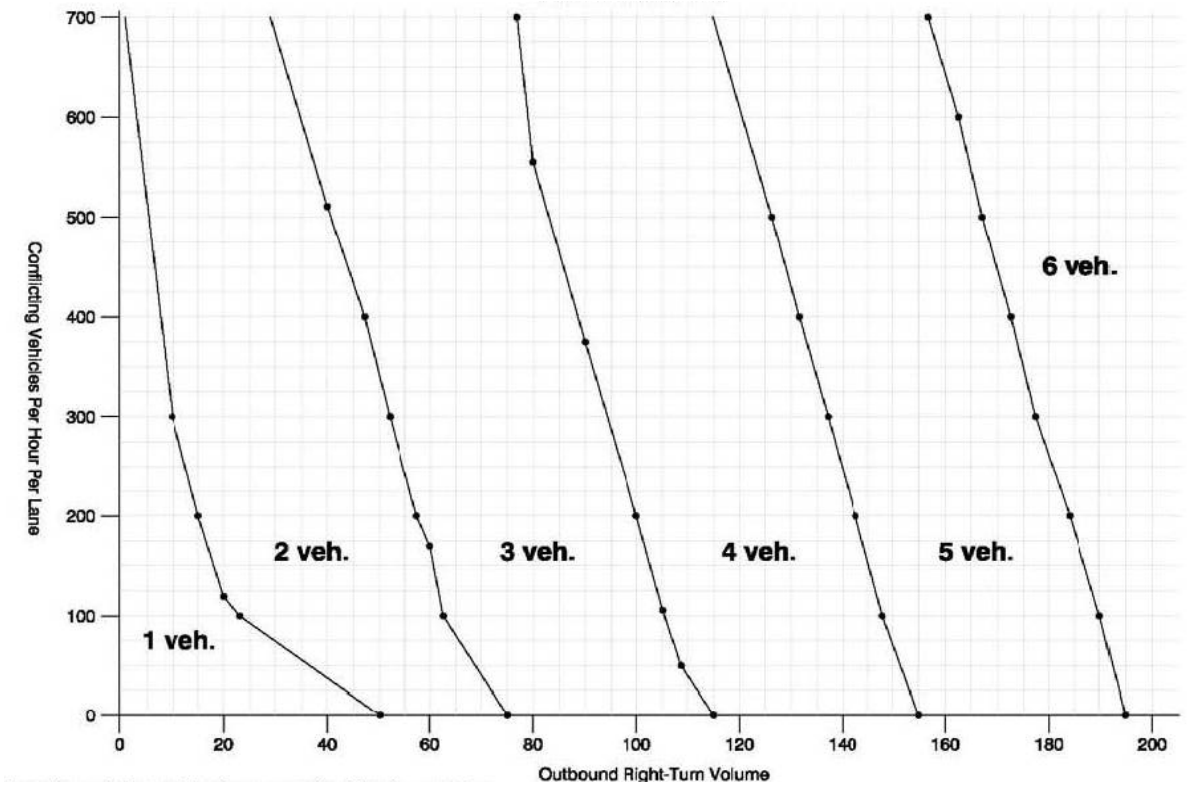
Fehr & Peers

Maximum Queue Estimation for:

Minor Street Right-Turn

Scenario:	C+P Dwy 4
Peak Hour:	PM

Minimum Required Throat Depth Calculations



If the data point is outside of range, use the following:

Input Data		
Approach Volume	130	vph
Conflicting Vehicles Per Lane	880	vphpl

Output		
Estimated Maximum Queue	5	vehicles

Source: Estimation of Maximum Queue Lengths at Unsignalized Intersections (ITE Journal, November 2001).

Outlook

Opposition SVSP PCL JM-41 & WRSP PCL W-20- Sierra View Shopping Center; File #PL25-0496

From Megan Drouhard <megmarie17@hotmail.com>
Date Fri 7/24/2026 10:15 AM
To Singer, Eric <EJSinger@roseville.ca.us>

External: This email was sent by a person from outside your organization. Exercise caution when clicking links, opening attachments, or taking further action.

Caution: The sender name (Megan Drouhard) is different from their email address (megmarie17@hotmail.com), which may indicate an impersonation attempt. Verify the email's authenticity with the sender using your organization's trusted contact list before replying or taking further action.

Dear Eric Singer and Members of the Planning Commission,
My name is Megan Drouhard (my husband is James Coghill) and I am a resident living in the neighborhood adjacent to the proposed project site at 1875 Pleasant Grove Blvd. I am writing to formally voice my strong opposition to the requested Conditional Use Permit and Design Review Permit for the Sierra View Shopping Center (File #PL25-0496).

As a directly impacted neighbor, I have significant concerns regarding the scope of this development—particularly the fueling station, drive-through restaurants, and overall 58,000-square-foot commercial footprint. My primary objections center on the following issues:

Proximity & Noise Pollution: Operating a gas station and drive-through facilities immediately adjacent to a residential parcel will introduce persistent noise from drive-through speakers, vehicular idling, late-night deliveries, and increased foot traffic at all hours, severely impacting our quality of life.

Child & Pedestrian Safety: Our neighborhood is home to many children who ride bikes, walk, and play outside. The heavy traffic generated by drive-throughs and a fueling station will create dangerous congestion and increased vehicular hazards on streets meant for families.

Disruptive Behavior & Security: Introducing high-turnover commercial uses directly against residential homes opens our neighborhood up to disruptive behavior, trash, loitering, and unwanted foot traffic. Residents are concerned about safety risks, potential property casing, and unauthorized access to our private residential areas and the new community park being built.

Property Values: The combined impacts of traffic, light pollution, noise, and security risks will make our neighborhood a far less desirable place to live, negatively impacting the property values of our homes.

Proposed Mitigation Measures

If the City or Planning Commission chooses to approve this project despite resident opposition, I strongly urge you to require strict, mandatory mitigation measures to protect our community, including:

1. **A Solid Concrete Sound/Privacy Wall:**Construction of a tall, substantial concrete barrier separating the commercial parcel from the residential neighborhood to buffer noise, block visual intrusion, and preserve home privacy.

2. **Access Control / Neighborhood Gating:** Implementing physical barriers or gates to restrict direct pedestrian and vehicle access from the shopping center into our residential streets and new park, preventing foot traffic from wandering into our community.

Please include this letter in the public record for the upcoming August 13, 2026 Planning Commission Public Hearing.
Thank you for your time and for considering the safety and well-being of local residents.
Sincerely,

Megan Drouhard & James Coghill
7001 Lakehaven Dr
316-215-4851

Get Outlook for iOS

Exhibit A

CITY OF ROSEVILLE CALIFORNIA

DEVELOPMENT SERVICES DEPARTMENT–PLANNING DIVISION

311 Vernon St, Roseville, CA 95678 (916) 774-5276

8th ADDENDUM TO THE SIERRA VISTA SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT

(SCH #2008032115, ADOPTED ON MAY 5, 2010)

Project Title/File Number:	Sierra View Shopping Center; File #PL25-0496
Project Location:	1875 Pleasant Grove Blvd, Roseville, Placer County, CA 95747
Project Description:	The applicant requests a Conditional Use Permit to allow a fueling station and three drive-through restaurants adjacent to a residential parcel. The application also includes a Design Review Permit to allow construction of a 14.5-acre commercial shopping center with retail and restaurant uses, along with associated access, parking, lighting, and landscape improvements. The proposed combined building area is approximately 58,210 square feet. A Tentative Subdivision Map is also requested to reconfigure parcels consistent with the site plan.
Project Applicant/Developer:	Warberg Partners, Inc.
Property Owner:	SVC1, LLC
Lead Agency Contact:	Eric Singer, Associate Planner, (916) 774-5536

An Addendum to a previously certified and adopted negative declaration or environmental impact report may be prepared for a project if only minor technical changes or additions are necessary or none of the conditions calling for the preparation of a subsequent EIR or negative declaration have occurred (California Environmental Quality Act Guidelines [CEQA] Section 15164). Consistent with CEQA Guidelines Section 15164, the analysis below has been prepared in order to demonstrate that none of the conditions described in Section 15162 of the CEQA Guidelines calling for preparation of a supplemental or subsequent EIR have occurred and that only minor technical changes or additions are necessary in order to deem the EIR certified for the Sierra Vista Specific Plan adequate to describe the impacts of the proposed project. CEQA Guidelines Section 15164 also states that an addendum need not be circulated for public review but can be included in or attached to the certified EIR for consideration by the hearing body. This Addendum focuses only on those aspects of the project or its impacts which require additional discussion.

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PROJECT DESCRIPTION

Project Location

The project address is 1875 Pleasant Grove Boulevard, on the northeast border of the Sierra Vista Specific Plan (SVSP), with a small portion of the site within the West Roseville Specific Plan (WRSP), south of Pleasant Grove Boulevard, west of Fiddyment Road, north of Vista Grande Boulevard, and east of Upland Drive.

Figure 1: Project Location (project site bordered in red)



Background

The project site is identified as eleven parcels (13.9 acres) labeled Parcel JM-41 within the Sierra Vista Specific Plan (SVSP), with one parcel (0.6 acres) identified as Parcel W-20 within the WRSP.

Sierra Vista Specific Plan (SVSP). The SVSP was adopted on May 5, 2010 and includes 2,064 acres west of Fiddyment Road and north of Baseline Road. The SVSP consists of a mix of land uses and designates parcel JM-41 for Community Commercial land use at the southwest corner of Pleasant Grove Boulevard and Fiddyment Road. The SVSP identifies this corner as a commercial site to be developed with large format commercial uses as shown in Figure B-31 of the SVSP. The SVSP provides concept design for a commercial center with up to

250,000 square feet of development. Prior to approving the SVSP, the City adopted Resolution 10-160 certifying the SVSP Environmental Impact Report (EIR) and adopting a Mitigation Monitoring Program, collectively analyzing and reducing to the extent feasible impacts associated with development that would occur pursuant to the SVSP. Additionally, Development Agreements between the SVSP property owners and the City were entered into to outline SVSP development obligations.

West Roseville Specific Plan (WRSP). The WRSP was approved in 2004 and includes 3,162 acres east and west of Fiddyment Road and generally north of Pleasant Grove Boulevard. The plan includes 8,792 single- and multi-family units, with a mix of uses — residential, commercial, open space, parks, and public facilities. In approving the WRSP, the City adopted certified the WRSP EIR and adopted a Mitigation Monitoring Program, analyzing, and reducing to the extent feasible, impacts associated with the development would occur pursuant to the WRSP The City and property owners entered into Development Agreements to address development obligations. The 0.6-acre Parcel W-20 is on the southern edge of the WRSP. The WRSP is nearly built out.

Coffee Kiosk Project on WRSP Parcel W-20 (PL20-0142). In April 2021, the City approved the Coffee Kiosk Project on the 0.6-acre Parcel W-20 for a drive-through coffee kiosk (910 square feet) with outdoor seating, parking, and landscaping (PL20-0142). The project changed the Parcel W-20 land use designation from Low Density Residential (LDR) to CC. The project also included a conditional use permit and rezone with a Special Area overlay to ensure that only uses considered compatible with adjacent residential land uses would be permitted or conditionally permitted. The City Council adopted a Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program for the Coffee Kiosk project on Parcel W-20. The Coffee Kiosk Project MND evaluated impacts of the project in the context of the WRSP EIR. The Coffee Kiosk project was approved but not constructed.

The proposed Sierra Vista Shopping Center project includes a drive-through restaurant building (coffee) (Building 1) on Parcel W-20, partially overlapping the area of the previously-approved Coffee Kiosk project, with minor site plan modifications to tie into the overall Sierra View Shopping Center site plan. Although development of Parcel W-20 was evaluated by the previously certified in the 2004 WRSP EIR and the Coffee Kiosk Project was further evaluated in the 2021 Coffee Kiosk Project MND, the impacts of the entire Sierra Vista Shopping Center project, including the drive-thru (Building 1) square footage and use, are evaluated in this Addendum. Refer to the Purpose and Scope of Addendum section.

The 2021 Coffee Kiosk MND identified four WRSP EIR mitigation measures applicable to the Coffee Kiosk Project on WRSP Parcel W-20 which remain applicable to the Parcel W-20 portion of the Sierra View Shopping Center project. The four WRSP EIR mitigation measures are equivalent to the following four SVSP EIR mitigation

measures applicable to the Sierra View Shopping Center Project: The four SVSP EIR mitigation measures listed below are included in the Mitigation Monitoring Program for this project.

WRSP EIR Mitigation Measures from Coffee Kiosk MND Applicable to WRSP Parcel W-20	**Equivalent SVSP EIR Mitigation Measures Identified in this Addendum**
MM BIO-1: Avoid Nesting Sites	MM 4.8-3: Avoid Nesting Sites
MM NOI-1: Commercial Noise Control	MM 4.6-2: Commercial Noise Controls
MM 4.8-1: Cease Work and Consult with a Qualified Archaeologist	MM 4.9-1: Cease Work and Consult with Archaeologist
MM 4.8-10: Cease Work Until Review Conducted by Qualified Paleontologist and Recommendations Implemented	MM 4.9-3: Cease Work and Consult with Paleontologist

Reconfiguration of SVSP Parcels JM-30, JM-41 and WRSP Parcel W-20 Into Single Commercial Site (PL21-0368). On August 3, 2022, the City Council approved a General Plan Amendment, Specific Plan Amendment, Rezone, and Tentative Subdivision Map to adjust the boundary between High Density Residential (HDR) SVSP Parcel JM-30 and Community Commercial (CC) SVSP Parcel JM-41, converting 0.44 net acres from HDR land use to CC land use. The zoning designation was also modified to reflect the land use changes. The Tentative Subdivision Map created 12 total parcels, dividing large lot parcel JM-41 into 11 commercial parcels and reconfiguring parcel JM-30 to align with the proposed land use changes. The land use adjustment also connected the SVSP Parcel JM-41 commercial site with adjacent WRSP Parcel W-20. Effectively, the land use boundary adjustment allowed parcels JM-41 (13.9 acres) and W-20 (0.6 acre) to function as one commercial site. In approving the project, the City Council adopted an MND and Mitigation Monitoring Program evaluating impacts of the project in the context of the SVSP EIR.

Location	Zoning	General Plan Land Use	Actual Use of Property
Site	Community Commercial	Community Commercial	Leveled and graded, undeveloped
North	Single-Family	Low-Density Residential	W-1 Low-Density Subdivision constructed
South	Single-Family	Low-Density Residential	JM-2 Low-Density Subdivision constructed
East	Community Commercial	Community Commercial	WW-40 CVS Pharmacy constructed
East	Open Space	Open Space	Open space, Roseville Electric utility easement
West	Multi-Family	High-Density Residential	JM-30 Apartment complex approved, under construction
West	Open Space	Open Space	Open Space, Roseville Electric utility easement

Environmental Setting

The project site was rough-graded and has been annually maintained and is therefore dominated by relatively flat topography and is devoid of trees, wetlands, or other natural features. The site is primarily populated by non-native annual grasses, and aerial photography shows evidence of ground disturbance, including areas of bare ground and furrows from discing on the property. There are no structures on the property. No native oak trees or other trees are present on the subject parcels.

The project site is bordered by Pleasant Grove Boulevard to the north, which is a four-lane road. The site is bordered on the east and west by Fiddyment Road and Upland Drive, respectively. A 375-foot-wide power line corridor, containing 230 kV power lines and transmission line towers, traverses from east to west through the south part of the site. The site is encumbered by several easements for power lines, transmission line towers, a gas line, landscape, and public utilities. Infrastructure (water, recycled water, sewer, drainage) and utilities are stubbed to the site. The Club at Westpark age-restricted residential community is north across Pleasant Grove Boulevard. A single-family residential neighborhood with one- and two-story units is to the south of the powerline corridor on SVSP Parcel JM-2.

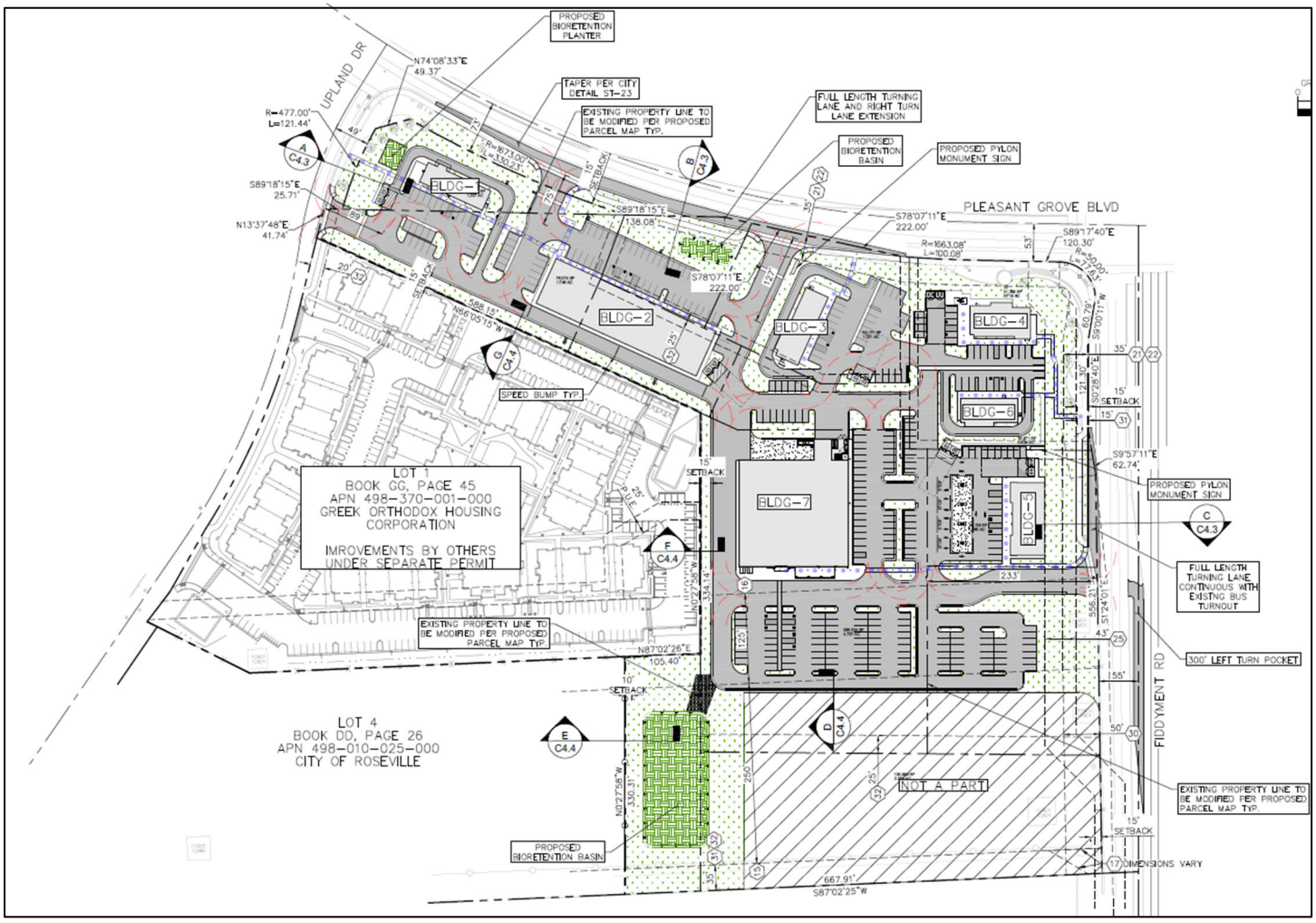
The approved 192-unit affordable Sierra Vista Apartments project is under construction on the 7.2-acre parcel (SVSP Parcel JM-30) west of the site and east of Upland Drive. Within the adjacent apartment project, parking areas and a pickleball court are planned on the east, and three-story apartment buildings are planned on the north closest to the project.

Proposed Project

The applicant requests a Conditional Use Permit to allow a fueling station and three drive-through restaurants adjacent to a residential parcel. The application also includes a Design Review Permit to allow construction of a 14.5-acre commercial shopping center with retail, restaurants, uses, and a fueling station. along with associated access, parking, lighting, and landscape improvements. The proposed combined building area is approximately 58,210 square feet. Specific tenants are unknown at this time. The project proposes seven freestanding, single-story buildings facing the Fiddyment Road and Pleasant Grove Boulevard frontages.

A Tentative Subdivision Map is requested to reconfigure the existing twelve parcels into eight parcels. The reconfigured parcels will be sized to accommodate each of the seven buildings with their corresponding parking areas. No development is proposed on the eighth parcel (3.0+ acres) on the site’s south side.

Figure 2: Site Plan



PURPOSE AND SCOPE OF ADDENDUM

This Addendum has been prepared to identify and assess the anticipated environmental impacts of the above-described project. The document relies on previous environmental documents and site-specific studies prepared to address in detail the effects or impacts associated with the project as well as updated technical analyses, prepared by qualified consultants. This document has been prepared to satisfy the California Environmental Quality Act (CEQA), (Public Resources Code, Section 21000 et seq.) and the State CEQA Guidelines (14 CCR 15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects.

Where, as here, an EIR addressing an earlier version of the project has been previously prepared and certified, the lead agency considers the relevance of that prior EIR in light of the proposed project and any changed circumstances since the time of the preparation of the prior EIR. Pursuant to CEQA Guidelines §15162–15163, if the lead agency determines, based on substantial evidence, that new information of substantial importance, or changes to the project or surrounding circumstances will require major revisions to the previous EIR due either to a new significant effect or a substantial increase in the severity of a previously identified significant effect on the environment, the lead agency is required to prepare a Subsequent EIR or an EIR Supplement to analyze the

project at hand. Pursuant to CEQA Guidelines §15164, if the agency finds no basis for requiring the preparation of either a Subsequent EIR or an EIR Supplement, but some changes or additions are necessary, an Addendum shall be prepared.

The Sierra Vista Specific Plan Environmental Impact Report (SVSP EIR) was certified by City Council on May 5, 2010 (State Clearinghouse Number 2008032115). The document analyzed the impacts that would occur as a result of development of the SVSP area, including a 250,000 square-foot commercial center on the project site. A copy of the SVSP EIR is available for review online at www.roseville.ca.gov/planning under Specific Plans and then the Sierra Vista Specific Plan page. The City Council adopted Findings of Fact and a Statement of Overriding Considerations when it certified the SVSP EIR. The EIR identified the following significant and unavoidable impacts associated with development of the SVSP area, including the buildout of the project area:

- Conversion of agricultural land to developed uses
- Inducement of substantial population growth
- Increased traffic on City of Roseville roadways
- Increased traffic on State Highways, including Interstate 80
- Increased traffic on Placer County roadways
- Increased emissions of fugitive dust and PM10 from grading and trenching activities (short term)
- Increased emissions of ozone precursors during construction (short-term)
- Increased emissions of air pollutants during operation
- Loss of oak trees of greater than 6 inches diameter breast height (dbh) (short-term)
- Removal of historically significant properties and/or loss of historic integrity of such resources
- Increased demand for solid waste services at the Western Regional Sanitary Landfill
- Increased demand for solid waste services at the Materials Recovery Facility (MRF)
- Construction debris demand for solid waste services
- Alteration of the visual character of the site and vicinity
- New sources of light and glare

For buildout of the SVSP project area, the SVSP EIR also identified the following significant and unavoidable cumulative impacts:

- Agricultural land conversion
- Air pollutant emissions from construction
- Air pollutant emissions from operation
- Contribution to greenhouse gas emissions/global warming
- On-site noise levels that exceed City standards
- Off-site noise levels that exceed City standards
- Traffic impacts to Roseville, Placer County, Sacramento County, Sutter County and State facilities
- Increased demand for water
- Increased demand for recycled water distribution system
- Increased generation of solid waste
- Change in visual character

The analyses below rely on the EIR analysis with minor supplements or technical updates where appropriate. The project impacts remain within the scope of the impacts analyzed in the SVSP EIR, because the proposed project is of the scale, type, and form of commercial development anticipated within the SVSP EIR for the project site. The SVSP EIR anticipated up to 250,000 square feet of commercial development on Specific Plan Parcel JM-41, which results in a Floor Area Ratio (FAR) of approximately 0.40. The FAR is a measure of development intensity, and represents the density and bulk of developed buildings. A FAR of 0.40 means that 40% of a given area would be developed with buildings while the remainder is developed with parking, drive aisles, and other supporting development. The proposed Sierra View Shopping Center, inclusive of the entire square footage and

proposed uses of the project, includes approximately 58,210 square feet of retail, restaurants, and fueling station, which results in a 0.09 FAR on the 14.5-acre site. In other words, the entirety of the proposed project would only develop at approximately one quarter of the intensity analyzed within the SVSP EIR. This is a conservative overestimate of square footage, since the development of Building 1 and its accompanying site improvements is covered by a separate Mitigated Negative Declaration but is nonetheless included in the project totals analyzed in this Addendum. Accordingly, the project development intensity is less than what was previously evaluated as it relates to the project site within the Specific Plan as part of the SVSP EIR, and therefore impacts associated with the proposed Sierra View Shopping Center project would not result in new or more severe environmental effects than were already analyzed in the SVSP EIR.

Impacts to physical resources (such as agricultural land, biological resources, etc.) are based on the grading and development of a site, not on the arrangement or use of buildings within the site. The entire project site was anticipated to be graded and fully developed with commercial uses within the SVSP EIR. For other types of impacts that are affected by size and use of buildings, such as air quality, minor technical updates have been provided, where necessary. The Environmental Checklist section below provides minor supplements or technical updates where appropriate, to demonstrate that the project remains within the scope of the impacts previously analyzed in the EIR.

ENVIRONMENTAL CHECKLIST FOR ADDENDUM ENVIRONMENTAL REVIEW

The purpose of this checklist is to evaluate the categories in terms of any "changed condition" (i.e., changed circumstances, project changes, or new information of substantial importance) that would result in a new significant impact, or would substantially increase the severity of previously identified significant impacts. A "no" answer does not necessarily mean there are no potential impacts relative to the environmental category, but rather that the potential impacts associated with the proposed project remain within the scope of impacts analyzed and addressed in prior environmental documents.

EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

Where Impact was Analyzed
This column provides a cross-reference to the pages of the prior environmental documents where information and analysis may be found relative to the environmental issue listed under each topic.

Do Proposed Changes Involve New Significant Impacts?
Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the current project will result in new significant impacts that have not already been considered and mitigated by the prior environmental review documents and related approvals, or will result in a substantial increase in the severity of a previously identified impact.

Any new Circumstances Involving New Impacts?
Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (circumstances under which the project is undertaken) which have occurred subsequent to the certification or adoption of prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or that would substantially increase the severity of a previously identified impact.

Any new Information Requiring New Analysis or Verification?
Pursuant to Section 15162(a)(3)(A–D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified or adopted is available requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigation measures remain valid. Either "yes" or "no" will be answered to indicate whether there is new information showing that: (A) the project will have one or more significant effects not discussed in the prior

environmental documents; (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. If "no," then no additional environmental documentation (supplemental or subsequent EIR) is required.

Mitigation Measures Implemented or Addressing Impacts
Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether the prior environmental documents provide mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A "yes" response will be provided in any instance where mitigation was included, regardless of whether the mitigation has been completed at this time. If "none" is indicated, this environmental analysis concludes a significant impact does not occur with this project, no mitigation was previously included, and no mitigation is needed.

DISCUSSION AND MITIGATION SECTIONS

Discussion
A discussion of the elements of the checklist is provided under each environmental category in order to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or has already been implemented.

Mitigation Measures
Applicable mitigation measures from the prior environmental review that apply to the project are listed under each environmental category.

OTHER CONSIDERATIONS

Since the publication of the SVSP EIR, the Office of Planning and Research (OPR) has updated CEQA Guidelines Appendix G (Environmental Checklist Form). These updates address legislative changes to CEQA, clarify language, and update language consistent with case law. None of the changes to the checklist require new analysis related to impacts which were not known or which could not have been known at the time the SVSP EIR was prepared. The majority of the checklist changes clarified language, reorganized existing language, or eliminated analysis requirements. For analysis requirements which have been eliminated, this is in response to

case law affirming that analysis must focus on impacts caused by the project, not impacts to the project. An example of each of these types of changes is included below:

- Cultural Resources (a): Cause a substantial adverse change in the significance of an historic resource ~~as defined in~~ pursuant to Section 15064.5?

  The replacement of "as defined in" with "pursuant to" is a phrasing change which has no impact on required analysis.

- Cultural Resources (c) has been moved to Geology and Soils (f).

  Moving the topical section of this analysis requirement (which is related to paleontological resources) from Cultural Resources to Geology and Soils has no impact on required analysis.

- Noise (b): ~~Exposure of persons to or~~ Generation of excessive ground borne vibration of ground borne noise levels?

  The above changes redirect the analysis from considering overall exposure of persons to ground borne vibration, and focus the analysis on any ground borne vibration generated by a project. This same change is reflected in all other checklist questions related to noise. Therefore, the EIR included more analysis than is currently required, because it included analysis related to exposing neighboring areas to noise, but also analyzed the effect of noise on the proposed uses; the latter analysis is no longer required.

The updated CEQA Guidelines Appendix G also includes three new sections (Tribal Cultural Resources, Energy, and Wildfire) and includes new and modified requirements as part of the Transportation/Traffic section. Although the Tribal Cultural Resources *section* is new, the analysis of this impact area was included in the SVSP EIR as part of the Cultural Resources section. The new Energy section was formerly included in CEQA Guidelines Appendix F, but has been moved into Appendix G, so while it is new to the checklist, it is not new to the CEQA Guidelines. In regard to Wildfire, the California Department of Forestry and Fire Protection (CAL FIRE) is the state agency responsible for wildland fire protection and management. As part of that task, CAL FIRE maintains maps designating Wildland Fire Hazard Severity zones. The project site is not located within a Very High Fire Hazard Severity Zone and is not in a CAL FIRE responsibility area; fire suppression is entirely within local responsibility. Therefore, the Wildfire section does not apply because the project site is not within a Very High Fire Hazard Severity Zone and is not in a CAL FIRE responsibility area.

The changes to the Transportation/Traffic section—which is now called simply Transportation—refocus the analysis of transportation impacts on vehicle miles traveled (VMT). Pursuant to Senate Bill 743, the Natural Resources Agency promulgated CEQA Guidelines section 15064.3 in late 2018. It became effective in early 2019. Subdivision (a) of that section provides that "…vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project..." Section 15064.3(c) states that the section applies prospectively and did not require lead agencies to undertake VMT analysis until July 1, 2020. Even as of that date, the VMT requirement only applied to projects for which draft EIRs (or negative declarations) had not yet been issued. An addendum is considered together with a certified Final EIR (CEQA Guidelines, § 15164 (d)) and thus represents a later stage in the CEQA process that follows a period of time after the issuance of a draft EIR. The new VMT requirement, then, does not apply to an addendum. Here, the SVSP EIR at issue was certified in 2010, approximately 10 years before the VMT requirement took effect. Case law substantiating this includes "Citizen's for Positive Growth & Preservation v. City of Sacramento" (2019).

Although, as explained above, VMT is not applicable to this addendum, the City of Roseville considered VMT in the SVSP EIR, albeit in a different context. The SVSP EIR's chapter regarding Climate Change and Greenhouse Gas Emissions included an estimate of greenhouse gas emissions that would be generated by the traffic

associated with the operation of uses allowed under the SVSP at buildout. As discussed in more detail in the Transportation section of this Environmental Checklist, the trip generation associated with the project is well within the trips that were assumed as part of the SVSP. Because the project's proposed uses are also consistent with the uses allowed pursuant to the SVSP, the trip lengths associated with project trips would not be expected to meaningfully vary from the assumptions that were used to generate the original VMT analysis in the SVSP EIR. Therefore, even if VMT were required to be analyzed, the project would not generate new or more severe VMT impacts with respect to VMT than those analyzed in the SVSP EIR.

Moreover, the City also analyzed VMT in connection with the 2035 General Plan Update EIR (SCH No. 2019080418). The General Plan Update (GPU) EIR[1] used the Roseville travel forecasting model to estimate VMT for the City. The VMT data was then normalized to residents as a "per capita" rate. As described in the GPU EIR, and consistent with the VMT reductions in OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA*, the City has adopted a VMT significance threshold of 12.8 VMT/capita. This threshold represents a 15 percent reduction to baseline per capita VMT. The GPU EIR concluded that buildout of the remaining undeveloped areas of the City, consistent with existing land use designations and existing development agreements, would exceed the City's adopted threshold, resulting in a significant impact in both the constrained and unconstrained buildout scenarios, and that mitigation requiring land use changes was not feasible because of existing development agreements in place for the undeveloped areas of the City.

As stated in the GPU EIR and pursuant to the tiering provisions of CEQA, projects that are consistent with the General Plan do not require further VMT analysis. Quantitative analyses are not required if it can be demonstrated that a project would generate VMT which is equivalent to or less than what was assumed in the GPU EIR. The proposed project includes construction of a commercial development on a parcel with a Community Commercial land use designation. A large commercial development was anticipated on this parcel in the SVSP and GPU EIR and the proposed minor modification does not exceed what was anticipated with buildout of the SVSP (further discussion of this is found in the Transportation section of this Environmental Checklist) or analyzed in the GPU EIR; therefore, it can be concluded that the project is consistent with GPU EIR analysis as it relates to VMT, and the project does not require further VMT analysis.

Based on the foregoing, none of the modifications to CEQA Guidelines Appendix G require new analysis related to impacts which were not known or which could not have been known at the time the SVSP EIR was prepared. Therefore, an Addendum is the appropriate environmental document to describe the impacts of the proposed project.

[1] General Plan Update EIR: www.roseville.ca.us/GeneralPlan

CHECKLIST

I. Aesthetics

	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a. Have a substantial adverse effect on a scenic vista?	SVSP EIR Section 4.14	No	No	No	None
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Same	No	No	No	None
c. In non-urbanized area, 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 a 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?	Same	No	No	No	None
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	Same	No	No	No	SVSP EIR MM 4.14-2 SVSP EIR MM 4.14-3

Discussion: Impacts to visual and aesthetic resources were adequately addressed in the SVSP EIR as it relates to the proposed project, and were previously identified as significant and unavoidable. The proposed project does not introduce development to properties not already planned for development, and the scale, type, and form of commercial development is consistent with the development anticipated within the SVSP EIR. The proposed uses are consistent with the development assumptions in the SVSP EIR and would not increase the severity of previously identified significant impacts. The SVSP EIR analysis remains adequate and applicable to the proposed project.

The SVSP EIR found there were no designated or eligible scenic vistas or resources within or near the SVSP, and this evaluation remains adequate and applicable to the proposed project.

At the time of the SVSP EIR, the planning area was within a non-urbanized area, and impacts to aesthetic and visual resources were found to be significant and unavoidable because the SVSP would result in large-scale development within an area dominated by open space. The proposed project is currently within an urban area, and the project has been evaluated for compliance with the City's Community Design Guidelines (CDG) and the design guidelines established in the SVSP. As it relates to aesthetics, these standards ensure the high-quality design and architectural character of any buildings developed, as well as establishing minimum landscaping standards. The proposed project does not conflict with

applicable zoning and other regulations governing scenic quality; therefore impacts are less than significant. The SVSP EIR analysis remains adequate and applicable to the proposed project.

As it relates to light and glare, the SVSP EIR found impacts would be significant and unavoidable, because the SVSP would introduce artificial light into a rural area. Project lighting is conditioned to comply with current City standards (i.e., CDG), which require the project to limit the height of light standards and require cut-off lenses and glare shields to minimize light and glare impacts. MM 4.14-2 requires the use of low-glare materials for new buildings, where feasible, to reduce daytime glare impacts. MM 4.14-3 reduces light impacts on nearby open space through design measures and light direction and placement. Based on the above discussion, there would be no new significant impacts not previously identified in the SVSP EIR, and the SVSP EIR analysis remains adequate and applicable to the proposed project.

Mitigation Measures: SVSP EIR Mitigation Measures **MM 4.14-2** (use low-glare materials), and **MM 4.14-3** (avoid light spillover into Curry Creek and Open Space) can be found in the table of applicable mitigation measures included with this Addendum (see Attachment 1).

II. Agricultural & Forestry Resources

	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
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?	SVSP EIR Section 4.1	No	No	No	SVSP EIR MM 4.1-2
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Same	No	No	No	None
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))?	Same	No	No	No	None
d) Result in the loss of forest land or conversion of forest land to non-forest use?	Same	No	No	No	None
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?	Same	No	No	No	None

Discussion: Impacts to agricultural resources were adequately addressed in the SVSP EIR as it relates to the proposed project. The SVSP EIR concluded development of the project area would convert fallow grazing land to urbanized development and have a less than significant impact with mitigation. The SVSP EIR found that while the project site did not provide opportunities for prime agricultural production, approving an urban land use designation would preclude any future agricultural use of the land. The SVSP EIR found that with mitigation in the form of 1:1 open space preservation, the impact would be less than significant. There is no significant change in the proposed project that would change the environmental impact for this section. The project site is no longer used for agricultural purposes, is not zoned for agriculture, is not within or adjacent to one of

the areas of the City designated as a protected farmland category on the Placer County Important Farmland map, is not within or adjacent to land under a Williamson Act Contract, and is not considered forest land. For these reasons, project impacts related to agricultural and forestry resources remain less than significant. The proposed project is consistent with the development assumptions of the SVSP EIR and would not result in new significant effects. The SVSP EIR analysis remains adequate and applicable to the proposed project.

Mitigation Measures: SVSP EIR Mitigation Measure **MM 4.1-2** required preservation of open space within Placer County to mitigate for the loss of open space in the SVSP area. Although this measure remains applicable to the project, it has already been completed via an established fee program that directs funds to the Placer Land Trust, which then sets aside land.

III. Air Quality

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Conflict with or obstruct implementation of the applicable air quality plan?	SVSP EIR Section 4.4	No	No	No	None
b) Result in a cumulatively considerable net increase of any criteria for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Same	No	No	No	SVSP EIR MM 4.4-1, MM 4.5-1, and MM 4.5-2
c) Expose sensitive receptors to substantial pollutant concentrations?	Same	No	No	No	WMM 4.4-7 (a)[2]
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Same	No	No	No	None

Discussion: a–b) The SVSP EIR previously analyzed up to 250,000 square feet of commercial development on Specific Plan Parcel JM-41, which results in a Floor Area Ratio (FAR) of approximately 0.4. The FAR is a measure of development intensity, and represents the amount of

[2] The SVSP encompasses area that had been subject to program-level analysis in the WRSP EIR. Mitigation measures from the WRSP EIR that remained applicable were incorporated into the SVSP EIR and are denoted by a "WMM" label.

land area and building bulk.. A FAR of 0.4 means that 40% of a given area would be developed with buildings. The proposed project would total approximately 58,210 square feet, which is almost a quarter of the 250,000 square feet of the development intensity evaluated in the SVSP EIR.

Regarding construction air emissions, the SVSP EIR concluded that standard dust control and other construction measures would be sufficient to avoid particulate matter and ozone precursor construction impacts, but that reactive organic gases would remain a significant and unavoidable impact. Because the project proposes less intense development than previously analyzed, construction activity associated with the proposed project is consistent with or reduced from the scale of activity and resulting scope of impacts anticipated in the SVSP EIR.

Regarding operational impacts, the SVSP EIR concluded that operational air emissions would be significant and unavoidable. Because the proposed project would be smaller in scale and less intensive than the development analyzed in the SVSP EIR, its buildout would generate fewer criteria pollutant emissions from mobile and area sources. Therefore, the impacts of the project fall within the scope of the impacts and mitigation already established in the SVSP EIR, and therefore the SVSP EIR analysis remains adequate and applicable to the proposed project.c) Toxic Air Contaminants (TACs) are typically generated by stationary sources like facilities using solvents and heavy industrial operations, but can also be generated by more common uses such as gas stations. The SVSP EIR found that development of the s SVSP area would include certain uses, such as gas stations, which could emit TACs, and determined that mitigation could reduce impacts to less than significant levels. The project includes the construction of a gas station consisting of four dispensers (total of 8 pumps) and a ±4,700 square-foot freestanding building. A gasoline facility is a source of gasoline vapors that include TACs, primarily benzene. SVSP EIR Mitigation Measure WMM 4.4-7 (a) requires that proposed uses within the SVSP that could generate TACs demonstrate that the applicable health risk thresholds will not be exceeded by submitting an application for Authority to Construct (ATC) to the Placer County Air Pollution Control District (PCAPCD) prior to construction. A Health Risk Assessment (HRA) is required as part of the ATC permit application in order to confirm the potential cancer risk resulting from a project is within PCAPCD thresholds, and the ATC permit can be issued. Consistent with this mitigation, a project-specific HRA (Attachment 4), prepared by Raney Planning & Management (dated June 2026), is included as part of this Addendum. The HRA concludes the annual amount of gasoline dispensed from the facility will be below the significance threshold for cancer risk of 10 in one million. The HRA determined that the maximum cancer residential risk associated with the project would be 1.12 cancers/million, which is below the PCAPCD's significance threshold of 10 cancers/million. The HRA also determined that the acute health risk would be 0.03, which is below the PCAPCD's significance threshold of 1. Based on this evaluation, project impacts are less than significant. Mitigation Measure WMM 4.4-7(a) remains applicable to the project, to ensure an ATC permit is issued prior to construction.

d) The SVSP EIR found that development of the SVSP would not involve the long-term operation of any new sources of odor and that odors from construction activities would be short-term; therefore, impacts were found to be less than significant, and no mitigation was required. Consistent with this analysis, while diesel fumes from construction equipment and delivery trucks are often found to be objectionable, construction is temporary, and diesel emissions are minimal and regulated. Typical urban projects such as the proposed project do not result in substantial objectionable odors when operated in compliance with City Ordinances (e.g., proper trash disposal and storage). The project is a typical urban development that lacks any characteristics that would cause the generation of substantial unpleasant odors. Thus, construction and operation of the proposed project would not result in the creation of objectionable odors affecting a substantial number of people. Therefore, the SVSP EIR analysis remains adequate and applicable, and impacts related to odors are less than significant.

Mitigation Measures: SVSP EIR Mitigation Measures **MM 4.4-1** (dust and construction control measures)**, MM 4.5-1** (air quality measures to reduce GHG emissions)**, MM 4.5-2** (additional measures to reduce GHG emissions)**, and WMM 4.4-7(a) (**risk assessment and site specific measures) were identified to reduce the impacts related to air quality to less than significant. These measures remain applicable to the proposed project.

IV. Biological Resources

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	SVSP EIR Section 4.8	No	No	No	SVSP EIR MM 4.8-1 to 4.8-7
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Same	No	No	No	SVSP EIR MM 4.8-4 to 4.8-7
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?	Same	No	No	No	SVSP EIR MM 4.8-1 to 4.8-7

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?	Same	No	No	No	SVSP EIR MM 4.8-4 to 4.8-7
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Same	No	No	No	None
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?	Same	No	No	No	None

Discussion: Impacts to Biological Resources were adequately addressed in the SVSP EIR as it relates to the proposed project. The SVSP EIR concluded that development of the project area would impact on-site wetlands and could potentially impact special-status species found in the area. The EIR concluded that the impact on Biological Resources would be less than significant with mitigation. Mitigation measures were adopted to reduce impacts to wetlands, vernal pool species, Swainson's hawk, burrowing owl, and other protected raptors nesting and foraging habitat to less-than-significant levels. There is no significant change in the proposed project that would change the environmental impact for this section. As discussed in the Environmental Setting section, above, the project site has been rough-graded and regularly maintained through discing, and no wetlands, intact grasslands, or trees remain on the site to be impacted. The proposed project is within the scope of the development assumptions for the parcels created for commercial development within the SVSP area and is located on properties already anticipated for development.

The SVSP EIR mitigation measures remain appropriate and no additional impacts will occur as a result of the project. EIR mitigation measures adopted for the purpose of avoiding or reducing impacts to special habitats (such as wetlands and grasslands) and their dependent species were implemented prior to rough grading of the site, and have been effectuated; these measures are no longer applicable. Mitigation measures which remain applicable are those requiring surveys for ground-nesting birds (MM 4.8-3) and avoiding light and glare into the Curry Creek open space (MM 4.14-3). Impacts remain less than significant upon compliance with the applicable mitigation measures. The SVSP EIR analysis remains adequate and applicable to the proposed project.

Mitigation Measures: Effectuated mitigation measures which are no longer applicable are **MM 4.8-1** (wetland permits and no net loss), **MM 4.8-2** (relocate western spadefoot), **MM 4.8-4** (preservation of grassland habitat), **MM 4.8-5** (wildlife movement protection), **MM 4.8-6** (habitat restoration), and **MM 4.8-7** (off-site surveys for infrastructure). **MM 4.8-3** (protection for nesting birds) and **MM 4.14-3** (avoid light spill into Curry Creek open space) remain applicable to the proposed project, and will ensure impacts to biological resources remain less than significant.

V. Cultural Resources

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Cause a substantial adverse change in the significance of an historic resource pursuant to in Section 15064.5?	SVSP EIR Section 4.9	No	No	No	None
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Same	No	No	No	SVSP EIR MM 4.9-1 and 4.9-3
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	Same	No	No	No	SVSP EIR MM 4.9-1 and 4.9-3

Discussion: Impacts to cultural resources were adequately addressed in the SVSP EIR as it relates to the proposed project. The SVSP EIR discussed the potential for subsurface remains or deposits to be found on the site, and included a mitigation measure requiring a cessation of work should any item of cultural interest be found. Surveys performed in the SVSP did not detect evidence of prehistoric archeological resources. However, the impact to cultural resources was found to be potentially significant and unavoidable because there is always the potential that resources could be encountered during grading.

There is no significant change in the proposed project that would change the environmental impact for this section. Though the project site has been rough-graded and no resources were found, there is still the possibility that further grading and site development could unearth resources. The mitigation measures requiring a cessation of work and consultation should resources be discovered remain applicable (MM 4.9-1 and MM 4.9-3). MM 4.9.5 requiring studies before construction of any offsite work is also applicable to any off-site work that may be needed. The proposed project is consistent with the development assumptions of the SVSP EIR and would not increase the severity of already identified impacts. The SVSP EIR analysis remains adequate and applicable to the proposed project.

Mitigation Measures: Mitigation Measure **MM 4.9-1** (cease work and consult with archeologist) and **MM 4.9-3** (cease work and consult with paleontologist) remain applicable to the proposed project.

VI. Energy

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	SVSP EIR Section 4.12.5	No	No	No	None
b) Conflict with or obstruct a state or local plan for renewable energy or energy inefficiency?	SVSP EIR Section 4.12.5	No	No	No	None

Discussion: Impacts to energy resources were adequately addressed in the SVSP EIR as it relates to the proposed project, and were previously identified as less than significant. The SVSP EIR concluded that development and implementation of the SVSP would add land uses that would increase the demand for electrical services. However, Roseville Electric determined there were no constraints to providing a reliable energy source to serve the development proposed in the SVSP area. Electricity in the area is provided by Roseville Electric and natural gas is provided by Pacific Gas & Electric (PG&E). Impacts 4.12-5.1 and 4.12-5-2 in the SVSP EIR evaluated the potential for development of the SVSP to increase demands for electricity and natural gas and found these impacts to be less than significant.

The project includes development of an approximately 58,210-square-foot commercial center. The project would consume energy both during construction and operation. During construction, fossil fuels, electricity, and natural gas would be used by construction vehicles and equipment. However, the energy consumed during construction would be temporary, and would not represent a significant demand on available resources. The proposed project is less than one-quarter of the 250,000 square feet evaluated in the SVSP EIR and would therefore result in less overall construction activity and likewise less construction-related energy consumption than previously analyzed. There are no unusual project characteristics that would necessitate the use of construction equipment or methods that would be less energy-efficient or wasteful.

The completed project would consume energy related to building operation, exterior lighting, landscape irrigation and maintenance, and vehicle trips to and from the project. These operational energy demands would not differ meaningfully from those of permitted large format commercial uses analyzed in the SVSP EIR. In accordance with California Energy Code Title 24, the project would be required to meet the Building Energy Efficiency Standards. This includes, e.g., standards for water and space heating and cooling equipment; insulation for doors, pipes, walls, and ceilings; and appliances. The project would also be eligible for rebates and other financial incentives from both the electric and gas providers for the purchase of energy-efficient appliances and systems, which would further reduce the project's operational energy demand. The project plans were distributed to both PG&E and Roseville Electric for comments and were found to conform to the standards of both providers; energy supplies are available to serve the project.

The proposed project will not result in inefficient, wasteful, or unnecessary consumption of energy, nor would it conflict with or obstruct State or local plans for renewable energy or energy efficiency. The proposed uses are within the scope of the development assumptions of the SVSP EIR and would not result in new significant impacts. The SVSP EIR analysis remains adequate and applicable to the proposed project.

Mitigation Measures: No mitigation measures are required for this project.

VII. Geology and Soils

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	SVSP EIR Section 4.7	No	No	No	None
i) Ruptures 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.)	Same	No	No	No	None
ii) Strong seismic ground shaking?	Same	No	No	No	None
iii) Seismic-related ground failure, including liquefaction?	Same	No	No	No	None
iv) Landslides?	Same	No	No	No	None
b) Result in substantial soil erosion or the loss of topsoil?	Same	No	No	No	None
c) Be located in a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Same	No	No	No	None

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Same	No	No	No	None
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?	Same	No	No	No	None
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	SVSP EIR Section 4.7 and Section 4.9	No	No	No	SVSP EIR MM 4.9-3

Discussion: Impacts to geology and soils resources were adequately addressed in the SVSP EIR as it relates to the proposed project, and were previously identified as less than significant. The SVSP area is located in Roseville, which is in southern Placer County. The California Department of Mines and Geology classifies the South Placer area as a low-severity earthquake zone. No active faults are known to exist within the County. The project is not expected to expose people or structures to potential substantial adverse effects involving seismic shaking, ground failure, or landslides. The project site is considered to have low seismic risk with respect to faulting, ground shaking, seismically related ground failure, and liquefaction. The project site would also not be subject to substantial risks from slope instability or subsidence because the site is relatively flat and is located in an area with no known history of ground subsidence.

The SVSP EIR indicated that compliance with existing regulations and permit requirements would be sufficient to avoid any impacts related to these issues. This conclusion remains appropriate for the proposed project because there is no new information indicating that geologic conditions are different than previously understood and the proposed project is within the development area anticipated in the SVSP EIR.

As discussed in the Cultural Resources section, though the project site has been rough-graded and no resources were found, there is still the possibility that further grading and site development could unearth resources. Should any evidence of paleontological resources (e.g. fossils) be encountered during grading or excavation, work shall be suspended within 100 feet of the find, and the City of Roseville shall be immediately notified. At that time, the City shall coordinate any necessary investigation of the site with a qualified paleontologist to assess the resource and provide proper management recommendations.

The proposed uses are consistent with the development assumptions of the SVSP EIR and would not increase the severity of already identified significant impacts. The SVSP EIR analysis remains adequate and applicable to the proposed project.

Mitigation Measures: MM 4.9-3 (cease work and consult with paleontologist) remains applicable to the proposed project.

VIII. Greenhouse Gases

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	SVSP EIR Section 4.5	No	No	No	SVSP EIR MM 4.4-1, 4.5-1 and 4.5-2
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Same	No	No	No	None

Discussion: Impacts relating to greenhouse gases (GHG) were adequately addressed in the SVSP EIR as it relates to the proposed project, and were previously identified as significant and unavoidable. The SVSP EIR quantified the GHG emissions resulting from construction and operation of the SVSP and concluded that the SVSP would cause significant and unavoidable impacts with respect to GHG emissions. Mitigation measures were adopted to reduce GHG emissions to the extent feasible.

Construction activity associated with the proposed project remains consistent with the scale of activity and resulting scope of impacts anticipated in the SVSP EIR, as previously discussed in the Purpose and Scope of Addendum section. Because the project is substantially smaller than the development previously analyzed in the SVSP EIR, it would require less overall construction activity and equipment use; moreover, construction engines and equipment have become cleaner and more efficient since certification of the SVSP EIR.

For operational impacts, GHG emissions are primarily generated by building energy usage and vehicle travel. The proposed project is consistent with the General Plan land use designation and with the scale and intensity of development anticipated in the SVSP EIR. The proposed project includes less than half of the building square footage than was anticipated in the SVSP EIR and the California Building Code (CBC) requirements related to energy efficiency have become more stringent since publication of the EIR, and therefore GHG emissions related to building energy demands would be less than previously anticipated.

The City evaluated the proposed project in order to determine whether the project falls within the scope of vehicle-related GHG emissions anticipated in the SVSP EIR, first by examining the trip characteristics of the project and then by examining the expected trip lengths. The SVSP EIR transportation analysis accounted for the various uses (e.g., strip malls, small-scale retail, and large format retail) that make up the Community Commercial land use. In other words, the traffic analysis assumed and accounted for large anchor uses like grocery stores that would generate a

higher volume of traffic as well as smaller retail uses, which would generate a relatively smaller amount of traffic. The project is consistent with the uses evaluated in the SVSP EIR, and with the number of trips an anchor retail use would have been projected to generate.

In addition, City staff examined the City of Roseville traffic model for this area. *The 2035 City of Roseville Traffic Demand Model* anticipates 66,000 square feet of office use and 41,000 square feet of retail development on the site. When the office use is converted to retail, the site has a total estimated equivalent retail development of 80,000 square feet for the City's Model assumptions. The project's retail building area is 62,000 square feet of retail land use (which includes the gas station convenience store; the number of pumps is not a model input). So, the project is in conformance with the General Plan and would result in approximately 17,000 square feet of retail use remaining for future development at this location (e.g., remaining vacant land on the southeast side of the project). This finding is consistent with the discussion in the Purpose and Scope of Addendum section, which noted that the SVSP EIR assumed a FAR of 0.40 for commercial uses, while the project FAR is 0.09. The trip generation characteristics of the proposed project are within the scope of the SVSP EIR transportation analysis.

In terms of trip lengths, the City developed analysis guidance and thresholds for VMT as part of the 2035 General Plan Update project approved in July 2020. The citywide VMT analysis was then used to model air quality and greenhouse gas impacts within the General Plan Update EIR. Consistent with the Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA, the analysis found that "local-serving" non-residential uses led to reductions in citywide VMT, because adding a local-serving center into an existing residential area simply re-routes existing travel from other – typically more distant – locations to a closer location. In other words, although a new commercial center will result in more trips arriving and departing from the project site, it will reduce the amount of travel (and therefore the amount of vehicle exhaust, i.e., GHG emissions) in the City. Any non-residential use which improves "destination proximity" – that is, shortens the distance people must travel to reach a use such as the proposed use – is considered "local-serving." Many of the commercial uses anticipated for the Sierra View Shopping Center project are currently located several miles away from residents. By bringing these uses closer to those residents, the proposed commercial center will improve destination proximity, and therefore will reduce travel distances for those residents.

Based on the foregoing analysis, GHG emissions, from both the construction and operations, will result in impacts within the scope of those analyzed in the SVSP EIR; therefore the SVSP EIR analysis remains adequate and applicable to the proposed project. The project has incorporated the applicable requirements of SVSP EIR mitigation into the project design, and will comply with the required mitigation in the SVSP EIR.

Mitigation Measures: Mitigation Measures **MM 4.4-1** (construction emissions), **MM 4.5-1** (operational emissions), **MM 4.5-2** (greenhouse gas emissions) from the SVSP EIR remain applicable to the proposed project, and have been incorporated into the design of the project as appropriate.

IX. Hazards and Hazardous Materials

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	SVSP EIR Section 4.10	No	No	No	None
b) Create a significant hazard to the public or the environment though reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Same	No	No	No	SVSP EIR MM 4.10-1
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Same	No	No	No	None
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?	Same	No	No	No	None
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?	Same	No	No	No	None
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Same	No	No	No	None

g) Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	Same	No	No	No	None

Discussion: Impacts related to hazards and hazardous materials were adequately addressed in the SVSP EIR as it relates to the proposed project, and were previously identified as less than significant with mitigation. The SVSP EIR includes a brief overview for each impact topic, concluding that compliance with existing federal, state, and local regulations regarding the use, transport, and disposal of hazardous materials would ensure most impacts will be less than significant. The exception was for unknown soil contamination, as land previously used for agricultural purposes may include undiscovered underground storage tanks or other contamination issues. MM 4.10-1 requires testing for potential hazardous materials before development, remediation or removal of any identified contamination or underground tanks, and proper closure of groundwater wells. If previously unknown contamination or tanks are discovered during construction, work must stop until the affected area is investigated and, if necessary, remediated in coordination with the appropriate regulatory agencies.

The project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The SVSP EIR analysis also found that there would be sufficient emergency services and facilities and that the area was not located within an airport land use plan or other aviation hazard area. These conclusions still fit for the proposed project, which is within the same development footprint.

Standard construction activities would require the use of hazardous materials such as fuels, oils, lubricants, glues, paints and paint thinners, soaps, bleach, and solvents. These are common household and commercial materials routinely used by both businesses and average members of the public. The materials typically pose a hazard only if they are improperly used, stored, or transported either through upset conditions (e.g., a vehicle accident) or mishandling. In addition to construction use, the operation of the project would involve the use of common hazardous materials as well, including bleach, solvents, and herbicides. Regulations pertaining to the transport of materials are codified in 49 Code of Federal Regulations 171–180, and transport regulations are enforced and monitored by the California Department of Transportation and by the California Highway Patrol. Specifications for storage on a construction site are contained in various regulations and codes, including the California Code of Regulations, the Uniform Fire Code, and the California Health and Safety Code. These same codes require that all hazardous materials be used and stored in the manner specified on the material packaging. Existing regulations and programs are sufficient to ensure that potential impacts from the use or storage of hazardous materials are reduced to less than significant levels.

CAL FIRE is the state agency responsible for wildland fire protection and management. As part of that task, CAL FIRE maintains maps designating Wildland Fire Hazard Severity zones. The project site is not located within a Very High Fire Hazard Severity Zone, and is not in a CAL FIRE responsibility area; fire suppression is entirely within local responsibility. The project site is in an urban area, is not in a Very High Fire Hazard Severity Zone, and is adequately served by local fire protection services and therefore would not expose people to any risk from wildland fire.

The proposed uses for the Sierra View Shopping Center site are small- and large-format retail and restaurants which are all typical uses found in the Community Commercial land use category. These uses are consistent with the development assumptions in the SVSP EIR, and will result in impacts consistent with the scope of those analyzed in the SVSP EIR, and therefore the SVSP EIR analysis remains adequate and applicable to the proposed project.

Mitigation Measures: The SVSP EIR included a mitigation measure to address the low possibility that some contamination of soils still lingered due to past use of the land for agricultural purposes. The measure, Mitigation Measure **MM 4.10-1**, indicates that if evidence of contamination is

observed (stained soils, unearthing of a tank, etc.), then proper testing and remediation is required, in coordination with the appropriate City Departments. This measure remains applicable to the project.

X. Hydrology and Water Quality

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	SVSP EIR Section 4.13	No	No	No	SVSP EIR MM 4.13-1
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Same	No	No	No	None
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:	Same	No	No	No	None
i) result in substantial erosion or siltation on or off-site;	Same	No	No	No	None
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	Same	No	No	No	None

iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater systems or provide substantial additional sources of polluted runoff; or	Same	No	No	No	None
iv) impede or redirect flood flows?	Same	No	No	No	None
d) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Same	No	No	No	None
e) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Same	No	No	No	None
f) In flood hazard, tsunami, or seiches zones, risk release of pollutants due to project inundation?	Same	No	No	No	None

Discussion: Impacts related to hydrology and water quality were adequately addressed in the SVSP EIR as it relates to the proposed project, and were previously identified as less than significant with mitigation. A Drainage and Storm Water Master Plan was prepared and approved by the City as part of the SVSP EIR. As noted in the EIR, the Drainage and Storm Water Master Plan demonstrated that the increases in impervious surfaces being caused by buildout of the SVSP would be offset by proposed drainage facilities and storm water improvements.

The project is located adjacent to an open space preserve to the southwest, which contains grasslands and overhead powerlines. The project will include water quality features and a drainage system which will treat and convey stormwater into the City's stormwater system. Any stormwater that will be conveyed into the City's drainage system or open space area will be treated by the project's water quality features (swales and basins) prior to discharge. The location and flow of this drainage is within the scope of what was anticipated in the SVSP EIR and Storm Water and Drainage Master Plan. Regarding stormwater quality, the EIR notes that there are existing programs, regulations, and permits in place to ensure that the project would not have significant effects related to water pollution from construction or operation, though a mitigation measure is included to require compliance with these regulations.

The project is in an area of flat topography and is not near any large water bodies or dams/levees, so would not be subject to losses due to dam/levee failure, seiche, tsunami, or mudflow. The project falls within the development footprint of the SVSP, and does not result in any changes to the scope or scale of impacts, and the prior conclusions remain appropriate. Thus, the project is consistent with the development assumptions in the SVSP EIR, and will result in impacts consistent with the scope of those analyzed in the SVSP EIR. The SVSP EIR analysis therefore remains adequate and applicable to the proposed project.

Mitigation Measures: Mitigation Measure **MM 4.13-1** was included to require compliance with the City's stormwater quality standards, including preparation of a Storm Water Pollution Prevention Plan (SWPPP). This measure remains applicable to the proposed project.

XI. Land Use and Planning

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Physically divide an established community?	SVSP EIR Section 4.1	No	No	No	None
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation of an agency adopted for the purpose of avoiding or mitigating an environmental effect?		No	No	No	SVSP EIR MM 4.1-3, 4.6-1 and 4.6-2

Discussion: Impacts related to land use and planning were adequately addressed in the SVSP EIR as it relates to the proposed project, and were previously identified as less than significant with mitigation. The SVSP EIR concluded that any potential land use incompatibilities, could be addressed through a combination of mitigation measures and compliance with the City Noise Ordinance and Grading Ordinance. The EIR concluded that any potential land use impacts of the SVSP could be reduced to less-than-significant levels with mitigation. The Sierra View Shopping Center project involves commercial uses, that are principally permitted in the Community Commercial zone and Community Commercial designated land use parcel where the project is proposed. The same use types are , consistent with the development assumptions anticipated in the SVSP EIR; therefore, the conclusions of the SVSP EIR remain applicable to the proposed project. The project is consistent with the policies of the Zoning Ordinance, SVSP, and the General Plan, which are adopted to avoid environmental effects.

The project area has been planned for development, including adequate roads, pedestrian paths, and bicycle paths to provide connections within the community. The project involves frontage improvements including new driveways, sidewalks, and pedestrian connections. As such, the project will not physically divide an established community.

As described above, the project is consistent with the development assumptions in the SVSP EIR, and will result in impacts consistent with the scope of those analyzed in the SVSP EIR; therefore the SVSP EIR analysis remains adequate and applicable to the proposed project.

Mitigation Measures: Mitigation Measure **MM 4.6-1** (construction noise) and **MM 4.6-2** (commercial noise controls) are applied during construction, so remain applicable to the proposed project.

XII. Mineral Resources

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
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?	SVSP EIR Section 4.7	No	No	No	None
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?	Same	No	No	No	None

Discussion: Impacts related to mineral resources were adequately addressed in the SVSP EIR as it relates to the proposed project, and were previously identified as less than significant. The SVSP EIR indicated that there were no significant mineral resources in the area, and this finding remains accurate. Therefore, the project is consistent with the development assumptions in the SVSP EIR, and will result in impacts consistent with the scope of those analyzed in the SVSP EIR; therefore, the SVSP EIR analysis remains adequate and applicable to the proposed project.

Mitigation Measures: None required for this project.

XIII. Noise

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
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?	SVSP EIR Section 4.6	No	No	No	SVSP EIR MM 4.6-1 SVSP EIR MM 4.6-2
b) Generation of excessive ground borne vibration of ground borne noise levels?	Same	No	No	No	SVSP EIR MM 4.6-1
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?	Same	No	No	No	None

Discussion: Impacts related to noise were adequately addressed in the SVSP EIR as it relates to the proposed project, and were previously identified as significant and unavoidable for temporary construction noise and increases in traffic noise outside the SVSP. Construction noise in general was discussed, and addressed via mitigation. Noise was determined to be an impact for all of the major roadways in the SVSP area. Traffic-related noise levels expected in the year 2025 plus project were found to be significant and unavoidable. SVSP EIR Mitigation Measures MM 4.6-1 and MM 4.6-2 apply.

The proposed Sierra View Shopping Center includes operation of a grocery store, retail tenants, a fuel station, and quick service restaurants, which are principally permitted uses on this parcel and are therefore consistent with the development assumptions in the SVSP EIR. Retail centers in general do not generate significant noise but can have noise impacts on nearby sensitive receptors. The grocery store loading dock, trash compactor, rooftop mechanical equipment, drive thru speaker boxes, and vehicle circulation through the project site are the main noise sources associated with the project. A noise study was completed by Saxelby Acoustics LLC (June 2026), which analyzed potential noise from the proposed uses (see Attachment 1). For stationary noise sources, the City of Roseville General Plan and Municipal Code establish acceptable noise limits of 50 dBA L_{eq} and 70 dBA L_{max} during daytime (7:00 a.m. to 10:00 p.m.) hours and 45 dBA L_{eq} and 65 dBA L_{max} during nighttime (10:00 p.m. to 7:00 a.m.) hours. The noise study anticipated that a 6 foot masonry soundwall will be constructed on the property line between the residential uses and the project site; this wall is part of the proposed project and is shown on the site plans.

According to the study, the project-generated operational noise levels for any of the stationary noise sources related to the proposed uses does not exceed 45.8 dBA L_{eq} and 59.9 dBA L_{max} during daytime hours and 42.5 dBA L_{eq} and 59.9 dBA L_{max} during nighttime hours. These noise volumes do not exceed either the daytime or nighttime noise standards. The study also calculated the increase in ambient noise which would result from the addition of these stationary noise sources and concluded that only three noise receptor locations would experience any increase in ambient noise. The largest increase would be at receptors R7 and R8 (single-family homes to the south of the site), which would increase by 0.7 dBA during daytime conditions (from 49.3 dBA to 50 dBA). These increases are below the significance threshold of a 3 dBA increase. The increases are small enough that they are likely to be imperceptible to the human ear, based on data indicating that a 3 dBA increase is typically required before the change is barely perceptible. Therefore, impacts resulting from increased stationary-source operational noise would be considered less-than-significant, and no mitigation is required.

According to the noise study, existing roadway noise at all studied locations is greater than 60 dBA and in the case of Pleasant Grove Boulevard east of Fiddyment Road is above 65 dBA (see Table 3 of the study). In the cumulative condition without the project, the predicted noise environment will be above 65 dBA for all roadways except for Upland Drive, which will remain above 60 dBA. The maximum increase in traffic noise at the nearest sensitive receptor is predicted to be 1.0 dBA, which will be along Upland Drive and will increase existing and cumulative noise from 60.7 dBA to 61.7 dBA, which is still an acceptable noise level according to Table IX-1 of the General Plan provided a noise study is completed and its recommendations implemented. This increase in noise is also less than the minimum significance criterion of +1.5 increase in noise. Additionally, given that all roadways already operate with noise volumes in excess of 60 dB project traffic would not cause an exceedance of the normally acceptable noise level of 60 dBA L_{dn}. Therefore, impacts resulting from increased traffic noise would be considered less-than-significant, and no mitigation is required. Note that sound walls are already constructed adjacent to single-family residential uses on Pleasant Grove Boulevard and Fiddyment Road.

The proposed project is predicted to generate short-term construction noise level increases of up to 11.8 dBA at the existing sensitive receptors. This is less than the threshold of 12.0 dBA. Although construction activities are temporary in nature and would occur during normal daytime working hours, construction-related noise could result in sleep interference at existing noise-sensitive land uses in the vicinity of the construction if construction activities were to occur outside normal daytime hours. Therefore, impacts resulting from noise levels temporarily exceeding the threshold of significance due to construction would be considered potentially significant. Mitigation Measure 4.6-1 would reduce construction noise impacts to less-than-significant.

The project is consistent with the development assumptions in the SVSP EIR, and will result in impacts consistent with the scope of those analyzed in the SVSP EIR; therefore the SVSP EIR analysis remains adequate and applicable to the proposed project.

Mitigation Measures: Mitigation Measure **MM 4.6-1** (construction noise), was applied in the SVSP EIR related to commercial and residential projects. Construction noise controls in the mitigation include locating fixed equipment away from noise-sensitive uses and having a construction disturbance coordinator to address noise concerns. This mitigation measure remains applicable to the proposed project. **MM 4.6-1** (commercial noise controls) will be implemented with construction of the 6-foot tall masonry wall on the western property line of Parcel JM-41.

XIV. Population and Housing

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, though extension of roads or other infrastructure)?	SVSP EIR Section 4.2	No	No	No	None
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Same	No	No	No	None

Discussion: Impacts related to population and housing were adequately addressed in the SVSP EIR as it relates to the proposed project, and were previously identified as significant and unavoidable for inducement of substantial population growth. The SVSP EIR indicated the SVSP would increase the number of housing units above those anticipated in the General Plan, and analyzed the effect on supporting services,

infrastructure, and other issues related to environmental impacts. The SVSP EIR concluded that impacts would be significant and unavoidable as the result of adopting an urban land use plan over a non-urbanized area. The proposed project is currently within an urbanized area—which is planned for the proposed uses in the Sierra View Shopping Center, and does not include any housing units—consistent with the development assumptions for this parcel in the SVSP EIR. Therefore, the project will not have a new or more severe impact related to unplanned population growth. No existing buildings or residents are present on the project site; therefore, no residences or communities would be displaced.

The project is consistent with the development assumptions in the SVSP EIR, and will result in impacts consistent with the scope of those analyzed in the SVSP EIR; therefore, the SVSP EIR analysis remains adequate and applicable to the proposed project.

Mitigation Measures: None required for this project.

XV. Public Services

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any the public services:					
a) Fire protection?	SVSP EIR Section 4.11	No	No	No	None
b) Police protection?	Same	No	No	No	None
c) Schools?	Same	No	No	No	None
d) Parks?	Same	No	No	No	None
e) Other public facilities?	Same	No	No	No	None

Discussion: Impacts related to public services were adequately addressed in the SVSP EIR as it relates to the proposed project, and were previously identified as less than significant. The SVSP EIR concluded that fire and police protection services, and other public services would not be negatively affected by the SVSP. Existing City codes and regulations require adequate water pressure in the water lines, and construction must comply with the Uniform Fire and Building Codes used by the City of Roseville. Additionally, the applicant is required to pay a fire service construction tax, which is used for purchasing capital facilities for the Fire Department. Sales taxes and property taxes resulting from development will add revenue to the General Fund, which provides funding for police services. Existing codes, regulations, funding agreements, and facilities plans are sufficient to ensure less-than-significant impacts.

An analysis of impacts on schools was included in the SVSP EIR, which concluded that two new elementary schools and one new intermediate school would be required in the SVSP area. The high school students generated from the SVSP were assumed to attend nearby high schools located outside the SVSP. A portion of the SVSP is located within the Center School District, and a portion is located within the Roseville City School District; Parcel JM-41 is entirely within the Center School District and Parcel W-20 is in the Roseville City School District. This Sierra View Shopping Center project is commercial, will contain no housing units, and will therefore not create an increased demand for schools or have an impact on schools.

The property owner will be required to pay special taxes into a Community Facilities District, which funds park services. Park and recreation sites and facilities have been identified as part of the SVSP process and some park and recreation facilities have been constructed. The City charges fees for end-users for other services, such as garbage and green waste collection, to fund those services. Existing codes, regulations, funding agreements, and facilities plans are sufficient to ensure less-than-significant impacts.

The project is consistent with the development assumptions in the SVSP EIR, and will result in impacts consistent with the scope of those analyzed in the SVSP EIR because no development beyond what was analyzed in the SVSP EIR would occur and accordingly there would be no increased demand for services or need for construction of new facilities. Therefore, the SVSP EIR analysis remains adequate and applicable to the proposed project.

Mitigation Measures: None required for this project.

XVI. Recreation

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would occur or be accelerated?	SVSP EIR Section 4.11	No	No	No	None
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?	Same	No	No	No	None

Discussion: Impacts related to recreation were adequately addressed in the SVSP EIR as it relates to the proposed project, and were previously identified as less than significant. As described in the SVSP, parkland dedication for the project has been satisfied with dedication of parkland and payment of park dedication in-lieu fees. As noted in the EIR, the payment of Citywide and neighborhood park fees will be required, and the payment of fees combined with the dedication of parkland will ensure that impacts to park services are less than significant. As this is a commercial development, the project will not increase the number of residents anticipated for the SVSP area nor decrease the amount of area dedicated to park and recreation uses; therefore, this conclusion remains applicable to the proposed project. Moreover, because the level of development is consistent with what was analyzed in the SVSP EIR, the project would not cause the need for construction of recreational facilities that might have an adverse effect on the environment beyond what was previously studied.

Given the foregoing, the project is consistent with the development assumptions in the SVSP EIR, and will result in impacts consistent with the scope of those analyzed in the SVSP EIR; therefore, the SVSP EIR analysis remains adequate and applicable to the proposed project.

Mitigation Measures: None required for this project.

XVII. Transportation

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	SVSP EIR Section 4.3	No	No	No	SVSP EIR MM 4.3-1 to 4.3-5
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	n/a	No	No	No	None
c) Substantially increase hazards due to a geometric design feature(s) (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	SVSP EIR Section 4.3	No	No	No	None
d) Result in inadequate emergency access?	Same	No	No	No	None

Discussion: The SVSP EIR evaluated the traffic impacts to existing and future roadways from traffic being generated by the anticipated uses within the plan area. The EIR concluded that, with mitigation, impacts to City roadways would be less than significant. Impacts to adjacent agency roadways were identified as a significant and unavoidable impact, and mitigation to lessen the impact was adopted. These analyses were based upon the level of service criteria and metrics. Per changes in state law, level of service is no longer considered an impact under CEQA, such that this document need not further address the level of service impacts studied in the EIR. However, as discussed in the GHG evaluation above, the trips generated by the project are consistent with the SVSP EIR assumptions and thus the level of service conclusions in that EIR remain valid and unchanged. In accordance with the changes in the law adopted after the EIR was certified, wholly new CEQA documents must examine transportation impacts in terms of vehicle miles traveled (VMT). Although there is no requirement to consider VMT associated with the project given the use of the existing EIR, the discussion below provides information regarding the project's consistency with the VMT assumptions in the Climate Change and Greenhouse Gas Emissions chapter of the SVSP EIR and the GPU EIR.

Checklist item "b" focuses on VMT. This metric was added to the checklist after publication of the SVSP EIR; however, the SVSP EIR did include quantification of VMT projected from SVSP implementation. The SVSP EIR's chapter regarding Climate Change and Greenhouse Gas Emissions included an estimate of GHG emissions that would be generated by the traffic associated with the operation of uses allowed under the SVSP at buildout. As discussed in the GHG evaluation, the trip generation associated with the project is well within the number of trips that were assumed as part of the SVSP. Because the project's proposed uses are also consistent with the uses allowed pursuant to the SVSP, the trip lengths associated with project trips would be expected to be consistent with the assumptions that were used to generate the original VMT analysis in the SVSP EIR. Therefore, VMT stemming from the project would be within the envelope of VMT set forth in the SVSP EIR, confirming that no new or more severe VMT impacts would result.

In addition, the GPU EIR used the Roseville travel forecasting model to estimate VMT for the City. The VMT data was then normalized to residents at a "per capita" rate. As described in the GPU EIR, and consistent with the VMT reductions in OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA, the City has adopted a VMT significance threshold of 12.8 VMT/capita. This threshold represents a 15 percent reduction from baseline per capita VMT. The GPU EIR concluded that buildout of the remaining undeveloped areas of the City, consistent with General Plan land use designations and existing development agreements, would exceed the City's adopted threshold, resulting in a significant and unavoidable impact in both the constrained and unconstrained buildout scenarios.

As stated in the GPU EIR and pursuant to the tiering provisions of CEQA, projects that are consistent with the General Plan do not require further VMT analysis. Quantitative analyses are not required if it can be demonstrated that a project would generate VMT that is equivalent to or less than what was assumed in the GPU EIR.

The City developed analysis guidance and thresholds for VMT as part of the GPU EIR. As discussed in detail in the Greenhouse Gases section of this Environmental Checklist, consistent with the Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA, the analysis found that "local-serving" non-residential uses lead to reductions in citywide VMT because adding a local-serving center into an existing residential area simply re-routes existing travel from other – typically more distant – locations to a closer location. Any non-residential use which improves "destination proximity" – that is, shortens the distance people must travel to reach a use such as the proposed

use – is considered "local-serving." The proposed shopping center will improve destination proximity by providing additional commercial uses within existing residential areas and therefore will reduce travel distances for residents on the west side of Roseville.

City staff also examined the City of Roseville traffic model for this area to determine whether the project falls within the scope of development anticipated within the GPU EIR. City staff analysis concluded that the project trip generation is consistent with the amount of trips a commercial shopping center use is projected to generate in the traffic model. Therefore, the GPU EIR analysis of VMT included more commercial trips than the proposed project will generate. Consequently, the project would not result in VMT impacts beyond those analyzed in the GPU EIR.

The proposed project has no impact on air traffic patterns, and does not present substantial safety risks. The project design does not introduce hazards such as sharp curves or dangerous intersections. The project has been reviewed by the City Engineering Division and City Fire Department staff and a technical memorandum evaluating site access and circulation design was prepared by Fehr and Peers (June 2026) (see Attachment 2). These analyses recommended changes to the project design achieve consistency with the City's Design Standards. All recommendations have been incorporated into the proposed site and circulation plans as part of the project. Furthermore, standard conditions of approval added to all City projects require compliance with Fire Codes and other design standards. Compliance with existing regulations ensures that impacts are less than significant.

The proposed project is within the scope of the development assumptions of the SVSP EIR and would not increase the severity of already identified significant impacts or cause new significant impacts not previously identified in the SVSP EIR relative to transportation. Thus, the SVSP EIR analysis remains adequate and applicable to the proposed project.

Mitigation Measures: Mitigation measures were included for each impacted facility (see SVSP EIR MM 4.3-1 to 4.3-5), but these measures have already been incorporated into the City's Capital Improvement Program and fee programs. The measures are no longer necessary to apply to individual projects, as a mechanism for their funding and construction is already implemented.

XVIII. Tribal Cultural Resources

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	SVSP EIR Section 4.9	No	No	No	None
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 the lead agency shall consider the significance of the resource to a California Native American tribe.	Same	No	No	No	None

Discussion: In addition to archeological resources, tribal cultural resources are given particular treatment. Tribal cultural resources are defined in Public Resources Code Section 21074, as either 1) a site, feature, place, geographically-defined cultural landscape, sacred place, or object with cultural value to a California Native American Tribe, that is listed or eligible for listing on the California Register or Historical Resources, or on a local register of historical resources or as 2) a resource determined by the lead agency, supported by substantial evidence, to be significant according to the historical register criteria in Public Resources Code section 5024.1(c), and considering the significance of the resource to a California Native American Tribe. This section was added to the CEQA Guidelines after the publication of the SVSP EIR to which this Addendum is attached. Nevertheless, impacts on cultural resources were evaluated in the SVSP EIR. Although notice of the project is not required under AB52, as a good faith effort, the City mailed notice of the proposed project to tribes who had requested such notice, and no requests for consultation were received.

Given the foregoing, the project is consistent with the development assumptions in the SVSP EIR, and will result in impacts consistent with the scope of those analyzed in the SVSP EIR; therefore the SVSP EIR analysis remains adequate and applicable to the proposed project.

Mitigation Measures: Mitigation Measure **MM 4.9-1** (cease work and consult with archeologist) and **MM 4.9-3** (cease work and consult with paleontologist) remain applicable to the proposed project to address impacts to unknown cultural resources.

XIX. Utilities and Service Systems

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
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?	SVS EIR Section 4.12.1 & 4.12.3	No	No	No	None
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	SVSP EIR Section 4.12.1	No	No	No	None
c) Result in a determination by the wastewater treatment provider which serves the project that it has adequate capacity to serve the project's projected demand in addition of the provider's existing commitments?	SVSP EIR Section 4.12.3	No	No	No	None
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?	SVSP EIR Section 4.12.4	No	No	No	None
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Same	No	No	No	None

Discussion: Impacts related to utilities and service systems were adequately addressed in the SVSP EIR as it relates to the proposed project, and were previously identified as less than significant. The SVSP EIR addressed water demand for the SVSP area and determined there was adequate supply to meet the anticipated water demands from development under the SVSP. The City's Environmental Utilities Department staff reviewed the proposed project and concluded there is sufficient water supply to meet the demands of the project. Therefore, the impact conclusions of the SVSP EIR with respect to water supply remain applicable to this project.

Development of the project area will require the construction of water lines, sewer lines, and associated facilities, that were previously identified through the infrastructure master plans developed for the SVSP and analyzed in the SVSP EIR. The project does not require any major changes or need for expanded facilities beyond those previously identified.

Additionally, the project will have no effect on wastewater generation beyond that previously analyzed in the SVSP EIR. Environmental Utilities determined that the proposed project changes fell within the scope of the prior assessment. The SVSP EIR concluded that the Pleasant Grove Wastewater Treatment Plan was sized to accommodate flow from the SVSP area and that impacts would be less than significant. This conclusion remains applicable to the proposed project.

The SVSP EIR disclosed that the Western Placer Waste Management Authority facilities would be used to dispose of solid waste, and concluded that there was sufficient capacity to accept solid waste from the SVSP. Solid waste generation is based on population, and as the project will not increase the estimated population in the SVSP area beyond the population projected in the SVSP EIR, the project falls within the scope of the prior analysis and would not result in any new or substantially more severe significant impacts to this previously-identified impact.

Given the foregoing, the project is consistent with the development assumptions in the SVSP EIR, and will result in impacts consistent with the scope of those analyzed in the SVSP EIR; therefore the SVSP EIR analysis remains adequate and applicable to the proposed project.

Mitigation Measures: **Mitigation Measures 4.12.4-1** (expand the landfill) and **4.12.4-2** (diversion of construction debris) were included to require payment of fees to be used for landfill expansion and to require a 50% reduction in the construction waste stream. The landfill expansion measure has already been implemented, as fees are already in place that will apply to the proposed project. The remaining measure regarding diversion of construction debris remains applicable, as it is a project-level measure that applies during construction.

XX. Wildfire

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
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?	n/a	No	No	No	None
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?	n/a	No	No	No	None
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?	n/a	No	No	No	None
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?	n/a	No	No	No	None
Discussion: The Wildfire section was added to the CEQA Guidelines after the publication of the prior environmental document to which this Addendum is attached. CAL FIRE is the state agency responsible for wildland fire protection and management. As part of that task, CAL FIRE maintains maps designating Wildland Fire Hazard Severity zones. The SVSP is not located within a Very High Fire Hazard Severity Zone and is not in a CAL FIRE responsibility area; fire suppression is entirely within local responsibility. Checklist questions a—d above do not apply,					

because the project site is not within a Very High Fire Hazard Severity Zone and is not in a CAL FIRE responsibility area. Therefore, there would be no impact related to this criteria.

Mitigation Measures: None required for this project.

XXI. Mandatory Findings of Significance

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, threatened or rare species, or eliminate important examples of the major periods of California history or prehistory?	SVSP EIR	No	No	No	None
b) Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	SVSP EIR	No	No	No	None
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	SVSP EIR	No	No	No	None

Discussion: Long term environmental goals are not impacted by the proposed project. Because the project will not result in new significant effects or substantially more severe significant effects previously identified in the SVSP EIR, the cumulative impacts do not deviate beyond those contemplated in the SVSP EIR, with implementation of applicable mitigation measures.. With implementation of the City's Mitigating Ordinances, Guidelines, and Standards and best management practices, mitigation measures described in this document, and permit conditions, the proposed project will not have a significant impact on the habitat of any plant or animal species. Based on the foregoing, the project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of any wildlife species, or create adverse effects on human beings. Thus, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that "none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR have occurred" relative to the mandatory findings of significance.

ENVIRONMENTAL DETERMINATION:

In reviewing the site specific information provided for this project and acting as Lead Agency, the City of Roseville, Development Services Department, Planning Division has analyzed the potential environmental impacts created by this project and determined that the findings of CEQA Section 15162 concerning the decision not to prepare a subsequent EIR or negative declaration and the findings of CEQA Section 15164 concerning the decision to prepare an Addendum can be made. As supported by substantial evidence within the Addendum to the Sierra Vista Specific Plan EIR (2008032115, adopted on May 5, 2010), the Lead Agency makes the following findings:

[**X**] No substantial changes are proposed in the project which would require major revisions of the previous EIR or Mitigated Negative Declaration.

[**X**] No substantial changes have occurred with respect to the circumstances under which the project is undertaken.

[**X**] There is no new information of substantial importance which was not known and could not have been known with the exercise of due diligence at the time the previous EIR was certified as complete or the Mitigated Negative Declaration was adopted.

[**X**] Only minor technical changes or additions are necessary in order to deem the adopted environmental document adequate.

Addendum Prepared by:

Derek Ogden for:

Eric Singer, Associate Planner
City of Roseville, Development Services–Planning Division

Attachments:

1. SVSP Applicable Mitigation Measures
2. Sierra View Shopping Center Site Access Study, prepared by Fehr & Peers, dated June 2026
3. Environmental Noise Assessment, prepared by Saxelby Acoustics, dated June 2026
4. Health Risk Assessment, prepared by Raney Planning & Management, dated June 2026

PROJECT TEAM

DEVELOPER
WARBERG DEAL 18 LP
EMAIL: ALEXIS@WARBERGPARTNERS.COM
CONTACT: ALEXIS DE WARREN

DEVELOPER
NESS EXPRESS HOLDINGS, LLC.
12001 BELLA ITALIA DR, SUITE 300
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CONTACT: JOE DECKER

ENGINEER
KIMLEY-HORN & ASSOCIATES, INC.
4637 CHABOT DRIVE #300
PLEASANTON, CA 94588

CONTACT: BROOKS BADDELEY, PE
EMAIL: BROOKS.BADDELEY@KIMLEY-HORN.COM
PHONE: (916) 571-1004

CONTACT: JENNIFER KIRBY, PE
EMAIL: JENNIFER.KIRBY@KIMLEY-HORN.COM
PHONE: (669) 800-4168

SURVEYOR
AZCA ENGINEERING, LLC.
1405 E. MARYMONT CIRCLE
FLAGSTAFF, AZ 86004
PHONE: (928) 853-1590
CONTACT: LAWRENCE WILSON

SITE INFORMATION

SITE ADDRESS:	SWC OF FIDDYMENT RD AND PLEASANT GROVE BLVD ROSEVILLE, CA 95747
APN:	498-370-002-000 THROUGH 498-370-012-000; 017-152-018-000
TOTAL SITE AREA:	±11.3 AC
CIVIL IMPROVEMENT AREA:	±11.1 AC
ZONING CLASSIFICATION:	COMMUNITY COMMERCIAL – SPECIAL AREA (CC/SA)
EXISTING USE:	UNDEVELOPED
PROPOSED USE:	SHOPPING CENTER
COMBINED BUILDING AREA:	58,210 SF

ESTIMATED EARTHWORK QUANTITIES

CUT:	18,000±	CY
FILL:	9,500±	CY
NET:	8,500±	CY (CUT)

NOTE: THE ABOVE QUANTITIES ARE APPROXIMATE IN PLACE VOLUMES CALCULATED FROM THE EXISTING GROUND TO THE PROPOSED FINISHED GRADE. EXISTING GROUND IS DEFINED BY THE TOPOGRAPHIC SURVEY PROVIDED BY AZCA ENGINEERING, LLC. DATED 03/23/2025, AND RECEIVED ON 06/11/2025. PROPOSED FINISHED GRADE IS DEFINED AS THE FINAL GRADE AS INDICATED ON THE GRADING PLAN(S).

THE EARTHWORK QUANTITIES ABOVE ARE FOR PRELIMINARY PURPOSES ONLY. THEY HAVE NOT BEEN FACTORED TO ACCOUNT FOR CHANGES IN VOLUME DUE TO BULKING, CLEARING AND GRUBBING, SHRINKAGE, OVER- EXCAVATION AND RE-COMPACTION, AND CONSTRUCTION METHODS. NOR DO THEY ACCOUNT FOR THE THICKNESS OF PAVEMENT SECTIONS, FOOTINGS, SLABS, REUSE OF PULVERIZED MATERIALS THAT WILL UNDERLIE NEW PAVEMENTS, ETC. THE CONTRACTOR SHALL RELY ON THEIR OWN EARTHWORK ESTIMATES FOR BIDDING PURPOSES. ALL GRADING ACTIVITIES SHALL CONFORM WITH THE PROJECT GEOTECHNICAL REPORT.

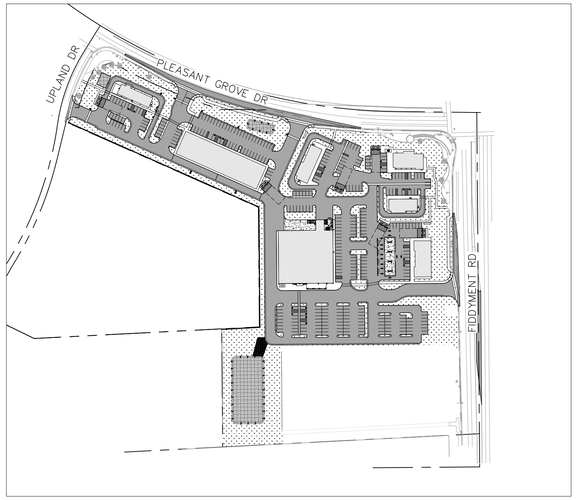
UTILITY NOTE

KIMLEY-HORN & ASSOCIATES TAKES NO RESPONSIBILITY FOR EXISTING UTILITIES SHOWN HEREIN. THE EXISTING UTILITIES SHOWN ARE BASED ON INFORMATION PROVIDED BY OTHERS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE AND VERIFY INVERTS OF EXISTING UTILITIES WITHIN THE VICINITY OF CONSTRUCTION ACTIVITIES. IF A CONFLICT IS FOUND TO EXIST, THE CONTRACTOR SHALL COORDINATE WITH THE PROJECT ENGINEER, PROJECT ARCHITECT(S), AND THE OWNER IMMEDIATELY.

SHEET INDEX TABLE

SHEET NUMBER	SHEET TITLE
C1.0	COVER SHEET
C1.1	NOTES
C1.2	PUBLIC NOTES
C2.0	OVERALL SITE PLAN
C2.1	PRELIMINARY PARKING & SITE PLAN
C2.2	PRELIMINARY PARKING & SITE PLAN
C3.0	OVERALL WET UTILITY PLAN
C3.1	PRELIMINARY WET UTILITY PLAN
C3.2	PRELIMINARY WET UTILITY PLAN
C4.0	OVERALL GRADING PLAN
C4.1	PRELIMINARY GRADING & DRAINAGE PLAN
C4.2	PRELIMINARY GRADING & DRAINAGE PLAN
C4.3	PRELIMINARY PROPERTY CROSS SECTIONS
C4.4	PRELIMINARY PROPERTY CROSS SECTIONS
C5.0	PRELIMINARY STORMWATER CONTROL PLAN
C6.0	TENTATIVE SUBDIVISION MAP LOT LINE EXHIBIT
E1.0	PHOTOMETRIC PLAN
E1.1	PHOTOMETRIC PLAN
E1.2	PHOTOMETRIC DETAILS
E1.3	TITLE 24 COMPLIANCE
L1	OVERALL LANDSCAPE AND PARKING LOT SHADE PLAN
L2	LANDSCAPE PLAN
L3	LANDSCAPE PLAN

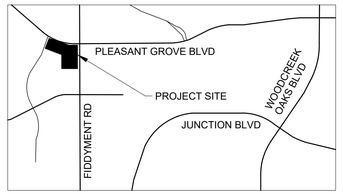
DESIGN REVIEW PERMIT PLANS
FOR
SIERRA VIEW SHOPPING CENTER
SWC OF FIDDYMENT RD & PLEASANT GROVE BLVD, ROSEVILLE, CA 95747



SITE MAP

GRAPHIC SCALE IN FEET
0 100 200 400

NORTH



VICINITY MAP
ROSEVILLE, CA

BASIS OF BEARING

THE BEARING OF N0°27'58"W ALONG THE CENTERLINE OF FIDDYMENT ROAD AS SHOWN ON MAP FILED IN BOOK GG OF MAPS, PAGE 45, PLACER COUNTY RECORDS.

VERTICAL DATUM

CITY OF ROSEVILLE BENCH MARK #125, ELEVATION = 126.60 FEET (NAVD 88) 3-1/4" BRASS DISK STAMPED 2018 PLS 8278, LOCATED ON THE SOUTH SIDE OF PLEASANT GROVE BLVD., APPROX. 300 FEET EAST OF THE CENTERLINE OF FIDDYMENT ROAD AT THE TOP OF CURB WITHIN THE BUS TURNOUT.

LEGAL DESCRIPTION

THE LAND DESCRIBED HEREIN IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF PLACER, CITY OF ROSEVILLE, DESCRIBED AS FOLLOWS:

PARCEL ONE:
LOTS 2 THROUGH 12, INCLUSIVE, AS SHOWN ON THE MAP ENTITLED "SIERRA VISTA PARCELS JM-30 AND JM-41", WHICH MAP WAS FILED FOR RECORD ON DECEMBER 20, 2022, IN BOOK GG OF MAPS, PAGE 45, PLACER COUNTY RECORDS.
APN: 498-370-002-000 THROUGH 498-370-012-000

PARCEL TWO:
ALL THAT REAL PROPERTY SITUATED IN THE CITY OF ROSEVILLE, COUNTY OF PLACER, STATE OF CALIFORNIA, LOCATED IN SECTION 25, TOWNSHIP 11 NORTH, RANGE 5 EAST, MOUNT DIABLO MERIDIAN AND BEING ALL OF LOT 15 AS SHOWN ON THE FINAL MAP OF "PLAT OF WESTPARK PHASE 1", FILED FOR RECORD ON OCTOBER 21, 2004, IN BOOK AA OF MAPS, AT PAGE 4, OFFICIAL RECORDS OF PLACER COUNTY.
APN: 017-152-018-000

THE PROPERTY SURVEYED IS THE SAME AS DESCRIBED IN THE TITLE COMMITMENT FROM PLACER TITLE COMPANY, COMMITMENT NO. P-655352, AND AN EFFECTIVE DATE OF JANUARY 22, 2025.

EASEMENTS

15 TOWER EASEMENT
BOOK 612 PAGE 534

16 SMUD EASEMENT
BOOK 935 PAGE 29

17 POWERLINE EASEMENT
INSTR. NO. 1997-0062790

21 PUBLIC UTILITY EASEMENT
INSTR. NO. 2004-0144844

22 LANDSCAPE EASEMENT
INSTR. NO. 2004-0144845

25 GAS PIPELINE EASEMENT
INSTR. NO. 2006-0113622

30 PUBLIC UTILITY EASEMENT
INSTR. NO. 2012-62887

31 BUS SHELTER EASEMENT
PLAT DD PAGE 26

32 MAINTENANCE ACCESS, PRIVATE ACCESS, AND PRIVATE UTILITY EASEMENT
BOOK GG PAGE 45

FLOOD ZONE

ZONE: X
DEFINITION: AREA OF MINIMAL FLOOD HAZARD
MAP NUMBER: 06061C0938H
COMMUNITY: CITY OF ROSEVILLE
MAP REVISED: NOVEMBER 2, 2018

UTILITY REPRESENTATIVES

UTILITY	COMPANY	CONTACT	PHONE
GAS	P.G. & E.		(530) 889-3147
ELECTRICITY	ROSEVILLE ELECTRIC	JEFF WILCOX	(916) 746-1661
TELEPHONE	CONSOLIDATED COMMUNICATIONS		(844) 968-7224
WATER	CITY OF ROSEVILLE	ENVIRONMENTAL UTILITIES	(916) 774-5750
SEWER	CITY OF ROSEVILLE	ENVIRONMENTAL UTILITIES	(916) 774-5750
DRAINAGE	CITY OF ROSEVILLE	DEVELOPMENT SERVICES	(916) 774-5339
T.V. CABLE	COMCAST		(916) 786-8443
FIRE	ROSEVILLE FIRE DEPT.	MICHAEL BRADLEY	(916) 774-5800

NOTICE TO CONTRACTOR

KIMLEY-HORN AND ASSOCIATES INC. HAS NOT BEEN RETAINED BY THE OWNER (WARBERG DEAL 18 LP) TO PROVIDE AS BUILT SERVICES OR CERTIFICATIONS. THE CONTRACTOR SHALL PROVIDE APPROPRIATE PROFESSIONALS (INCLUDING AN ENGINEER) TO PROVIDE ALL NECESSARY AS BUILT INFORMATION TO ENABLE ALL FINAL PERMITS, INSPECTIONS, SIGN-OFFS AND CERTIFICATES TO BE ISSUED BY ALL NECESSARY JURISDICTIONS AND UTILITY COMPANIES.

811 Know what's below. Call before you dig.

No.	REVISIONS	DATE

Kimley»Horn
©2026 KIMLEY-HORN AND ASSOCIATES, INC.
4637 CHABOT DR #300, PLEASANTON, CA 94588
PHONE: 925-398-4840
WWW.KIMLEY-HORN.COM

LICENSED PROFESSIONAL
REGISTERED PROFESSIONAL ENGINEER BROOKS BADDELEY P No. 23247 CIVIL STATE OF CALIFORNIA
NOT FOR CONSTRUCTION
DATE:

KHA PROJECT	197901001
DATE	6/12/2026
SCALE AS SHOWN	PSS
DESIGNED	PSS
DRAWN	JAK
CHECKED	JAK

COVER SHEET

SIERRA VIEW SHOPPING CENTER
SWC OF FIDDYMENT RD & PLEASANT GROVE BLVD
ROSEVILLE, CA 95747

SHEET NUMBER
C1.0
1 OF 23

Plotted By:Szarecki, Piotr Sheet Set:Kha Layout:COVER July 06, 2026 08:35:48am K:\BAY_LDEV\197901001 - Roseville Retail Center (JAK)\CAD\PlanSheets\C1.0 - CV&NOTES.dwg
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

ENGINEER'S NOTES

1. CONTRACTOR SHALL BE IN RECEIPT OF OFFICIAL CITY APPROVED PLANS PRIOR TO CONSTRUCTION.
2. CONTRACTOR SHALL NOTIFY THE DEVELOPMENT SERVICES DEPARTMENT AND ALL UTILITY COMPANIES INVOLVED IN THE DEVELOPMENT AT LEAST 48 HOURS PRIOR TO BEGINNING OF WORK.
3. CONTRACTOR SHALL NOTIFY "UNDERGROUND SERVICE ALERT" AND HAVE CONSTRUCTION AREA MARKED AT LEAST TWO WORKING DAYS PRIOR TO ANY DIGGING.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING MONUMENTS AND/OR SURVEY MONUMENTS.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR CONDUCTING HIS OPERATION ENTIRELY OUTSIDE OF ANY PROHIBITED AREA. THESE AREAS SHALL BE CLEARLY DELINEATED IN THE FIELD PRIOR TO CONSTRUCTION.
6. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR JOBSITE SAFETY AT ALL TIMES.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES, LANDSCAPE, AND IMPROVEMENTS IN PLACE UNLESS OTHERWISE NOTED ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE TO RESTORE ALL UTILITIES, LANDSCAPE, AND IMPROVEMENTS TO THEIR ORIGINAL CONDITION AND WORKING ORDER IF AFFECTED BY THE CONSTRUCTION ACTIVITIES.
8. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY FIELD CONDITIONS OR DISCREPANCIES WITH THE PROPOSED IMPROVEMENTS PRIOR TO COMMENCING WITH WORK IN THAT AREA.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL EXISTING UTILITY AND PAVEMENT ELEVATIONS, LOCATIONS AND CONNECTION LOCATIONS PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES THAT WOULD AFFECT THE PROPOSED IMPROVEMENTS PRIOR TO COMMENCING WITH WORK.
10. THRUST BLOCKS SHALL NOT BE USED TO RESTRAIN SECTIONS OF WATER OR RECYCLED WATER LINES EXCEPT IN THE CASE OF HYDRANT RUNS AND DEAD ENDS WHERE THEY SHOULD BE INSTALLED IN ADDITION TO MECHANICAL JOINT RESTRAINTS AS A REDUNDANT FEATURE.
11. PRIOR TO THE COMMENCEMENT OF GRADING OPERATIONS, THE CONTRACTOR SHALL IDENTIFY THE SITE WHERE THE EXCESS/BORROW EARTHEN MATERIAL SHALL BE IMPORTED/DEPOSITED. IF THE BORROW/DEPOSIT SITE IS WITHIN THE CITY OF ROSEVILLE, THE CONTRACTOR SHALL PRODUCE A REPORT ISSUED BY A GEOTECHNICAL ENGINEER TO VERIFY THAT THE IMPORTED MATERIALS ARE SUITABLE FOR THE INTENDED FILL, AND SHALL SHOW PROOF OF ALL APPROVED GRADING PLANS. HAUL ROUTES TO BE USED SHALL BE SPECIFIED.
12. PRIOR TO COMMENCEMENT OF GRADING ACTIVITIES, THE CONTRACTOR SHALL HAVE THE EXISTING DRY UTILITIES POT HOLED FOR VERIFICATION OF LOCATION AND DEPTH. AT SUCH TIME, POT HOLE DATA SHALL BE PROVIDED TO THE ENGINEER FOR DETERMINATION OF ADEQUATE CLEARANCE AND SEPARATION.
13. IN ACCORDANCE WITH THE CITY'S NOISE ORDINANCE, THE HOURS OF PROJECT CONSTRUCTION SHALL BE LIMITED TO THE FOLLOWING: 7:00 A.M. TO 7:00 P.M. (MONDAY THROUGH FRIDAY) 8:00 A.M. TO 8:00 P.M. (SATURDAY, SUNDAY, AND HOLIDAYS).
14. OFFSITE IMPROVEMENTS UNDER SEPARATE PERMIT EN24-0246.

DESIGN ENGINEER NOTES

1. THE TERM "DESIGN ENGINEER" USED HEREIN SHALL MEAN THE ENGINEER WHO HAS SIGNED AND SEALED HIS/HER RESPECTIVE PLAN SHEETS AND IS IN RESPONSIBLE CHARGE OF THE ENGINEERING DESIGN ON THOSE SHEETS. THE TERM "CONTRACTOR" USED HEREIN SHALL MEAN ANY GENERAL CONTRACTOR OR SUBCONTRACTOR USING THESE PLANS.
2. THE DESIGN ENGINEER SHALL NOT PROVIDE, OBSERVE, COMMENT ON NOR ENFORCE ANY SAFETY MEASURES OR REGULATIONS. THE CONTRACTOR SHALL DESIGN, IMPLEMENT, AND MAINTAIN ALL SAFETY MEASURES AND SHALL BE SOLELY RESPONSIBLE FOR ALL REQUIRED SAFETY MEASURES, PROCEDURES AND PROGRAMS AND COMPLYING WITH ALL LOCAL, STATE AND FEDERAL SAFETY AND HEALTH STANDARDS, LAWS, AND REGULATIONS. THE CONTRACTOR AGREES THAT SHE/HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOBSITE CONDITIONS AND SAFETY OF ALL PERSONS AND PROPERTY DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
3. THE DESIGN ENGINEER SHALL HAVE NO RESPONSIBILITY FOR ANY OF THE CONTRACTOR'S MEANS AND METHODS OF CONSTRUCTION, TECHNIQUES, EQUIPMENT CHOICE AND USAGE, SEQUENCE, SCHEDULE, SAFETY PROGRAMS, OR SAFETY PRACTICES, NOR SHALL THE DESIGN ENGINEER HAVE ANY AUTHORITY OR RESPONSIBILITHE SOLE RESPONSIBILITY AND LIABILITY OF THE CONTRACTOR. THE DESIGN ENGINEER IS NOT RESPONSIBLE FOR DIRECTING, IMPLICITLY OR EXPLICITLY ANY SUCH CHANGES AND THE CONTRACTOR ASSUMES ALL RISK OF UNDERTAKING ANY SUCH CHANGES.
4. THE CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD THE DESIGN ENGINEER AND OWNER, THEIR OFFICERS, AGENTS AND EMPLOYEES, HARMLESS FROM ANY AND ALL CLAIMS, DEMANDS, JUDGMENTS, LOSS, DAMAGES, COSTS, EXPENSES, FEES OR LIABILITY WHATSOEVER TO DIRECT OR STOP THE WORK OF ANY CONTRACTOR.
5. ANY CHANGES MADE BY THE CONTRACTOR TO THE CONTRACTUALLY AGREED UPON SCOPE, SCHEDULE AND/OR FEES OR THE EXPRESS WRITTEN AUTHORIZATION OF THE OWNER, IS TEVER, REAL OR ALLEGED, IN CONNECTION WITH, IN WHOLE OR IN PART, DIRECTLY OR INDIRECTLY, THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE OR CONCURRENT NEGLIGENCE OF THE OWNER OR THE DESIGN ENGINEER.
6. IF THERE ARE ANY QUESTIONS REGARDING THESE PLANS, THE CONTRACTOR SHALL ISSUE A RFI IN WRITING FROM THE DESIGN ENGINEER AND THE OWNER, REQUESTING A CLARIFICATION BEFORE PERFORMING ANY RELATED OR IMPACTED WORK. ANY ELECTRONIC FILES ARE PROVIDED ONLY FOR THE CONVENIENCE OF THE RECEIVING PARTY AND ARE INTENDED SOLELY FOR THE EXCLUSIVE USE BY THAT PARTY FOR THE PURPOSES EXPRESSLY AUTHORIZED. IN ACCORDANCE WITH STANDARD INDUSTRY PRACTICE, ONLY PRINTED COPIES OF DOCUMENTS DESIGNATED AS "ISSUED FOR CONSTRUCTION", OR EQUIVALENT DESIGNATION, MAY BE RELIED UPON.
7. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR PREPARING ITS BID, IN WHOLE AND IN PART, BASED UPON THE DESIGN SHOWN ON THESE PLANS. THE CONTRACTOR IS NOT AUTHORIZED TO USE ANY QUANTITIES SHOWN ON THESE PLANS WITHOUT THE EXPLICIT WRITTEN PERMISSION OF THE ENGINEER OF RECORD. THE DESIGN ENGINEER MAKES NO WARRANTY OR REPRESENTATION AS TO THE SUITABILITY OF ANY INFORMATION SHOWN HEREON FOR DETERMINING A CONTRACTOR BID.
8. ANYTHING MENTIONED IN THE SPECIFICATIONS, IF ANY, AND NOT SHOWN ON THE DRAWINGS, OR SHOWN ON THE DRAWINGS AND NOT MENTIONED IN THE SPECIFICATIONS, SHALL BE OF LIKE EFFECT AS IF SHOWN OR MENTIONED IN BOTH.
9. THE EXISTENCE, LOCATION, TYPE, CONDITION AND SIZE OF UNDERGROUND UTILITIES, FACILITIES OR STRUCTURES ("FACILITIES") SHOWN ON THESE PLANS WAS OBTAINED FROM A SEARCH OF READILY AVAILABLE RECORDS, OR AS PROVIDED BY OTHERS. NO REPRESENTATION IS MADE AS TO THE ACCURACY OR COMPLETENESS OF SAID INFORMATION. THE CONTRACTOR SHALL CONFIRM SAID INFORMATION BY FIELD MEASUREMENTS, OBSERVATIONS AND WHATEVER MEANS NECESSARY, PRIOR TO CONSTRUCTION. THE CONTRACTOR WILL IMMEDIATELY INFORM THE DESIGN ENGINEER IN WRITING IF ANY DISCREPANCIES OR CONFLICTING INFORMATION IS FOUND. THE CONTRACTOR SHALL PROTECT THE FACILITIES SHOWN HEREON AND ANY OTHERS NOT OF RECORD OR NOT SHOWN ON THESE PLANS, AS NEEDED. ALL DAMAGES THERETO CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE APPROPRIATE SPECIFICATIONS AND STANDARDS AT THE SOLE EXPENSE OF THE CONTRACTOR.
10. THE CONTRACTOR SHALL MAKE EXPLORATORY EXCAVATIONS AND LOCATE EXISTING UNDERGROUND FACILITIES AS NEEDED, SUFFICIENTLY AHEAD OF CONSTRUCTION TO PERMIT REVISIONS TO PLANS IF REVISIONS ARE NECESSARY DUE TO THE ACTUAL LOCATION, SIZE, TYPE, OR CONDITION OF EXISTING FACILITIES DIFFERING FROM WHAT IS SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE FULLY AND SOLELY RESPONSIBLE FOR ALL DAMAGES DUE TO THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ALL SUCH FACILITIES WHETHER NOTED ON THESE PLANS OR NOT. THE DESIGN ENGINEER ASSUMES NO LIABILITY FOR ANY DAMAGES SUSTAINED OR COST INCURRED BECAUSE OF THE OPERATIONS IN THE VICINITY OF EXISTING FACILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF ANY DAMAGE TO THE EXISTING IMPROVEMENTS AND REPLACEMENT TO THE SATISFACTION OF THE OWNER AND/OR AUTHORITY HAVING JURISDICTION AS NEEDED.
11. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO STARTING WORK ADJACENT TO, ABOVE OR BELOW THEIR FACILITIES AND SHALL COORDINATE ALL WORK WITH UTILITY COMPANY REPRESENTATIVES.
12. THE CONTRACTOR SHALL VERIFY ALL EXISTING AND PROPOSED GRADING ELEMENTS BEFORE THE START OF CONSTRUCTION AND SHALL IMMEDIATELY NOTIFY THE DESIGN ENGINEER OF ANY DISCREPANCIES.
13. UNLESS EXPLICITLY STATED OTHERWISE HEREIN, THE EARTHWORK QUANTITIES SHOWN ON THESE PLANS ARE APPROXIMATE IN PLACE VOLUMES CALCULATED FROM THE EXISTING GROUND TO THE PROPOSED FINISHED GRADE. EXISTING GROUND IS DEFINED BY THE CONTOURS AND SPOT GRADES ON THE BASE SURVEY. PROPOSED FINISHED GRADE IS DEFINED AS THE FINAL GRADE AS INDICATED ON THE GRADING PLAN(S) AS FINISHED GROUND, FINISHED SURFACE, AND FINISHED FLOOR ELEVATIONS. NO REPRESENTATIONS OF SUCH QUANTITIES OR A BALANCED SITE CONDITION ARE MADE BY THE ENGINEER OF RECORD. THE EARTHWORK QUANTITIES SHOWN ON THESE PLANS ARE FOR PERMITTING PURPOSES ONLY. UNLESS EXPLICITLY STATED OTHERWISE HEREIN, THE CONTRACTOR SHALL ACCOUNT FOR CHANGES IN VOLUME DUE TO BULKING, CLEARING AND GRUBBING, SHRINKAGE, SUBSIDENCE, OVER-EXCAVATION AND RE-COMPACTION, AND CONSTRUCTION METHODS. NOR DO THEY ACCOUNT FOR THE THICKNESS OF PAVEMENT SECTIONS, STORMWATER QUALITY MEDIA SECTIONS, UTILITY PIPES, TRENCHING AND BEDDING MATERIALS, BUILDING OR WALL FOOTINGS, BUILDING SLABS THICKNESSES AND UNDERLYING BASE OR SAND LAYERS, REUSE OF PULVERIZED MATERIALS THAT WILL UNDERLIE PAVEMENTS, ETC. THE CONTRACTOR IS NOT AUTHORIZED TO USE THE ESTIMATES HEREIN FOR BIDDING AND CONSTRUCTION PURPOSES WITHOUT THE EXPLICIT WRITTEN PERMISSION OF THE ENGINEER OF RECORD

DESIGN ENGINEER NOTES (CONT.)

14. PROPOSED BUILDING PAD ELEVATIONS, IF SHOWN, ARE BASED ON INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. CONTRACTOR SHALL CONFIRM SLAB STRUCTURAL SECTION THICKNESSES AND PAD PREPARATION REQUIREMENTS PRIOR TO GRADING FINISHED PADS.
15. THE CONTRACTOR SHALL THOROUGHLY CHECK COORDINATION OF CIVIL, LANDSCAPE, MEP, ARCHITECTURAL AND ALL OTHER PLANS PRIOR TO COMMENCING CONSTRUCTION. SHOULD DISCREPANCIES OR CONFLICTING INFORMATION BE FOUND ON ANY PLANS, OR IN ANY SPECIFICATIONS, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER AND DESIGN ENGINEER IN WRITING BEFORE PROCEEDING WITH THE WORK IN QUESTION.
16. THE PROPOSED BUILDING FOOTPRINT(S) AND OTHER STRUCTURE FOOTPRINTS SHOWN IN THESE PLANS WERE PROVIDED TO THE DESIGN ENGINEER BY THE PROJECT ARCHITECT AT THE TIME OF PREPARATION OF THESE PLANS. THE DESIGN ENGINEER MAKES NO REPRESENTATION AS TO THE ACCURACY OF THESE FOOTPRINTS AND THE CONTRACTOR IS SOLELY RESPONSIBLE FOR CONFIRMING WITH THE RELEVANT DESIGN TEAM PROFESSIONALS, AND USING THE FINAL, CORRECT VERSION OF THE FOOTPRINTS. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR CONFIRMING THE STRUCTURE'S FINAL POSITION ON THE SITE BASED UPON THE FINAL ARCHITECTURAL FOOTPRINT, CIVIL PLANS, SURVEY AND ANY OTHER RELEVANT DOCUMENTS. ANY DIFFERENCES FOUND SHALL BE IMMEDIATELY REPORTED TO THE DESIGN ENGINEER AND OWNER/PROJECT ARCHITECT.
17. THE CONTRACTOR SHALL TAKE ALL NECESSARY STEPS TO PROTECT THE PROJECT PROPERTY FROM ANY EROSION AND SILTATION THAT RESULT FROM CONTRACTOR OPERATIONS, BY APPROPRIATE MEANS, OR BY SPECIFIC MEANS DESCRIBED IN THE PROJECT'S PLANS, SPECIFICATIONS OR STORM WATER POLLUTION PREVENTION REPORT, UNTIL SUCH TIME THAT THE PROJECT IS COMPLETED AND ACCEPTED FOR MAINTENANCE BY WHOMEVER IS TO BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND THE AGENCY HAVING JURISDICTION. THE CONTRACTOR WILL IMMEDIATELY INFORM THE DESIGN ENGINEER IN WRITING IF ANY DISCREPANCIES OR CONFLICTING INFORMATION IS FOUND. THE CONTRACTOR SHALL PROTECT THE FACILITIES SHOWN HEREON AND ANY OTHERS NOT OF RECORD OR NOT SHOWN ON THESE PLANS, AS NEEDED. ALL DAMAGES THERETO CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE APPROPRIATE SPECIFICATIONS AND STANDARDS AT THE SOLE EXPENSE OF THE CONTRACTOR.
18. ALL SHOP DRAWINGS, RFIS AND ANY OTHER DOCUMENTS THAT REQUIRE DESIGN ENGINEER REVIEW SHALL BE SUBMITTED BY THE CONTRACTOR SUFFICIENTLY IN ADVANCE OF CONSTRUCTION OF THAT ITEM, TO ALLOW ADEQUATE REVIEW, COORDINATION AND RESPONSE. SAID DOCUMENTS ARE NOT A DIRECTION FROM THE DESIGN ENGINEER TO MODIFY THE CONTRACTOR'S SCOPE, SCHEDULE OR PRICE, AND THE CONTRACTOR WARRANTS TO NOT TO USE THEM AS SUCH.
19. THE CONTRACTOR SHALL ENSURE APPROPRIATE LICENSED PROFESSIONALS HAVE BEEN RETAINED BY THE CONTRACTOR TO PROVIDE ANY/ALL REQUIRED PROJECT CERTIFICATIONS AS MAY BE REQUIRED BY ANY AUTHORITY HAVING JURISDICTION. THE DESIGN ENGINEER WILL NOT PROVIDE ANY PROJECT CERTIFICATIONS UNLESS SPECIFICALLY RETAINED BY THE OWNER TO PROVIDE LIMITED SERVICES.
20. CONTRACTOR SHALL RETAIN A LICENSED SURVEYOR TO DOCUMENT ALL CHANGES TO THE APPROVED CONSTRUCTION DOCUMENTS DURING CONSTRUCTION. THE LICENSED SURVEYOR SHALL PREPARE A SIGNED AND SEALED "AS-BUILT" DRAWING UPON COMPLETION OF CONSTRUCTION. THE DESIGN ENGINEER IS NOT RESPONSIBLE FOR THE PREPARATION IN WHOLE OR IN PART OF THE "AS-BUILT" DRAWINGS.
21. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY MONUMENTATION AND BENCHMARKS WHICH WILL BE DISTURBED OR DESTROYED BY CONSTRUCTION. SUCH POINTS SHALL BE REFERENCED AND REPLACED WITH APPROPRIATE MONUMENTATION BY A LICENSED LAND SURVEYOR OR REGISTERED CIVIL ENGINEER AUTHORIZED TO PRACTICE LAND SURVEYING, A CORNER RECORD OR RECORD OF SURVEY, AS APPROPRIATE, SHALL BE FILED BY THE LICENSED LAND SURVEYOR OR REGISTERED CIVIL ENGINEER AS REQUIRED BY THE MOST CURRENT VERSION OF THE LAND SURVEYORS ACT.

ENGINEER'S GRADING NOTES

1. CONTRACTOR SHALL ADJUST AND/OR CUT EXISTING PAVEMENT AS NECESSARY TO ASSURE A SMOOTH FIT AND CONTINUOUS GRADE.
2. CONTRACTOR SHALL ASSURE POSITIVE DRAINAGE AWAY FROM BUILDINGS TO NEARBY STORM DRAIN CATCH BASIN/RETENTION BASIN FOR ALL NATURAL AND PAVED AREAS.
3. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORD OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL BLUESTAKE AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
4. ALL CUT OR FILL SLOPES SHALL BE 3:1 OR FLATTER UNLESS OTHERWISE NOTED.
5. SHOWN GRADE CONTOUR INTERVALS SHOWN AT 1 FOOT INTERVALS.
6. PROPOSED GRADE CONTOUR INTERVALS SHOWN AT 1 FOOT INTERVALS.
7. IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURE AS NECESSARY TO RETURN IT TO EXISTING CONDITIONS OR BETTER.
8. THE CONTRACTOR SHALL ADHERE TO ALL TERMS & CONDITIONS AS OUTLINED IN THE GENERAL AZPDES PERMIT FOR STORMWATER DISCHARGE ASSOCIATED WITH CONSTRUCTION ACTIVITIES.
9. CONTRACTOR IS RESPONSIBLE FOR VERIFYING HORIZONTAL AND VERTICAL LOCATIONS OF ALL UTILITIES AND NOTIFYING THE APPROPRIATE UTILITY COMPANY PRIOR TO BEGINNING CONSTRUCTION.
10. TOPOGRAPHY INFORMATION WAS TAKEN FROM SURVEY DATED MARCH 23, 2025, BY AZCA ENGINEERING, LLC. CONTRACTOR SHALL REVIEW AND ACCEPT TOPOGRAPHIC INFORMATION PRIOR TO BEGINNING WORK. IF CONTRACTOR DOES NOT ACCEPT EXISTING TOPOGRAPHY AS SHOWN ON THE PLANS, WITHOUT EXCEPTION, THE CONTRACTOR SHALL HAVE MADE, AT THEIR OWN EXPENSE, A TOPOGRAPHIC SURVEY BY A REGISTERED LAND SURVEYOR AND SUBMIT IT TO THE OWNER AND ENGINEER FOR REVIEW PRIOR TO INITIATING WORK.CONSTRUCTION SHALL COMPLY WITH ALL APPLICABLE GOVERNING CODES AND BE CONSTRUCTED TO SAME.
11. THE CONTRACTOR SHALL SALVAGE, STRIP, REMOVE, OR PROTECT IN PLACE (AS APPLICABLE) ALL EXISTING TREES, FILLS, STRUCTURES, UNDERGROUND UTILITIES OR OBSTRUCTIONS, VEGETATION, ORGANIC TOPSOIL, DEBRIS, AND ANY OTHER DELETERIOUS MATERIALS FROM THE PROPOSED BUILDING AND PAVEMENT AREAS. ALL EXPOSED SURFACES SHOULD BE FREE OF MOUNDS AND DEPRESSIONS THAT COULD PREVENT UNIFORM COMPACTION.
12. ALL PROPOSED ELEVATIONS ARE TO FINISHED SURFACE.
13. PROPOSED ELEVATIONS AND CONTOURS REPRESENT PAVEMENT SURFACE ELEVATION, UNLESS OTHERWISE STATED.
14. ADD 0.5 FEET TO PROPOSED ELEVATIONS FOR TOP OF CURB ELEVATION, UNLESS OTHERWISE NOTED.
15. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY OF ANY ELEVATION DISCREPANCIES DISCOVERED DURING CONSTRUCTION. ANY DEMOLITION AND REWORK ASSOCIATED WITH ELEVATION DISCREPANCIES NOT REPORTED TO THE ENGINEER, SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR.

CITY OF ROSEVILLE: PUBLIC IMPROVEMENTS REQUIREMENTS

GENERAL

1. ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO THESE PLANS AND THE LATEST EDITION AND AMENDMENTS OF THE CITY OF ROSEVILLE DESIGN AND CONSTRUCTION STANDARDS.
2. THE CITY OF ROSEVILLE IS A MEMBER OF THE UNDERGROUND SERVICE ALERT (U.S.A.) ONE-CALL SYSTEM. THE CONTRACTORS SHALL NOTIFY THE U.S.A. CENTER 48 HOURS IN ADVANCE OF PERFORMING ANY EXCAVATION WORK BY CALLING 1-800-227-2600.
3. THE CONTRACTOR SHALL MARK IN WHITE PAINT ALL AREAS TO BE EXCAVATED PRIOR TO CONTACTING U.S.A. ANY AREAS NOT MARKED WILL NOT BE SUBJECT TO U.S.A., AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE RESULTING FROM EXCAVATION.
4. THE CONTRACTOR SHALL EXPOSE AND VERIFY LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION OF THE NEW IMPROVEMENTS CONNECTING TO OR IN THE VICINITY OF THE SAME.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING MONUMENTS AND OTHER SURVEY MARKERS ON THE JOB SITE.
6. THE CONTRACTOR SHALL PLACE BOXED SURVEY MONUMENTS WITH 1-1/2" BRONZE HEAD SET IN CONCRETE (STD. DWG. ST-36) AT LOCATIONS SHOWN ON THESE PLANS.
7. A.C. SURFACE SHALL BE CUT TO A NEAT, STRAIGHT LINE PARALLEL WITH THE STREET CENTERLINE AND THE EXPOSED SURFACE SHALL BE TACKED WITH EMULSION PRIOR TO PAVING. THE EXPOSED BASE MATERIAL SHALL BE GRADED, RE-COMPACTED, AND RESEALED PRIOR TO PAVING.
8. ANY EXISTING CONCRETE SURFACE TO BE REMOVED SHALL BE SAW CUT TO A NEAT, STRAIGHT LINE.
9. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN THAT SHALL BE ACCEPTED BY THE ENGINEERING DIVISION OF PUBLIC WORKS BEFORE START OF WORK IN RIGHT-OF-WAY AND SHALL BE IN ACCORDANCE WITH CALIFORNIA MUTCD LATEST EDITION. A MINIMUM OF ONE LANE IN EACH DIRECTION SHALL REMAIN OPEN TO TRAFFIC UNLESS OTHERWISE SHOWN ON THE PLANS. TRAFFIC CONTROL HOURS ARE SUBJECT TO LIMITATION BY THE CITY. TRAFFIC CONTROL WITH LANE CLOSURES THAT AFFECT TRAFFIC FLOW MAY REQUIRE NIGHT WORK. IF, AS A PART OF TRAFFIC CONTROL MEASURES, A ROADWAY CLOSURE HAS BEEN APPROVED, THE CONTRACTOR SHALL NOTIFY EMERGENCY AGENCIES AND PROVIDE CONSTRUCTION INSPECTOR 72 HOURS IN ADVANCE OF SETTING UP THIS CLOSURE.
10. CURB RAMPS CONFORMING TO ALL ADA AND TITLE 24 REQUIREMENTS SHALL BE PLACED AT ALL NEW STANDARD CURB RETURNS (STANDARD DRAWING ST-27) AND STANDARD MEDIAN ISLANDS. WHERE EXISTING CURB RAMPS DO NOT MEET CURRENT ADA AND TITLE 24 REQUIREMENTS, THE RAMPS SHALL BE UPGRADED IN CONFORMANCE WITH MINIMUM TITLE 24 REQUIREMENTS. WHERE EXISTING RAMPS DO NOT INCLUDE TACTILE WARNING DOMES (DETECTABLE DOMES), PANELS SHALL BE RETROFITTED PER THE CONSTRUCTION STANDARDS.
11. DRAIN INLETS NOT WITHIN A PAVED AREA SHALL HAVE A 12" WIDE COLLAR OF 6" THICK P.C.C. OR 2" THICK A.C.
12. PRIOR TO THE CERTIFICATE OF COMPLETION ON ALL SINGLE-FAMILY RESIDENTIAL SUBDIVISIONS, THE DEVELOPER SHALL SUBMIT A LETTER FROM THE POST OFFICE STATING THAT ITS REQUIREMENTS FOR MAILBOX CLUSTER PADS HAVE BEEN SATISFIED.
13. ALL UNDERGROUND UTILITIES WITHIN EXISTING OR PROPOSED CITY OF ROSEVILLE EASEMENTS SHALL REQUIRE A MINIMUM OF 90% COMPACTION ON THE TRENCH BACKFILL. COMPACTION OF BACKFILL BY JETTING IS NOT PERMITTED IN CITY OF ROSEVILLE RIGHT OF WAY AND EASEMENT AREAS OR WITHIN DEDICATED RECLAIMED WATER, STORM SEWER OR AIR EASEMENTS AND PUBLIC UTILITY EASEMENTS.
14. THE CONTRACTOR SHALL CONDUCT A PRE-CONSTRUCTION MEETING ONE-WEEK PRIOR TO STARTING WORK. MEMBERS OF THE CITY OF ROSEVILLE DEVELOPMENT SERVICES DEPARTMENT, ENVIRONMENTAL UTILITIES DEPARTMENT AND ALL OTHER UTILITY REPRESENTATIVES SHALL BE NOTIFIED BY THE CONTRACTOR AS TO THE DATE AND LOCATION OF THE MEETING.
15. PRIOR TO EXCAVATION OF TRENCHES 5 FEET OR DEEPER, THE CONTRACTOR SHALL SUBMIT TO THE DEVELOPMENT SERVICES DEPARTMENT OR ENVIRONMENTAL UTILITIES DEPARTMENT INSPECTOR A COPY OF THE COMPANY'S ANNUAL CALOSHA TRENCHING PERMIT AND A COPY OF THE COMPANY'S LETTER INFORMING CALOSHA OF THE TIME THE TRENCHING IS COMMENCING AND THE LOCATION OF THE WORK.
16. ALL PAINTED TRAFFIC STRIPES, ARROWS, AND PAVEMENT MARKINGS SHALL BE CONSTRUCTED WITH THERMOPLASTIC MATERIAL TO THE SPECIFICATIONS SET FORTH IN CHAPTER 3 OF THE CALIFORNIA MUTCD LATEST EDITION. NON-REFLECTIVE PAVEMENT MARKERS SHALL CONSIST OF CERAMIC MARKERS ONLY CONFORMING TO CHAPTER 3 OF THE CALIFORNIA MUTCD LATEST EDITION.
17. THE DEVELOPERS CONTRACTOR SHALL TAKE EXTREME CARE TO PROTECT EXISTING SITE AND ADJACENT IMPROVEMENTS FROM DAMAGE. THE CONTRACTOR SHALL BE RESPONSIBLE TO REPAIR OR MAKE REPLACEMENT OF ALL CRACKED AND OTHERWISE PRE-EXISTING DAMAGED PUBLIC IMPROVEMENTS ALONG THE FRONTAGE OF THE PROJECT SITE AND ANY DAMAGE RESULTING FROM CONSTRUCTION TO CURRENT CITY STANDARDS AND AT THEIR OWN EXPENSE. THE EXTENT OF THE REPAIRS SHALL BE DETERMINED BY THE DEVELOPMENT SERVICES CONSTRUCTION INSPECTOR AND SHALL BE COMPLETED PRIOR TO THE CITY ACCEPTANCE OF THE IMPROVEMENTS.
18. WHERE COMBINATIONS OF SIDEWALK OR CURB AND GUTTER ARE PLACED CONTIGUOUS TO EXISTING, ALL ADJOINING EXISTING CONCRETE VERTICAL FACES SHALL BE DOWELED. ALL ABUTTING SIDEWALK ENDS SHALL BE DOWELED MID-SECTION VERTICALLY WITH TWO DOWELS FOR FOUR THROUGH SIX-FOOT WIDE SIDEWALK AND THREE DOWELS FOR WIDER SIDEWALK. ABUTTING CURB AND GUTTER ENDS SHALL BE DOWELED TWICE, 18 INCHES APART AT GUTTER PAN MID-SECTION. DOWEL CONNECTIONS OF LONGITUDINAL RUNS OF SIDEWALK TO BACK OF CURB SHALL BE THREE FEET ON CENTER. ALL DOWELS SHALL BE 16 INCHES LONG, GRADE 60; #4 REBAR PENETRATING FOUR INCHES. THE DOWEL HOLE SHALL BE 5/8-INCH DIAMETER AT A SLIGHT HORIZONTAL ANGLE FROM PERPENDICULAR. THE PENETRATING PORTION OF THE DOWEL IN THE ENTIRE (CLEANED) VERTICAL SURFACE OF THE ADJOINING, EXISTING CONCRETE SHALL BE THOROUGHLY COATED WITH STATE STANDARD "NON-PART" EPOXY.
19. WHEN SAWCUTTING WITHIN THE STREET FOR TRENCHING OR OTHER PURPOSES, CONTRACTOR SHALL GRIND 1½" OF PAVEMENT BETWEEN THE LANE LINES (FROM LANE STRIPE TO LANE STRIPE) UPON COMPLETION OF THE SAWCUTTING AND/OR TRENCHING. THREE FEET ON CENTER, ALL DOWELS SHALL BE 16 INCHES LONG, GRADE 60; #4 REBAR PENETRATING FOUR INCHES. THE DOWEL HOLE SHALL BE 5/8-INCH DIAMETER AT A SLIGHT HORIZONTAL ANGLE FROM PERPENDICULAR. THE PENETRATING PORTION OF THE DOWEL IN THE ENTIRE (CLEANED) VERTICAL SURFACE OF THE ADJOINING, EXISTING CONCRETE SHALL BE THOROUGHLY COATED WITH STATE STANDARD "NON-PART" EPOXY. SAME 1 ½" GRIND SHALL BE REQUIRED. CONTRACTOR TO PLACE A PETROMAT FABRIC OR APPROVED EQUAL AT THE CUT OF ROSEVILLE OVERLAY AND PAINT LANE STRIPE TO LANE STRIPE, OR CURB TO LANE STRIPE AND RESTRIPE OR REPLACE ANY DELINEATORS REMOVED DURING THE GRIND.
20. ALL PUBLICLY MAINTAINED STORM DRAIN ON PRIVATE PROPERTY SHALL BE A MINIMUM OF 12 INCHES IN DIAMETER AND SHALL BE RCP CL IV, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
21. FOR RESIDENTIAL SUBDIVISIONS, UNLESS OTHERWISE APPROVED BY DEVELOPMENT SERVICES ENGINEERING, THE FINAL GRADING OF THE PROJECT SITE SHALL BE CONSTRUCTED TO ACCOMMODATE A SIDE-LOAD DRIVEWAY SLOPE FOR EACH RESIDENTIAL LOT, AS MEASURED FROM THE BACK OF THE SIDEWALK TO THE GARAGE (20-FT SET BACK). IT WILL REMAIN THE RESPONSIBILITY OF THE BUILDERS/DEVELOPER TO DESIGN A HOUSE THAT PROVIDES SUITABLE ACCESS TO THE PARCEL.
22. THE CONTRACTOR SHALL PLACE FILTER FABRIC BETWEEN THE INITIAL BEDDING AND BACKFILL AND THE TRENCH BACKFILL FOR SANITARY SEWERS DEPTH GREATER THAN 15 FEET MEASURED TO THE PIPE INVERT.

GRADING

1. GRADING SHALL CONFORM TO APPENDIX CHAPTER 33 UBC, LATEST EDITION, AND TO THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEERING REPORT WHEN ONE IS AVAILABLE.
2. ALL EROSION AND S

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CITY OF ROSEVILLE: PUBLIC MITIGATION MEASURES NOTES

BIO–1 WETLAND AVOIDANCE MEASURES:
IN ORDER TO AVOID DIRECT IMPACTS TO THE SEASONAL WETLAND AND WETLAND SWALE THESE FEATURES SHALL BE COMPLETELY AVOIDED AND THE MEASURES BELOW SHALL BE IMPLEMENTED AND INCLUDED ON GRADING AND IMPROVEMENT PLANS. NO GRADING OR EARTH MOVING ACTIVITIES SHALL OCCUR WITHIN THE SETBACKS IDENTIFIED BELOW UNTIL ALL REGULATORY PERMITS HAVE BEEN ACQUIRED AS DETAILED IN MITIGATION MEASURE BIO 5.

- SETBACKS OF AT LEAST 10 FEET FROM THE WETLANDS WILL BE SET TO DEMARCATE WHERE NO DEVELOPMENT WILL OCCUR.
- NO GRADING, SITE CONSTRUCTION, OR OTHER DISTURBANCE WITHIN 10 FEET OF ANY AQUATIC FEATURE WILL OCCUR AT ANY TIME. DISTURBANCE WITHIN, BUT MORE THAN 10 FEET FROM, THE ABOVE–MENTIONED SETBACKS WILL NOT OCCUR UNTIL SILT FENCING, FIBER ROLLS, OR OTHER SIMILAR BMP IS INSTALLED AT LEAST 10 FEET AWAY AND ALONG THE PERIMETER OF THE ENCROACHED FEATURE.
- GRADED AREAS WILL BE COVERED WITH STRAW, MATS, NATURAL WOOD CHIPS WITH NO ARTIFICIAL DYES OR PRESERVATIVES, OR OTHER EROSION CONTROL MEASURE WITHIN 72 HOURS.
- NO NUTRIENTS, PESTICIDES, FUEL, OR OTHER POTENTIAL POLLUTANTS WILL BE USED WITHIN 50 FEET OF ANY AQUATIC RESOURCE.
- NO MACHINERY WILL OPERATE CLOSER THAN 15 FEET FROM AN AQUATIC RESOURCE. REQUIRED GRADING BETWEEN 10 AND 15 FEET FROM THE RESOURCE WILL BE CONDUCTED USING ONLY HAND TOOLS.
- MACHINERY OPERATING BETWEEN 15 AND 25 FEET FROM AN INTERMITTENT DRAINAGE, OR BETWEEN 25 AND 50 FEET FROM A PERENNIAL DRAINAGE, WILL BE CHECKED DAILY FOR FUEL OIL DISCHARGE AND MOVED OUTSIDE THESE SETBACKS IF DISCHARGE IS FOUND.
- NO GRADING WILL OCCUR WITHIN AQUATIC RESOURCES SETBACKS FOR AFTER 14 DAYS FOLLOWING A STORM EVENT OR 14 DAYS BEFORE THE NEXT ANTICIPATED STORM EVENT.
- DURING CONSTRUCTION, THE CONSTRUCTION CREW SHALL CONDUCT DAILY CLEAN–UPS EFFORTS TO RID THE AREA OF TRASH AND DEBRIS.
- A QUALIFIED BIOLOGIST WILL MONITOR ALL CONSTRUCTION TO ENSURE THAT NO RESOURCE VIOLATIONS RELATED TO THE U.S. CLEAN WATER ACT (CWA), THE CALIFORNIA PORTER COLOGNE ACT (PCA), OR CALIFORNIA FISH AND GAME CODE (FGC) OCCUR.

BIO–2 PRE–CONSTRUCTION SURVEY FOR SPECIAL STATUS PLANT SPECIES:
PRIOR TO GRADING OR IMPROVEMENT PLAN APPROVAL A QUALIFIED BOTANIST SHALL CONDUCT A BOTANICAL SURVEY FOR SPECIAL STATUS PLANT SPECIES WITHIN HABITATS ON THE SITE THAT MAY INCLUDE SPECIAL STATUS PLANT SPECIES WITH THE POTENTIAL TO OCCUR ON THE SITE.

IT SHOULD BE NOTED THAT WEATHER CONDITIONS DURING ANY GIVEN SURVEY YEAR MAY REQUIRE SURVEYS TO BE CONDUCTED EARLIER OR LATER IN THE TYPICAL BLOOMING PERIOD IN ORDER TO CONDUCT THE SURVEY DURING THE APPROPRIATE WEATHER CONDITIONS FOR THE SURVEY YEAR. THIS TIMING MAY RESULT IN THE NEED TO CONDUCT MORE THAN ONE ROUND OF PLANT SURVEYS TO ADEQUATELY SURVEY FOR THE POTENTIALLY OCCURRING SPECIAL–STATUS
PLANT SPECIES. THE RESULTS OF THESE SURVEYS SHOULD BE DOCUMENTED IN A LETTER REPORT TO THE CITY OF ROSEVILLE.

IF NO SPECIAL–STATUS PLANTS ARE OBSERVED DURING THE RECOMMENDED BOTANICAL SURVEYS, NO ADDITIONAL MEASURES ARE RECOMMENDED. IF ANY OF THE NON–LISTED
SPECIAL–STATUS PLANTS ARE IDENTIFIED WITHIN AREAS OF POTENTIAL CONSTRUCTION DISTURBANCE, THE PLANTS AND/OR THE SEED BANK SHOULD BE TRANSPLANTED TO SUITABLE
HABITAT NEAR THE PROJECT SITE SINCE THE ENTIRE SITE IS SLATED FOR DEVELOPMENT. A QUALIFIED BIOLOGIST SHOULD PREPARE AN AVOIDANCE AND MITIGATION PLAN DETAILING
PROTECTION AND AVOIDANCE MEASURES, TRANSPLANTING PROCEDURES, SUCCESS CRITERIA, AND LONG–TERM MONITORING PROTOCOLS. IN ADDITION, A PRE–CONSTRUCTION WORKER AWARENESS TRAINING SHOULD BE CONDUCTED ALERTING WORKERS TO THE PRESENCE OF AND PROTECTIONS FOR
SPECIAL–STATUS PLANTS IN THE VICINITY OF THE WORK AREA.

IF ANY STATE–LISTED PLANTS OCCUR WITHIN THE PROJECT FOOTPRINT, AN INCIDENTAL TAKE PERMIT (ITP) WOULD BE REQUIRED FROM THE CDFW IF TOTAL AVOIDANCE IS NOT ACHIEVABLE.

BIO–3 PRE–CONSTRUCTION NESTING SURVEY:
MIGRATORY BIRDS AND OTHER BIRDS OF PREY, PROTECTED UNDER 50 CFR 10 OF THE MBTA AND/OR SECTION 3503 OF THE CALIFORNIA FISH AND GAME CODE, HAVE THE POTENTIAL TO NEST WITHIN THE TREES ON AND ADJACENT TO THE SITE. GROUND–DISTURBING ACTIVITIES AND/OR VEGETATION CLEARING OPERATIONS, INCLUDING REMOVAL OF TREES AND SHRUBS, SHALL BE COMPLETED BETWEEN SEPTEMBER 1 TO FEBRUARY 14, IF FEASIBLE. IF GROUND–DISTURBING ACTIVITIES AND/OR VEGETATION REMOVAL BEGINS DURING THE NESTING SEASON (FEBRUARY 15 TO AUGUST 31), THE DEVELOPER SHALL HAVE A QUALIFIED BIOLOGIST CONDUCT A PRE–CONSTRUCTION SURVEY FOR ACTIVE NESTS WITHIN 300 FEET OF THE PROJECT SITE. THE PRE–CONSTRUCTION SURVEY WILL BE CONDUCTED WITHIN 14 DAYS PRIOR TO COMMENCEMENT OF GROUND–DISTURBING ACTIVITIES AND/OR VEGETATION REMOVAL. THE BIOLOGIST SHALL PROVIDE A BRIEF WRITTEN REPORT (INCLUDING THE DATE, TIME OF SURVEY, SURVEY METHOD, NAME OF SURVEYOR, AND SURVEY RESULTS) TO CITY PLANNING PRIOR TO ANY GROUND–DISTURBING ACTIVITY OR VEGETATION REMOVAL. IF THE PRE–CONSTRUCTION SURVEY SHOWS THAT THERE IS NO EVIDENCE OF ACTIVE NESTS, NO ADDITIONAL MEASURES ARE
REQUIRED. IF CONSTRUCTION DOES NOT COMMENCE WITHIN 14 DAYS OF THE PRE–CONSTRUCTION SURVEY, OR HALTS FOR MORE THAN 14 DAYS, AN ADDITIONAL PRE–CONSTRUCTION SURVEY SHALL BE REQUIRED.

IF ANY ACTIVE NESTS ARE LOCATED WITHIN THE VICINITY OF THE PROPOSED PROJECT THE QUALIFIED BIOLOGIST SHALL DELINEATE AN APPROPRIATE BUFFER ZONE, SUBJECT TO APPROVAL OF CITY PLANNING AND IN CONSULTATION WITH ANY OTHER APPROPRIATE AGENCIES, WITH CONSTRUCTION
TAPE OR PIN FLAGS AND MAINTAIN THE BUFFER ZONE UNTIL THE END OF THE BREEDING SEASON OR THE YOUNG HAVE FLEDGED. BUFFER ZONES ARE TYPICALLY 100 FEET FOR MIGRATORY BIRD NESTS AND 250 FEET FOR RAPTOR NESTS. IF ACTIVE NESTS ARE FOUND ONSITE, A QUALIFIED BIOLOGIST SHALL MONITOR NESTS WEEKLY DURING CONSTRUCTION TO ENSURE ACTIVITIES ARE NOT CAUSING NESTING DISTURBANCE.

CUL–1 INADVERTENT DISCOVERIES:
THE FOLLOWING MEASURE IS INTENDED TO ADDRESS INADVERTENT DISCOVERIES OF POTENTIAL TRIBAL CULTURAL RESOURCES (TCR'S), ARCHAEOLOGICAL, OR CULTURAL RESOURCES DURING A PROJECT'S GROUND DISTURBING ACTIVITIES.

- IF ANY TCRS ARE DISCOVERED DURING GROUND DISTURBING CONSTRUCTION ACTIVITIES, ALL WORK SHALL CEASE WITHIN 100 FEET OF THE FIND. THE APPROPRIATE TRIBAL REPRESENTATIVES FROM CULTURALLY AFFILIATED TRIBES SHALL BE IMMEDIATELY NOTIFIED.
- WORK AT THE DISCOVERY LOCATION CANNOT RESUME UNTIL IT IS DETERMINED, IN CONSULTATION WITH CULTURALLY AFFILIATED TRIBES, THAT THE FIND IS NOT A TCR, OR THAT THE FIND IS A TCR AND ALL NECESSARY INVESTIGATION AND EVALUATION OF THE DISCOVERY UNDER THE REQUIREMENTS OF THE CEQA, INCLUDING AB 52, HAS BEEN SATISFIED. PRESERVATION IN PLACE IS THE PREFERRED ALTERNATIVE UNDER CEQA AND UAIC PROTOCOLS, AND EVERY EFFORT MUST BE MADE TO PRESERVE THE RESOURCES IN PLACE, INCLUDING THROUGH PROJECT REDESIGN.
- 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.

TCR–1 NATIVE AMERICAN TRIBAL MONITORING:
THE FOLLOWING MITIGATION MEASURE IS INTENDED TO MINIMIZE IMPACTS TO EXISTING OR PREVIOUSLY UNDISCOVERED TRIBAL CULTURAL RESOURCES (TCRS) AT THE EARLIEST POSSIBLE TIME DURING PROJECT–RELATED EARTHMOVING ACTIVITIES. PRIOR TO APPROVAL OF GRADING OR IMPROVEMENT PLANS THE APPLICANT SHALL PROVIDE TO THE CITY DOCUMENTATION OF AN AGREEMENT BETWEEN THE DEVELOPER AND UAIC SHOWING THE FOLLOWING:
1. UAIC SHALL PROVIDE DOCUMENTATION, TO THE SATISFACTION OF THE DEVELOPER, SHOWING THAT THE TRIBAL MONITOR MEETS THE DEVELOPER'S JOB–SITE SAFETY REQUIREMENTS.
2. CONSULTING TRIBES SHALL BE CONTACTED AT LEAST TWO WEEKS PRIOR TO PROJECT GROUND–DISTURBING ACTIVITIES IN ORDER TO RETAIN THE SERVICES OF A PAID TRIBAL MONITOR/S. THE DURATION OF THE MONITORING AND CONSTRUCTION SCHEDULE SHALL BE DETERMINED AT THIS TIME.
3. IN ORDER TO TRACK THE STATUS OF MITIGATION MEASURE IMPLEMENTATION, FIELD–MONITORING ACTIVITIES WILL BE DOCUMENTED ON A TRIBAL MONITOR LOG. THE TOTAL TIME COMMITMENT OF THE TRIBAL MONITOR WILL VARY DEPENDING ON THE INTENSITY AND LOCATION OF CONSTRUCTION AND THE SENSITIVITY OF THE AREA, INCLUDING THE NUMBER OF FINDS.
4. A PAID TRIBAL MONITOR/S FROM TRADITIONALLY AND CULTURALLY AFFILIATED NATIVE AMERICAN TRIBES WILL MONITOR THE VEGETATION GRUBBING, STRIPPING, GRADING, OR OTHER GROUND–DISTURBING ACTIVITIES IN THE PROJECT AREA. THE TRIBAL MONITOR/S SHALL WEAR THE APPROPRIATE SAFETY EQUIPMENT.
5. NATIVE AMERICAN REPRESENTATIVES AND TRIBAL MONITORS ACT AS REPRESENTATIVE OF THEIR TRIBAL GOVERNMENT AND HAVE THE AUTHORITY TO IDENTIFY SITES OR OBJECTS OF CULTURAL VALUE TO NATIVE AMERICANS AND RECOMMEND APPROPRIATE TREATMENT OF SUCH

CITY OF ROSEVILLE: PUBLIC MITIGATION MEASURES NOTES (CONT.)

SITES OR OBJECTS.
NATIVE AMERICAN MONITORS OR THEIR REPRESENTATIVES HAVE THE AUTHORITY TO REQUEST THAT WORK BE TEMPORARILY STOPPED, DIVERTED, OR SLOWED WITHIN 100 FEET OF THE DIRECT IMPACT AREA IF SITES OR OBJECTS OF SIGNIFICANCE ARE IDENTIFIED. ONLY A NATIVE AMERICAN MONITOR OR REPRESENTATIVE FROM A CULTURALLY AFFILIATED TRIBE CAN RECOMMEND APPROPRIATE TREATMENT AND FINAL DISPOSITION OF TCRS.

MM 4.4–1 DUST AND CONSTRUCTION CONTROL MEASURES
IN ACCORDANCE WITH THE PCAPCD, THE APPLICANT SHALL COMPLY WITH ALL APPLICABLE RULES AND REGULATIONS AS LISTED ABOVE (E.G., RULE 202, 218 AND 228). IN ADDITION, AT THE TIME OF TENTATIVE MAP THE APPLICANT(S) SHALL IMPLEMENT A MINIMUM OF FIVE (5) OF THE FOLLOWING MEASURES UNLESS SUPERSEDED BY STATE OR OTHER MORE STRINGENT STANDARDS:

THE FOLLOWING MITIGATION MEASURES SHALL BE IMPLEMENTED TO REDUCE SHORT–TERM CONSTRUCTION–RELATED AIR QUALITY IMPACTS. IN ADDITION, DUST CONTROL MEASURES ARE REQUIRED TO BE IMPLEMENTED BY ALL PROJECTS IN ACCORDANCE WITH THE CITY OF ROSEVILLE GRADING ORDINANCE, AND THE PCAPCD FUGITIVE DUST RULE 228.

APPLICANT SHALL SUBMIT TO PCAPCD A CONSTRUCTION EMISSION / DUST CONTROL PLAN WITHIN 30 DAYS PRIOR TO GROUNDBREAKING. IF THE PCAPCD DOES NOT RESPOND WITHIN 20 DAYS, THE PLAN SHALL BE CONSIDERED APPROVED. THE PLAN MUST ADDRESS THE MINIMUM REQUIREMENTS FOUND IN SECTION 300 AND 400 OF DISTRICT RULE 228, FUGITIVE DUST (WWW.PLACER.CA.GOV/AIRPOLLUTION/AIRPOLUT.HTM). THE APPLICANT SHALL KEEP A HARD OR ELECTRONIC COPY OF RULE 228, FUGITIVE DUST ON–SITE FOR REFERENCE.
THE CONSTRUCTION EMISSION/DUST CONTROL PLAN SHALL INCLUDE A COMPREHENSIVE INVENTORY (I.E. MAKE, MODEL, YEAR, EMISSION RATING) OF ALL HEAVY–DUTY OFF–ROAD EQUIPMENT (50 HORSEPOWER (HP) OF GREATER) THAT WILL BE USED AN AGGREGATE OF 40 OR MORE HOURS FOR THE CONSTRUCTION PROJECT. IF ANY NEW EQUIPMENT IS ADDED AFTER SUBMISSION OF THE INVENTORY, THE PRIME CONTRACTOR SHALL THE PRIME CONTRACTOR SHALL CONTACT THE APCD PRIOR TO THE NEW EQUIPMENT BEING UTILIZED. THE PROJECT REPRESENTATIVE SHALL PROVIDE PCAPCD WITH THE ANTICIPATED CONSTRUCTION TIMELINE INCLUDING START DATE, AND NAME AND PHONE NUMBER OF THE PROJECT MANAGER AND ON–SITE FOREMAN. THE PLAN SHALL DEMONSTRATE THAT THE HEAVY–DUTY (> 50 HP) OFF–ROAD VEHICLES TO BE USED IN THE CONSTRUCTION PROJECT, INCLUDING OWNED, LEASED AND SUBCONTRACTOR VEHICLES, WILL ACHIEVE A PROJECT WIDE FLEET–AVERAGE 20% NOX REDUCTION AND 45%PARTICULATE REDUCTION COMPARED TO THE MOST RECENT ARB FLEET AVERAGE. PCAPCD SHALL BE CONTACTED FOR AVERAGE FLEET EMISSION DATA. ACCEPTABLE OPTIONS FOR REDUCING EMISSIONS MAY INCLUDE USE OF LATE MODEL ENGINES, LOW–EMISSION DIESEL PRODUCTS,ALTERNATIVE FUELS, ENGINE RETROFIT TECHNOLOGY, AFTER TREATMENT PRODUCTS, AND/OR OTHER OPTIONS AS THEY BECOME AVAILABLE. CONTRACTORS CAN ACCESS THE SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT'S WEB SITE TO DETERMINE IF THEIR OFF–ROAD FLEET MEETS THE REQUIREMENTS LISTED IN THIS MEASURE
(HTTP: //WWW.AIRQUALITY.ORG/CEQA/CONSTRUCTION_MITIGATION_CALCULATOR.XLS).

THE FOLLOWING MEASURES ARE ALSO INCLUDED TO REDUCE CONSTRUCTION–RELATED ROG, NOX, PM10, AND PM2.5 EMISSIONS:

- ALL CONSTRUCTION EQUIPMENT SHALL BE MAINTAINED IN GOOD OPERATING CONDITION. CONTRACTOR SHALL ENSURE THAT ALL CONSTRUCTION EQUIPMENT IS BEING PROPERLY SERVICED AND MAINTAINED AS PER THE MANUFACTURER'S SPECIFICATIONS. MAINTENANCE RECORDS SHALL BE AVAILABLE AT THE CONSTRUCTION SITE FOR VERIFICATION. THIS MEASURE WILL REDUCE COMBUSTION EMISSIONS OF ALL CRITERIA AIR POLLUTANTS.
- PRIOR TO THE ISSUANCE OF ANY GRADING PERMITS, ALL APPLICANTS SHALL SUBMIT CONSTRUCTION PLANS DENOTING THE PROPOSED SCHEDULE AND PROJECTED EQUIPMENT USE. CONSTRUCTION CONTRACTORS SHALL PROVIDE EVIDENCE THAT LOW EMISSION MOBILE CONSTRUCTION WILL BE USED, OR THAT THEIR USE WAS INVESTIGATED AND FOUND TO BE INFEASIBLE FOR THE PROJECT. LOW EMISSION EQUIPMENT IS DEFINED AS MEETING THE CALIFORNIA AIR RESOURCES BOARD'S TIER III STANDARDS. CONTRACTORS SHALL ALSO CONFORM TO ANY CONSTRUCTION MEASURES IMPOSED BY THE PCAPCD AS WELL AS CITY PLANNING STAFF. THIS MEASURE WILL PRIMARILY REDUCE ROG, NOX, PM10, AND PM2.5 EXHAUST EMISSIONS.
- PAINTS AND COATING SHALL BE APPLIED EITHER BY HAND OR BY HIGH VOLUME, LOW–PRESSURE SPRAY. THIS MEASURE WILL REDUCE EVAPORATIVE ROG EMISSIONS.
- ALL CONSTRUCTION SHALL COMPLY WITH THE FOLLOWING MEASURES TO REDUCE FUGITIVE DUST RELATED EMISSIONS OF PM10 AND PM2.5:
  - MAINTAIN A MINIMUM 24–INCH FREEBOARD ON SOIL HAUL TRUCKS OR COVER LOADS USING TARPS OR OTHER SUITABLE MEANS.
  - SUSPEND GRADING OPERATIONS DURING HIGH WINDS (GREATER THAN 15 MPH).
  - SWEEP STREETS AS NECESSARY IF SILT IS CARRIED OFF–SITE TO ADJACENT PUBLIC THOROUGHFARES OR OCCURS AS A RESULT OF HAULING.
  - DISPOSE OF SURPLUS EXCAVATED MATERIAL IN ACCORDANCE WITH LOCAL ORDINANCES AND USE SOUND ENGINEERING PRACTICES.
  - SCHEDULE ACTIVITIES TO MINIMIZE THE AMOUNTS OF EXPOSED EXCAVATED SOIL DURING AND AFTER THE END OF WORK PERIODS.
  - PHASE GRADING INTO SMALLER AREAS TO PREVENT THE SUSCEPTIBILITY OF LARGER AREAS TO EROSION OVER EXTENDED PERIODS OF TIME;
  - PAVE OR APPLY GRAVEL TO ANY ON–SITE HAUL ROADS.
  - REESTABLISH GROUND COVER ON THE CONSTRUCTION SITE THROUGH SEEDING AND WATER.
  - CLEAN EARTH MOVING CONSTRUCTION EQUIPMENT WITH WATER OR SWEEP CLEAN, ONCE PER DAY, OR AS ECESSARY (E.G., WHEN MOVING ONSITE), CONSISTENT WITH NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM BEST MANAGEMENT PRACTICES AND THE ROSEVILLE GRADING ORDINANCE. WATER SHALL BE APPLIED TO CONTROL DUST AS NEEDED TO PREVENT DUST IMPACTS OFFSITE. OPERATIONAL WATER TRUCK(S), SHALL BE ON–SITE, AS REQUIRED, TO CONTROL FUGITIVE DUST. CONSTRUCTION VEHICLES LEAVING THE SITE SHALL BE CLEANED, AS NEEDED, TO PREVENT DUST, SILT, MUD, AND DIRT FROM BEING RELEASED OR TRACKED OFFSITE.
  - SPREAD SOIL BINDERS ON UNPAVED ROADS AND EMPLOYEE/EQUIPMENT PARKING AREAS. SOIL BINDERS SHALL BE NON–TOXIC IN ACCORDANCE WITH STATE AND LOCAL REGULATIONS. APPLY APPROVED CHEMICAL SOIL STABILIZERS, OR VEGETATED MATS, ETC. ACCORDING TO MANUFACTURERS' SPECIFICATIONS, TO ALL–INACTIVE CONSTRUCTION AREAS (PREVIOUSLY GRADED AREAS WHICH REMAIN INACTIVE FOR 96 HOURS).
  - MINIMIZE DIESEL IDLING TIME TO A MAXIMUM OF FIVE MINUTES.
  - UTILIZE EXISTING POWER SOURCES (E.G., POWER POLES) OR CLEAN FUEL GENERATORS RATHER THAN TEMPORARY DIESEL POWER GENERATORS, IF FEASIBLE.
  - AN APPLICANT REPRESENTATIVE, ARB–CERTIFIED TO PERFORM VISIBLE EMISSIONS EVALUATIONS (VEE), SHALL ROUTINELY (I.E., ONCE PER WEEK) EVALUATE PROJECT RELATED OFF–ROAD AND HEAVY–DUTY ON–ROAD EQUIPMENT EMISSIONS FOR COMPLIANCE WITH THIS REQUIREMENT FOR PROJECTS GRADING MORE THAN 20 ACRES IN SIZE, REGARDLESS OF HOW MANY ACRES ARE TO BE DISTURBED DAILY.
  - CONSTRUCTION EQUIPMENT EXHAUST EMISSIONS SHALL NOT EXCEED THE PCAPCD VISIBLE EMISSIONS RULE 202. FUGITIVE DUST IS NOT TO EXCEED 40% OPACITY AND NOT GO BEYOND PROPERTY BOUNDARY AT ANY TIME. OPERATORS OF VEHICLES AND EQUIPMENT FOUND TO EXCEED OPACITY LIMITS ARE TO BE IMMEDIATELY NOTIFIED AND THE EQUIPMENT MUST BE REPAIRED WITHIN 72 HOURS.

THE FOLLOWING MEASURES WILL BE REQUIRED:
1. INCLUDE THE FOLLOWING STANDARD NOTE ON THE IMPROVEMENT/GRADING PLAN: IF REQUIRED BY THE PUBLIC WORKS DEPARTMENT, THE CONTRACTOR SHALL HOLD A PRE–CONSTRUCTION MEETING PRIOR TO GRADING ACTIVITIES. THE CONTRACTOR SHALL INVITE THE PLACER COUNTY APCD TO THE PRE–CONSTRUCTION MEETING IN ORDER TO DISCUSS THE CONSTRUCTION EMISSION/DUST CONTROL PLAN WITH EMPLOYEES AND/OR CONTRACTORS.

2. PRIOR TO BUILDING PERMIT APPROVAL, THE APPLICANT SHALL SHOW, ON THE PLANS SUBMITTED TO THE BUILDING DEPARTMENT, THAT ELECTRICAL OUTLETS SHALL BE INSTALLED ON THE EXTERIOR WALLS OF BOTH THE FRONT AND BACK OF ALL RESIDENCES OR ALL COMMERCIAL BUILDINGS TO PROMOTE THE USE OF ELECTRIC LANDSCAPE MAINTENANCE EQUIPMENT.

3. PRIOR TO BUILDING PERMIT APPROVAL, THE APPLICANT SHALL SHOW, ON THE PLANS SUBMITTED TO THE BUILDING DEPARTMENT, PROVISIONS FOR CONSTRUCTION OF NEW RESIDENCES, AND WHERE NATURAL GAS IS AVAILABLE, THE INSTALLATION OF A GAS OUTLET FOR USE WITH OUTDOOR COOKING APPLIANCES, SUCH AS A GAS BARBECUE OR OUTDOOR RECREATIONAL FIRE PITS.

CITY OF ROSEVILLE: PUBLIC MITIGATION MEASURES NOTES (CONT.)

4. PRIOR TO BUILDING PERMIT APPROVAL, IN ACCORDANCE WITH DISTRICT RULE 225, ONLY U.S. EPA PHASE II CERTIFIED WOOD BURNING DEVICES SHALL BE ALLOWED IN SINGLE–FAMILY RESIDENCES. THE EMISSION POTENTIAL FROM EACH RESIDENCE SHALL NOT EXCEED A CUMULATIVE TOTAL OF 7.5 GRAMS PER HOUR FOR ALL DEVICES. MASONRY FIREPLACES SHALL HAVE EITHER AN EPA CERTIFIED PHASE II WOOD BURNING DEVICE OR SHALL BE A U.L. LISTED DECORATIVE GAS APPLIANCE. (RULE 225)

5. WOOD BURNING OR PELLET APPLIANCES SHALL NOT BE PERMITTED IN MULTI–FAMILY DEVELOPMENTS. ONLY NATURAL GAS OR PROPANE FIRED FIREPLACE APPLIANCES ARE PERMITTED. THESE APPLIANCES SHALL BE CLEARLY DELINEATED ON THE FLOOR PLANS SUBMITTED IN CONJUNCTION WITH THE BUILDING PERMIT APPLICATION. (RULE 225 / SECTION 302.2)
6. PRIOR TO THE ISSUANCE OF A BUILDING PERMIT, THE APPLICANT SHALL SHOW THAT ALL FLAT ROOFS WITH PARAPETS SHALL INCLUDE A WHITE OR SILVER CAP SHEET TO REDUCE ENERGY DEMANDS.

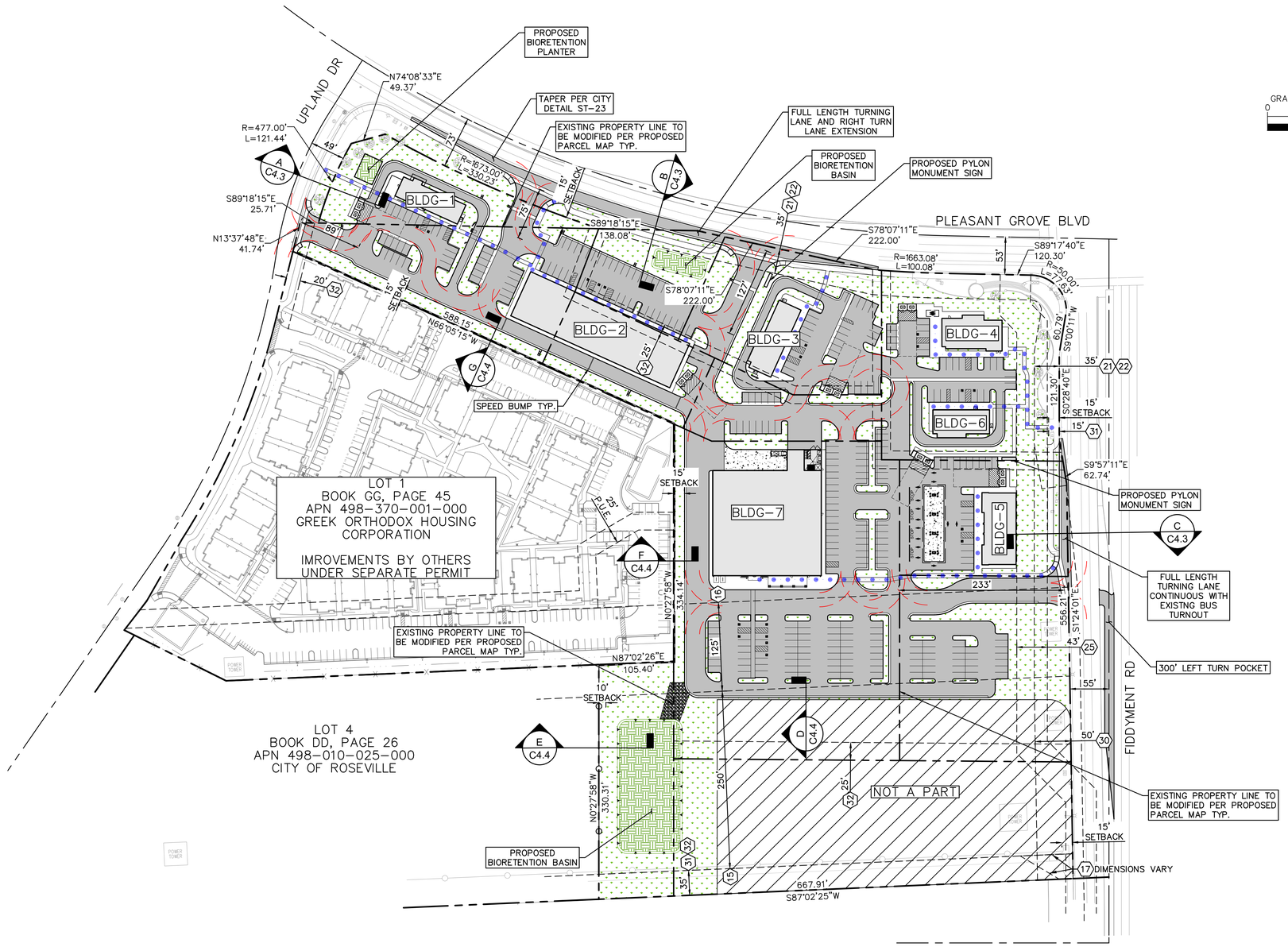
7. DIESEL TRUCKS SHALL BE PROHIBITED FROM IDLING MORE THAN FIVE MINUTES. PRIOR TO THE ISSUANCE OF A BUILDING PERMIT, THE APPLICANT SHALL SHOW THAT ALL TRUCK LOADING AND UNLOADING DOCKS SHALL BE EQUIPPED WITH ONE 110/208 VOLT POWER OUTLET FOR EVERY TWO DOCK DOORS. DIESEL TRUCKS IDLING FOR MORE THAN FIVE MINUTES SHALL BE REQUIRED TO CONNECT TO THE 110/208 VOLT POWER TO RUN ANY AUXILIARY EQUIPMENT. 2'X3' SIGNAGE WHICH INDICATES "DIESEL ENGINE IDLING LIMITED TO A MAXIMUM OF 5 MINUTES" SHALL BE SHOWN ON THE BUILDING ELEVATIONS AND SHALL BE SUBMITTED TO THE PLACER COUNTY APCD PRIOR TO THE ISSUANCE OF BUILDING PERMITS FOR THE PROJECT.

8. PRIOR TO APPROVAL OF IMPROVEMENT PLANS, AN ENFORCEMENT PLAN SHALL BE ESTABLISHED, AND SUBMITTED TO THE APCD FOR REVIEW, IN ORDER TO EVALUATE PROJECT–RELATED ON–AND–OFF– ROAD HEAVY–DUTY VEHICLE ENGINE EMISSION OPACITIES ON A WEEKLY BASIS, USING STANDARDS AS DEFINED IN CALIFORNIA CODE OF REGULATIONS, TITLE 13, SECTIONS 2180 – 2194. AN ENVIRONMENTAL COORDINATOR, HIRED BY THE PRIME CONTRACTOR OR PROPERTY OWNER, AND WHO IS CARB–CERTIFIED TO PERFORM VISIBLE EMISSIONS EVALUATIONS (VEE), SHALL ROUTINELY EVALUATE PROJECT RELATED OFF–ROAD AND HEAVY DUTY ON–ROAD EQUIPMENT EMISSIONS FOR COMPLIANCE WITH THIS REQUIREMENT. OPERATORS OF VEHICLES AND EQUIPMENT FOUND TO EXCEED OPACITY LIMITS WILL BE NOTIFIED BY APCD AND THE EQUIPMENT MUST BE REPAIRED WITHIN 72 HOURS. (CALIFORNIA CODE OF REGULATIONS, TITLE 13, SECTIONS 2180 – 2194)

THE PROJECT SHALL COMPLY WITH ALL APPLICABLE PLACER COUNTY AIR POLLUTION CONTROL DISTRICT RULES AND REGULATIONS, AND SHALL OBTAIN APPLICABLE PERMITS AND/OR CLEARANCES FROM THE DISTRICT PRIOR TO THE START OF CONSTRUCTION.
ALL ON–SITE VEHICLES SHALL USE CARB ULTRA–LOW SULFUR DIESEL FUEL FOR ALL DIESEL–POWERED EQUIPMENT. IN ADDITION, LOW SULFUR FUEL SHALL BE UTILIZED FOR ALL STATIONARY EQUIPMENT. (CALIFORNIA STANDARDS FOR MOTOR VEHICLE DIESEL FUEL, TITLE 13, ARTICLE 4.8, CHAPTER 9, CALIFORNIA CODE OF REGULATIONS).
PROCESSES THAT DISCHARGE 2 POUNDS PER DAY OR MORE OF AIR CONTAMINANTS, AS DEFINED BY HEALTH AND SAFETY CODE SECTION 39013, TO THE ATMOSPHERE MAY REQUIRE A PERMIT. PERMITS ARE REQUIRED FOR BOTH CONSTRUCTION AND OPERATION. DEVELOPERS/CONTRACTORS SHOULD CONTACT THE DISTRICT PRIOR TO CONSTRUCTION AND OBTAIN ANY NECESSARY PERMITS PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. (RULE 501)
PURSUANT TO THE PLACER COUNTY AIR POLLUTION CONTROL DISTRICT RULE 501, GENERAL PERMIT REQUIREMENTS, THE PROPOSED PROJECT MAY NEED A PERMIT FROM THE DISTRICT PRIOR TO CONSTRUCTION. IN GENERAL, ANY ENGINE GREATER THAN 50 BRAKE HORSEPOWER OR ANY BOILER WITH HEAT GREATER THAN 1,000,000 BTU PER HOUR SHALL REQUIRE A PERMIT ISSUED BY THE DISTRICT. (RULE 501)
ALL ON–SITE STATIONARY EQUIPMENT WHICH IS CLASSIFIED AS 50 HP OR GREATER SHALL EITHER OBTAIN A STATE ISSUED PORTABLE EQUIPMENT PERMIT OR A PLACER COUNTY APCD ISSUED PORTABLE EQUIPMENT PERMIT. (CALIFORNIA PORTABLE EQUIPMENT REGISTRATION PROGRAM, SECTION 2452).
THE CONTRACTOR SHALL UTILIZE EXISTING POWER SOURCES (E.G., POWER POLES) OR CLEAN FUEL GENERATORS RATHER THAN TEMPORARY DIESEL POWER GENERATORS IF FEASIBLE.
DURING CONSTRUCTION, THE CONTRACTOR SHALL MINIMIZE IDLING TIME TO A MAXIMUM OF 5 MINUTES FOR ALL DIESEL POWERED EQUIPMENT. DURING CONSTRUCTION, TRAFFIC SPEEDS ON ALL UNPAVED SURFACES SHALL BE LIMITED TO 15 MILES PER HOUR OR LESS. (RULE 228 / SECTION 401.2)

MM 4.5–1 AIR QUALITY MEASURES
IMPLEMENTATION OF THE AIR QUALITY MITIGATION MEASURES LISTED IN SECTION 4.3 AIR QUALITY WOULD REDUCE OPERATIONAL AND CONSTRUCTION–RELATED EMISSIONS OF CRITERIA AIR POLLUTANTS AND PRECURSORS, AND WOULD ALSO ACT TO REDUCE GHG EMISSIONS ASSOCIATED WITH PROJECT CONSTRUCTION AND OPERATION. MITIGATION MEASURE 4.4–1 FOUND IN THE AIR QUALITY SECTION OF THIS EIR, IS RELEVANT TO IMPACT 4.5–1 BECAUSE BOTH EMISSIONS ASSOCIATED WITH THE PROPOSED PROJECT, CERTAIN MEASURES WOULD ALREADY BE COMPONENTS OF THE PROJECT (I.E., SPECIFIC PLAN POLICIES, DESIGN GUIDELINES AND STANDARDS), AND/OR WOULD BE APPLIED CONSISTENT WITH THE CITY'S GENERAL PLAN POLICIES, ADDRESSING GHG EMISSIONS AND CLIMATE CHANGE, BUT ARE PROVIDED HERE FOR PURPOSES OF COMPLETENESS.

MM 4.6–1 CONSTRUCTION NOISE REDUCTION
CONSTRUCTION ACTIVITIES SHALL COMPLY WITH THE REQUIREMENTS OF THE CITY OF ROSEVILLE NOISE ORDINANCE.
LOCATE FIXED CONSTRUCTION EQUIPMENT SUCH AS COMPRESSORS AND GENERATORS AS FAR AS POSSIBLE FROM SENSITIVE RECEPTORS. SHROUD OR SHIELD IMPACT TOOLS, AND EMPLOY MUFFLER OR SHIELD ALL IN–TAKE AND EXHAUST PORTS ON POWER CONSTRUCTION EQUIPMENT.
DESIGNATE A CONSTRUCTION DISTURBANCE COORDINATOR AND CONSPICUOUSLY POST THE CONSTRUCTION CONTACT INFORMATION AROUND THE PROJECT SITE AND IN ADJACENT PUBLIC SPACES. THE DISTURBANCE COORDINATOR WILL RECEIVE ALL PUBLIC COMPLAINTS ABOUT CONSTRUCTION NOISE DISTURBANCES, AND WILL BE RESPONSIBLE FOR DETERMINING THE CAUSE OF THE COMPLAINT, AND IMPLEMENTING ANY FEASIBLE MEASURES TO BE TAKEN TO ALLEVIATE THE PROBLEM.
WELL DRILLING SHALL OCCUR PRIOR TO CONSTRUCTION OF THE ADJACENT SUBDIVISION, TO THE EXTENT FEASIBLE. IF CONSTRUCTION TIMING FOR THE WELLS OCCURS AFTER SUBDIVISION CONSTRUCTION, THEN MEASURES TO REDUCE NOISE SHALL INCLUDE; HANGING FLEXIBLE SOUND CONTROL CURTAINS AROUND THE DRILLING APPARATUS, AND THE DRILL RIG, TO THE DEGREE FEASIBLE, AS DETERMINED BY THE ENVIRONMENTAL UTILITIES DIRECTOR, IF LOCATED WITHIN 1



NORTH

GRAPHIC SCALE IN FEET
0 40 80 160

LEGEND

- PROPERTY LINE
- EASEMENT
- CENTERLINE
- PROPOSED CONCRETE PAVEMENT
- PROPOSED ASPHALT PAVEMENT
- PROPOSED LANDSCAPING
- PROPOSED BIORETENTION
- PROPOSED CONCRETE SIDEWALK
- (#) ROW PARKING SPACE COUNT
- R=30' / R=50' FIRE TRUCK TURN RADII
- ADA PATH OF TRAVEL
- (#) EASEMENT (SEE SHEET C1.0)

GENERAL NOTES

1. DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
2. PROPOSED ADA PARKING SPACES ARE DESIGNED WITH A MAXIMUM 1.5% SLOPE IN ALL DIRECTIONS. CONTRACTOR TO ENSURE SLOPE DOES NOT EXCEED 2.0% IN ANY DIRECTION.
3. PROPOSED SIDEWALK/ADA ROUTES ARE DESIGNED WITH A MAXIMUM 1.5% CROSS SLOPE AND A MAXIMUM 4.5% LONGITUDINAL SLOPE. CONTRACTOR TO ENSURE CROSS SLOPE DOES NOT EXCEED 2.0% AND LONGITUDINAL SLOPE DOES NOT EXCEED 5.0%.
4. CONTRACTOR SHALL VERIFY EXISTING IMPROVEMENTS SHOWN ON THE PLAN, AND NOTIFY ENGINEER IMMEDIATELY IF DISCREPANCIES ARE PRESENT.
5. CONTRACTOR TO PROTECT IN PLACE, DURING DEMOLITION AND CONSTRUCTION, ALL EXISTING IMPROVEMENTS THAT ARE TO REMAIN AS NOTED ON THE PLAN.
6. ANY EXISTING STRUCTURE, IMPROVEMENT, OR APPURTENANCE TO REMAIN THAT IS DAMAGED DURING DEMOLITION OR CONSTRUCTION SHALL BE IMMEDIATELY REPAIRED OR REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
7. ALL IMPROVEMENTS SHALL CONFORM TO THE CITY OF ROSEVILLE STANDARDS, DETAILS, AND SPECIFICATIONS.
8. ALL PARKING SPACES ARE 18' X 9' UNLESS OTHERWISE NOTED. PER CITY OF ROSEVILLE, PARKING SPACES CAN BE REDUCED TO 16' X 9' IF VEHICLES CAN OVERHAND LANDSCAPE AREAS AND IF IT INCREASES THE TOTAL AMOUNT OF LANDSCAPING PROVIDED.
9. SEE SHEETS C2.1 & C2.2 FOR ADA AND EV PARKING LOCATIONS.
10. ALL TENANT SPACES WITH A FIRE AREA OF 3,600 SF OR GREATER SHALL BE EQUIPPED WITH A FIRE SPRINKLER SYSTEM AND FIRE ALARM SYSTEM IN ACCORDANCE WITH ROSEVILLE FIRE DEPARTMENT STANDARDS.
11. ALL PROPOSED BUILDINGS ARE UNDER 30' IN HEIGHT; AERIAL APPARATUS ACCESS PER CFC 503.1.1 IS NOT REQUIRED.
12. OWNER SHALL PREPARE AND RECORD PRIVATE RECIPROCAL EASEMENTS AND AGREEMENTS BETWEEN LOTS FOR ACCESS, DRAINAGE, UTILITIES, AND CONSTRUCTION PRIOR TO THE SALE OR OWNERSHIP TRANSFER OF ANY LOT.

PROPERTY BOUNDARY NOTE

THE EXISTING DEVELOPMENT AREA IS MADE UP OF TWELVE (12) EXISTING PARCELS. THESE PARCELS ARE SHOWN ON THIS SHEET FOR REFERENCE. A PROPOSED TENTATIVE SUBDIVISION MAP IS IN PROCESS AND IS INCLUDED AS A PART OF THIS PLANNING SUBMITTAL (PL25-0496). THE PROPOSED MAP WILL PRESENT NEW PARCEL BOUNDARIES THAT DO NOT INTERFERE WITH THE BUILDINGS OR OTHER SITE DEVELOPMENT FEATURES. FOR EASE OF STAFF PLANNING REVIEW, THE INTERIOR PROPERTY LINES ARE NOT SHOWN THROUGHOUT THE REST OF THE DESIGN REVIEW PERMIT PACKAGE. EXCEPTION: PROPOSED SUBDIVISION LOT LINES ARE INCLUDED ON SHEETS C3.0, C4.0, AND C6.0 FOR REFERENCE ONLY.

OVERALL PARKING TABLE

PARKING TYPE	REQUIRED	PROVIDED
TOTAL	261	327
TOTAL ADA	16	19
VAN ADA	7	8
EV CAPABLE (INCLUDING EVCS)	70	70
EV CHARGING STATIONS (EVCS)	44	44
VAN ACCESSIBLE EVCS	7	7
STANDARD ACCESSIBLE EVCS	2	2
AMBULATORY EVCS	0	0

EASEMENTS

- (15) TOWER EASEMENT BOOK 612 PAGE 534
- (16) SMUD EASEMENT BOOK 935 PAGE 29
- (17) POWERLINE EASEMENT INSTR. NO. 1997-0062790
- (21) PUBLIC UTILITY EASEMENT INSTR. NO. 2004-0144844
- (22) LANDSCAPE EASEMENT INSTR. NO. 2004-0144845
- (25) GAS PIPELINE EASEMENT INSTR. NO. 2006-0113622
- (30) PUBLIC UTILITY EASEMENT INSTR. NO. 2012-62887
- (31) BUS SHELTER EASEMENT PLAT DD PAGE 26
- (32) MAINTENANCE ACCESS, PRIVATE ACCESS, AND PRIVATE UTILITY EASEMENT BOOK GG PAGE 45

BUILDING SUMMARY

BUILDING ID	PROPOSED USE	SQUARE FOOTAGE
BLDG-1	COFFEE SHOP (DRIVE-THRU)	3,000
BLDG-2	RETAIL	16,742
BLDG-3	QUICK-SERVE RESTAURANT (DRIVE-THRU)	3,736
BLDG-4	RETAIL	3,745
BLDG-5	FUELING STATION	4,700
BLDG-6	QUICK-SERVE RESTAURANT (DRIVE-THRU)	3,015
BLDG-7	RETAIL	23,272
TOTAL		58,210

REQUIRED PARKING

BUILDING USE	FLOOR AREA (SF)	STALL RATIO	STALLS	REQUIRED	PROPOSED
COFFEE SHOP (DRIVE-THRU)	3,000	1 PER 100 SF		30	30
RETAIL	16,742	1 PER 300 SF		56	56
RESTAURANT (DRIVE-THRU)	3,736	1 PER 100 SF		38	39
RETAIL	3,745	1 PER 300 SF		13	13
GAS STATION	4,700	1 PER 300 SF		16	18
RESTAURANT (DRIVE-THRU)	3,015	1 PER 100 SF		30	30
RETAIL	23,272	1 PER 300 SF		78	141
TOTAL:				261	327

NOTES:
1. THE NUMBER OF THE REQUIRED PARKING STALLS IS BASED ON CHAPTER 19.26 OF THE CITY OF ROSEVILLE CODE OF ORDINANCES.
2. THE NUMBER OF THE REQUIRED ADA PARKING STALLS IS BASED ON CHAPTER 11B-208.2 OF THE 2025 CALIFORNIA BUILDING CODE.
3. THE NUMBER OF THE REQUIRED EV CAPABLE AND EVCS PARKING STALLS IS BASED ON CHAPTER 5 OF THE 2025 CALFORNIA GREEN BUILDING STANDARDS CODE.
4. THE NUMBER OF THE REQUIRED ACCESSIBLE EV CHARGING STATIONS IS BASED ON CHAPTER 11B-228.3 OF THE 2025 CALIFORNIA BUILDING CODE.
5. PARKING REQUIREMENTS ARE ANALYZED FOR EACH PROPOSED LOT AND THE SUM OF THE REQUIRED PARKING SPACES IS SHOWN IN THE OVERALL PARKING TABLE. EACH LOT HAS THE ADEQUATE NUMBER OF ADA, EV CAPABLE, EV CHARGING, AND ACCESSIBLE EV CHARGING STALLS.

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WWW.KIMLEY-HORN.COM

LICENSED PROFESSIONAL ENGINEER — REGISTERED PROFESSIONAL ENGINEER — BROOKS BAZ — No. 93247 — CIVIL — STATE OF CALIFORNIA — NOT FOR CONSTRUCTION

KHA PROJECT	DATE	SCALE	DESIGNED	DRAWN	CHECKED
197901001	6/12/2026	AS SHOWN	PSS	PSS	JAK

OVERALL SITE PLAN

SIERRA VIEW SHOPPING CENTER
SWC OF FIDDYMENT RD & PLEASANT GROVE BLVD
ROSEVILLE, CA 95747

SHEET NUMBER
C2.0
4 OF 23

Plotted By:Szarecki, Piotr Sheet Set:Kha Layout:C2.0 July 06, 2026 08:36:06am K:\BAY_LDEV\197901001 - Roseville Retail Center (JAK)\CAD\PlanSheets\C2.0 - PRELIMINARY SITE & PARKING PLAN.dwg
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LOT 1
BOOK GG, PAGE 45
APN 498-370-001-000
GREEK ORTHODOX HOUSING CORPORATION

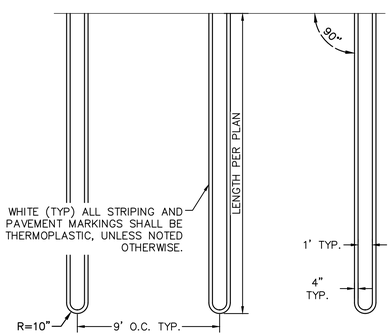
IMROVEMENTS BY OTHERS UNDER SEPARATE PERMIT

LEGEND

- PROPERTY LINE
- EASEMENT
- CENTERLINE
- FLOW LINE (VALLEY GUTTER/SWALE)
- CMU SCREEN WALL
- PROPOSED CONCRETE PAVEMENT
- PROPOSED ASPHALT PAVEMENT
- PROPOSED LANDSCAPING
- PROPOSED BIORETENTION
- PROPOSED CONCRETE SIDEWALK
- (#) ROW PARKING SPACE COUNT
- R=30' / R=50' FIRE TRUCK TURN RADII
- ADA PATH OF TRAVEL
- EV CAPABLE (NO EVSE)
- EV CHARGING STATION (WITH EVSE)
- STANDARD ADA PARKING
- VAN ADA PARKING
- (#) EASEMENT (SEE SHEET C1.0)

GENERAL NOTES

1. DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
2. PROPOSED ADA PARKING SPACES ARE DESIGNED WITH A MAXIMUM 1.5% SLOPE IN ALL DIRECTIONS. CONTRACTOR TO ENSURE SLOPE DOES NOT EXCEED 2.0% IN ANY DIRECTION.
3. PROPOSED SIDEWALK/ADA ROUTES ARE DESIGNED WITH A MAXIMUM 1.5% CROSS SLOPE AND A MAXIMUM 4.5% LONGITUDINAL SLOPE. CONTRACTOR TO ENSURE CROSS SLOPE DOES NOT EXCEED 2.0% AND LONGITUDINAL SLOPE DOES NOT EXCEED 5.0%.
4. CONTRACTOR SHALL VERIFY EXISTING IMPROVEMENTS SHOWN ON THE PLAN, AND NOTIFY ENGINEER IMMEDIATELY IF DISCREPANCIES ARE PRESENT.
5. CONTRACTOR TO PROTECT IN PLACE, DURING DEMOLITION AND CONSTRUCTION, ALL EXISTING IMPROVEMENTS THAT ARE TO REMAIN AS NOTED ON THE PLAN.
6. ANY EXISTING STRUCTURE, IMPROVEMENT, OR APPURTENANCE TO REMAIN THAT IS DAMAGED DURING DEMOLITION OR CONSTRUCTION SHALL BE IMMEDIATELY REPAIRED OR REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
7. PARKING STRIPING PER DETAIL 1 SHOWN HEREON.
8. ALL IMPROVEMENTS SHALL CONFORM TO THE CITY OF ROSEVILLE STANDARDS, DETAILS, AND SPECIFICATIONS.
9. ALL PARKING SPACES ARE 18' X 9' UNLESS OTHERWISE NOTED. PER CITY OF ROSEVILLE, PARKING SPACES CAN BE REDUCED TO 16' X 9' IF VEHICLES CAN OVERHAND LANDSCAPE AREAS AND IF IT INCREASES THE TOTAL AMOUNT OF LANDSCAPING PROVIDED.
10. ALL TENANT SPACES WITH A FIRE AREA OF 3,600 SF OR GREATER SHALL BE EQUIPPED WITH A FIRE SPRINKLER SYSTEM AND FIRE ALARM SYSTEM IN ACCORDANCE WITH ROSEVILLE FIRE DEPARTMENT STANDARDS.
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ALL PARKING SPACES SHALL BE DELINEATED AND SEPARATED BY A PAINTED DIVIDER (DOUBLE STRIPE) AS SHOWN ON THE TYPICAL STALL ILLUSTRATION. THE STRIPES SHALL BE A FOUR-INCH SOLID LINE PAINTED WHITE IN COLOR. THE USE OF GRAPHICS OR TEXT IN OR AROUND THE STRIPING IS PROHIBITED. THE STRIPING SHALL BE MAINTAINED IN A CLEAR AND VISIBLE MANNER.

1 PARKING STRIPING DETAIL

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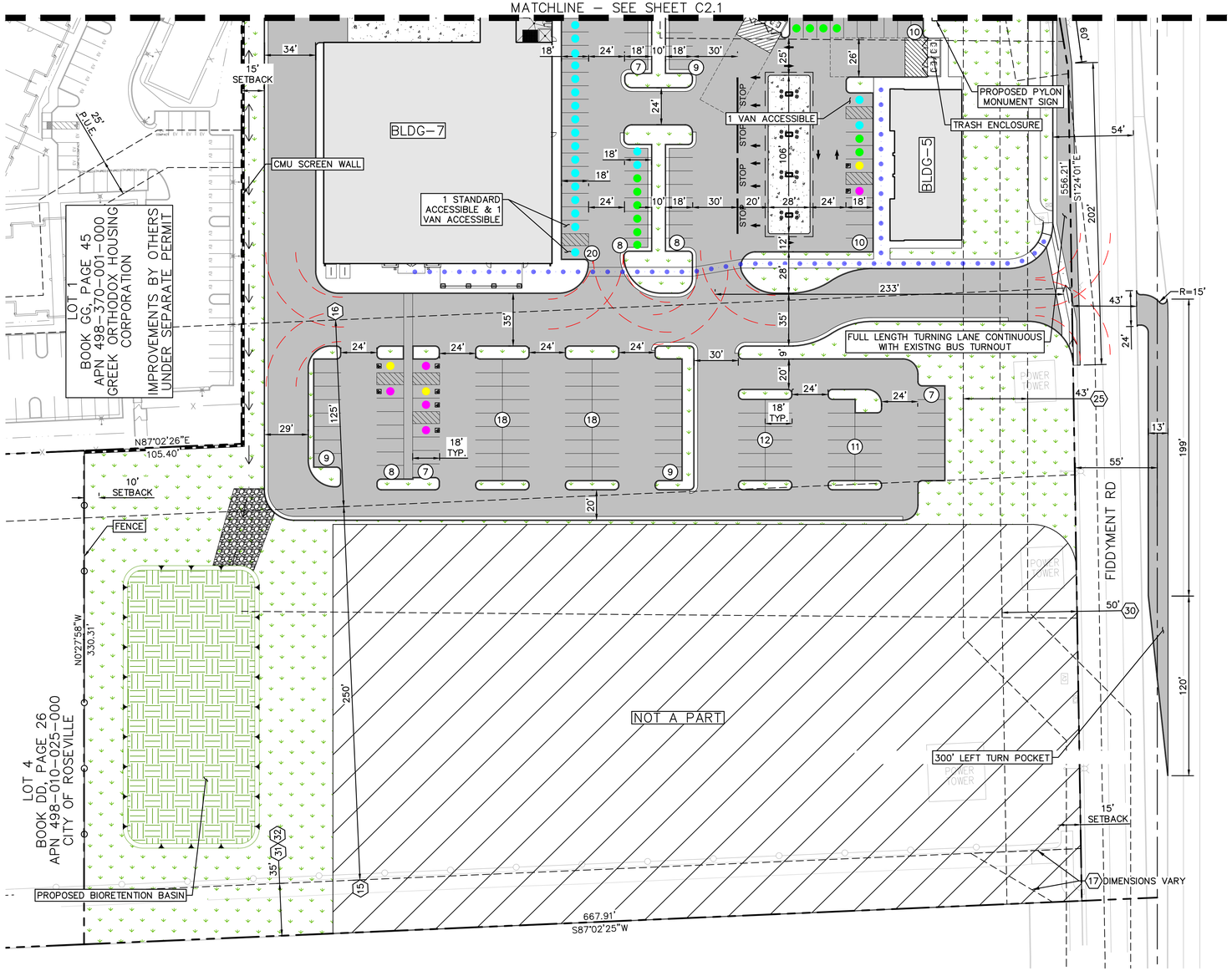
KHA PROJECT	197901001
DATE	6/12/2026
SCALE	AS SHOWN
DESIGNED	PSS
DRAWN	PSS
CHECKED	JAK

PRELIMINARY PARKING & SITE PLAN

SIERRA VIEW SHOPPING CENTER
SWC OF FIDDYMENT RD & PLEASANT GROVE BLVD
ROSEVILLE, CA 95747

SHEET NUMBER C2.1
5 OF 23

Plotted By:Szarecki, Piotr Sheet Set:Kha Layout:C2.1 July 06, 2026 08:36:08am K:\BAY_LDEV\197901001 - Roseville Retail Center (JAK)\CAD\PlanSheets\C2.0 - PRELIMINARY SITE & PARKING PLAN.dwg
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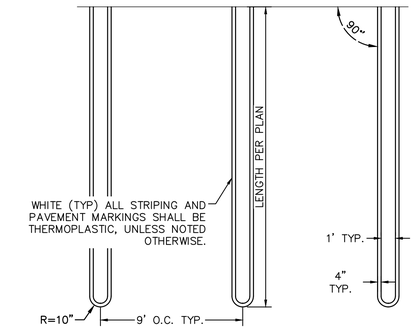


LEGEND

- PROPERTY LINE
- EASEMENT
- CENTERLINE
- FLOW LINE (VALLEY GUTTER/SWALE)
- CMU SCREEN WALL
- PROPOSED CONCRETE PAVEMENT
- PROPOSED ASPHALT PAVEMENT
- PROPOSED LANDSCAPING
- PROPOSED BIORETENTION
- PROPOSED CONCRETE SIDEWALK
- (#) ROW PARKING SPACE COUNT
- FIRE TRUCK TURN RADII
- ADA PATH OF TRAVEL
- EV CAPABLE (NO EVSE)
- EV CHARGING STATION (WITH EVSE)
- STANDARD ADA PARKING
- VAN ADA PARKING
- (#) EASEMENT (SEE SHEET C1.0)

GENERAL NOTES

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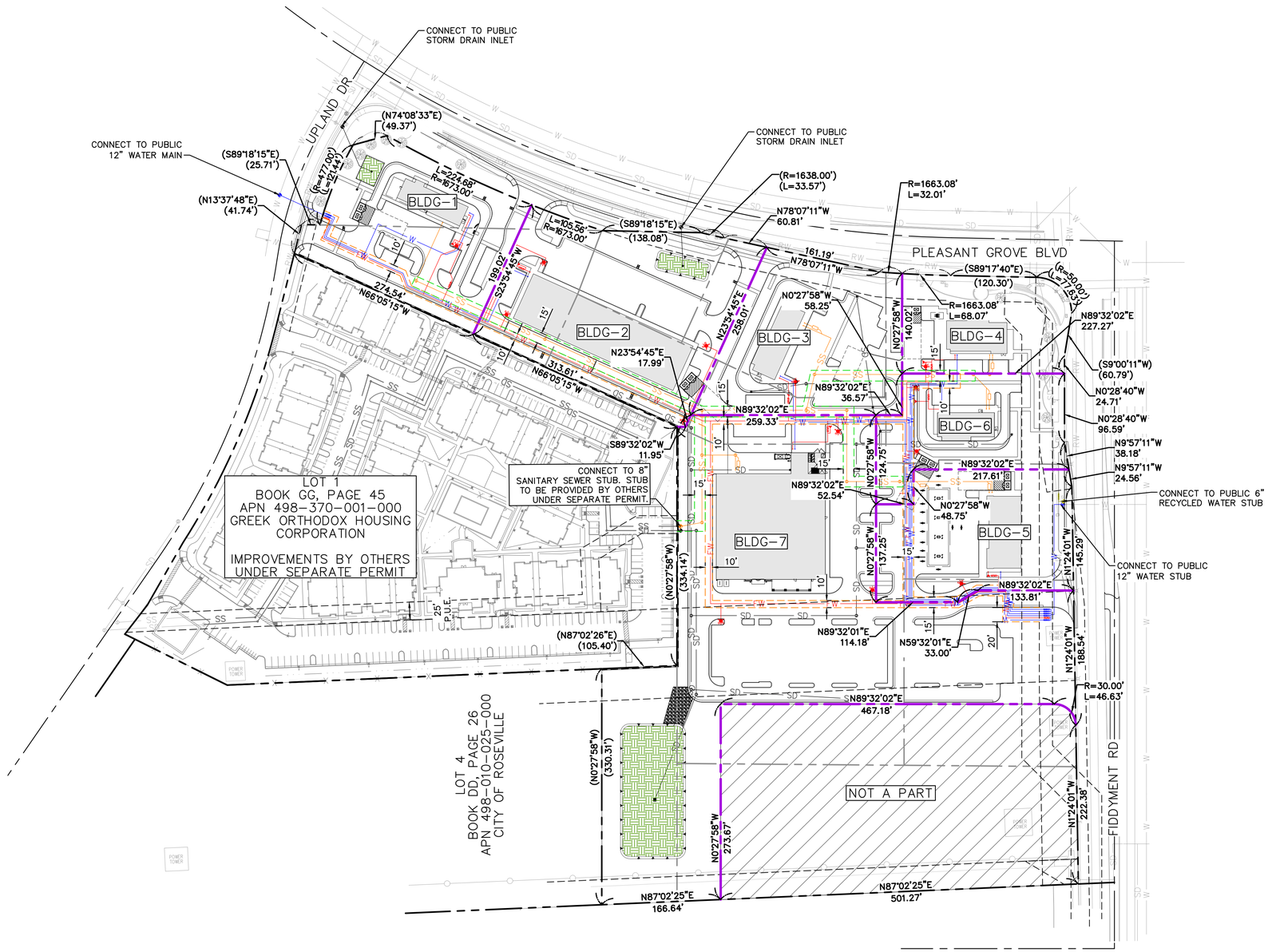
KHA PROJECT	197901001
DATE	6/12/2026
SCALE AS SHOWN	
DESIGNED	PSS
DRAWN	PSS
CHECKED	JAK
DATE:	

PRELIMINARY PARKING & SITE PLAN

SIERRA VIEW SHOPPING CENTER
SWC OF FIDDYMENT RD & PLEASANT GROVE BLVD
ROSEVILLE, CA 95747

SHEET NUMBER
C2.2
6 OF 23

Plotted By: Szarecki, Piotr Sheet Set: Kha Layout: C2.2 July 06, 2026 08:36:13am K:\BAY_LDEV\197901001 - Roseville Retail Center (JAK)\CAD\PlanSheets\C2.0 - PRELIMINARY SITE & PARKING PLAN.dwg
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NORTH

GRAPHIC SCALE IN FEET
0 40 80 160

LEGEND

- SURVEYED PROPERTY LINE
- PROPOSED PROPERTY LINE
- PROPERTY LINE TO BE ABANDONED
- EXISTING EASEMENT
- PROPOSED PUBLIC EASEMENT
- PROPOSED PRIVATE EASEMENT
- PROPOSED STORM DRAIN PIPE
- EXISTING STORM DRAIN PIPE
- PROPOSED STORM DRAIN MANHOLE
- EXISTING STORM DRAIN MANHOLE
- PROPOSED STORM DRAIN INLET
- EXISTING STORM DRAIN INLET
- PROPOSED SANITARY SEWER PIPE
- EXISTING SANITARY SEWER PIPE
- PROPOSED SANITARY SEWER MANHOLE
- EXISTING SANITARY SEWER MANHOLE
- PROPOSED WATER PIPE
- EXISTING WATER PIPE
- PROPOSED FIRE WATER PIPE
- PROPOSED FIRE HYDRANT
- PROPOSED BIORETENTION
- 222.00' N78°07'11"W — PROPOSED BEARING AND DISTANCE
- (222.00') (N78°07'11"W) — SURVEYED BEARING AND DISTANCE
- PROPOSED UTILITY POC TO PUBLIC

GENERAL NOTES

1. ALL IMPROVEMENTS SHALL CONFORM TO THE CITY OF ROSEVILLE STANDARDS, DETAILS, AND SPECIFICATIONS.
2. SEE SHEETS C4.1 AND C4.2 FOR STORM WATER RUNOFF COLLECTION LAYOUT, UNDERGROUND CONVEYANCE LAYOUT AND CONNECTION TO THE PUBLIC SYSTEM.
3. SEE SHEETS C3.1 AND C3.2 FOR UNDERGROUND UTILITY SIZES AND GRAVITY FLOW DIRECTIONS.
4. OWNER SHALL PREPARE AND RECORD PRIVATE RECIPROCAL EASEMENTS AND AGREEMENTS BETWEEN LOTS FOR ACCESS, DRAINAGE, UTILITIES, AND CONSTRUCTION PRIOR TO THE SALE OR OWNERSHIP TRANSFER OF ANY LOT.

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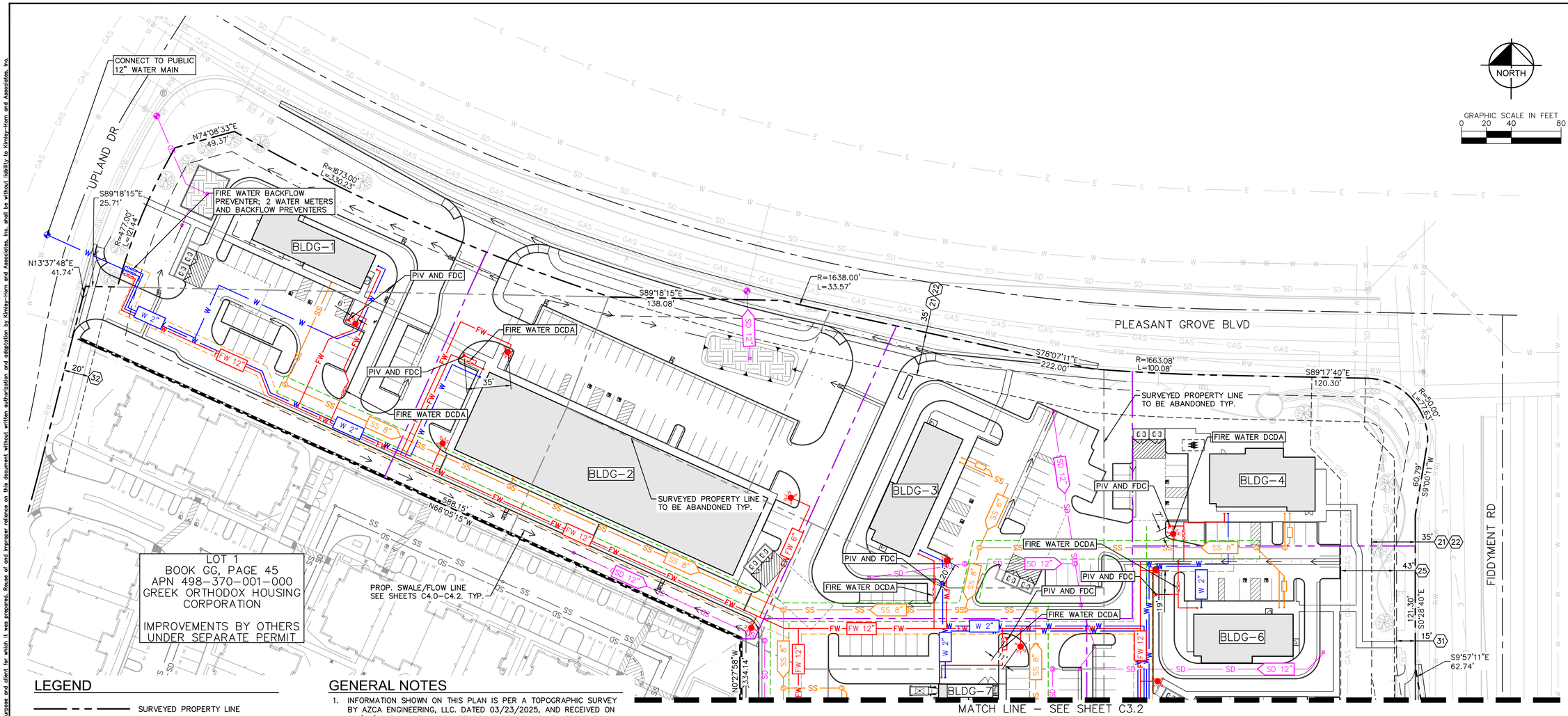
KHA PROJECT 197901001
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SCALE AS SHOWN
DESIGNED PSS
DRAWN PSS
CHECKED JAK

OVERALL WET UTILITY PLAN

SIERRA VIEW SHOPPING CENTER
SWC OF FIDDYMENT RD & PLEASANT GROVE BLVD
ROSEVILLE, CA 95747

SHEET NUMBER C3.0
7 OF 23

Plotted By:Szarenski, Piotr Sheet Set:Kha Layout:C4.0 July 06, 2026 08:36:30am K:\BAY_LDEV\197901001 - Roseville Retail Center (JAK)\CAD\PlanSheets\C3.0 - OVERALL UTILITY PLAN.dwg
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LEGEND

- SURVEYED PROPERTY LINE
- PROPOSED PROPERTY LINE
- PROPERTY LINE TO BE ABANDONED
- EXISTING EASEMENT
- PROPOSED PUBLIC EASEMENT
- PROPOSED PRIVATE EASEMENT
- CENTERLINE
- PROPOSED STORM DRAIN PIPE
- EXISTING STORM DRAIN PIPE
- PROPOSED STORM DRAIN MANHOLE
- PROPOSED STORM DRAIN INLET
- PROPOSED SANITARY SEWER PIPE
- EXISTING SANITARY SEWER PIPE
- PROPOSED SANITARY SEWER MANHOLE
- EXISTING SANITARY SEWER MANHOLE
- PROPOSED WATER PIPE
- PROPOSED WATER METER AND BACKFLOW PREVENTER
- EXISTING WATER PIPE
- PROPOSED FIRE WATER PIPE
- PROPOSED FIRE HYDRANT
- PROPOSED FIRE WATER BACKFLOW PREVENTER/DCDA, FDC
- EXISTING FIRE HYDRANT
- PROPOSED UTILITY POC TO PUBLIC

GENERAL NOTES

1. INFORMATION SHOWN ON THIS PLAN IS PER A TOPOGRAPHIC SURVEY BY AZCA ENGINEERING, LLC. DATED 03/23/2025, AND RECEIVED ON 06/11/2025. KIMLEY-HORN BEARS NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION SHOWN HEREON.
2. CONTRACTOR TO VERIFY EXISTING IMPROVEMENTS SHOWN ON PLANS.
3. CONTRACTOR TO PROTECT-IN-PLACE, DURING DEMOLITION AND CONSTRUCTION, ALL EXISTING IMPROVEMENTS THAT ARE TO REMAIN AS NOTED ON THE PLAN.
4. ANY EXISTING STRUCTURE, IMPROVEMENT, OR APPURTENANCE TO REMAIN THAT IS DAMAGED DURING DEMOLITION OR CONSTRUCTION SHALL BE IMMEDIATELY REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE.
5. CONTRACTOR SHALL VERIFY AND LOCATE ALL EXISTING UNDERGROUND UTILITIES BEFORE CONSTRUCTION AND PROTECT-IN-PLACE UNLESS OTHERWISE NOTED ON THE PLANS.
6. ALL PROPOSED WATER LINES ARE ASSUMED TO BE 2".
7. PROPOSED FIRE WATER MAIN LINES ARE ASSUMED TO BE 10", BUILDING AND HYDRANT SERVICE LINES ARE ASSUMED TO BE 6".
8. PROPOSED SANITARY SEWER MAIN LINES ARE ASSUMED TO BE 8", SERVICE LINES ARE ASSUMED TO BE 6".
9. PROPOSED DOMESTIC WATER SERVICE LINES ARE ASSUMED TO BE 2".
10. SEE SHEETS C4.1 AND C4.2 FOR PROPOSED STORM DRAIN INFORMATION.
11. OWNER SHALL PREPARE AND RECORD PRIVATE RECIPROCAL EASEMENTS AND AGREEMENTS BETWEEN LOTS FOR ACCESS, DRAINAGE, UTILITIES, AND CONSTRUCTION PRIOR TO THE SALE OR OWNERSHIP TRANSFER OF ANY LOT.

811 Know what's below. Call before you dig.

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WWW.KIMLEY-HORN.COM

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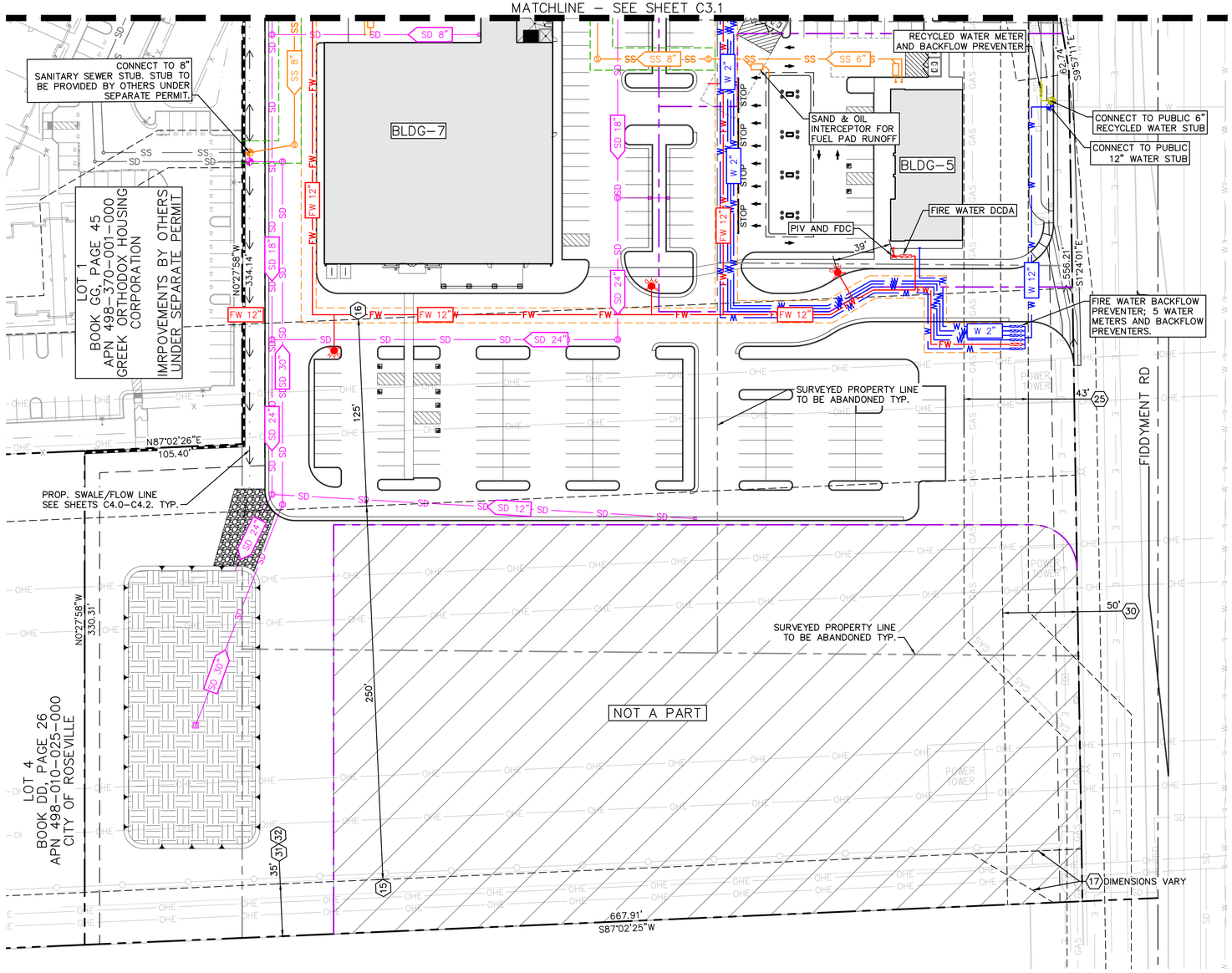
KHA PROJECT	197901001
DATE	6/12/2026
SCALE	AS SHOWN
DESIGNED	PSS
DRAWN	PSS
CHECKED	JAK

PRELIMINARY WET UTILITY PLAN

SIERRA VIEW SHOPPING CENTER
SWC OF FIDDYMENT RD & PLEASANT GROVE BLVD
ROSEVILLE, CA 95747

SHEET NUMBER C3.1
8 OF 23

Plotted By:Szarecki, Piotr Sheet Set:Kha Layout:C3.0 July 06, 2026 08:36:45am K:\BAY_LDEV\197901001 - Roseville Retail Center (JAK)\CAD\PlanSheets\C3.0 - PRELIMINARY UTILITY PLAN.dwg
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NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

LEGEND

- SURVEYED PROPERTY LINE
- PROPOSED PROPERTY LINE
- PROPERTY LINE TO BE ABANDONED
- EXISTING EASEMENT
- PROPOSED PUBLIC EASEMENT
- PROPOSED PRIVATE EASEMENT
- CENTERLINE
- PROPOSED STORM DRAIN PIPE
- EXISTING STORM DRAIN PIPE
- PROPOSED STORM DRAIN MANHOLE
- PROPOSED STORM DRAIN INLET
- PROPOSED SANITARY SEWER PIPE
- EXISTING SANITARY SEWER PIPE
- PROPOSED SANITARY SEWER MANHOLE
- EXISTING SANITARY SEWER MANHOLE
- PROPOSED WATER PIPE
- PROPOSED WATER METER AND BACKFLOW PREVENTER
- EXISTING WATER PIPE
- PROPOSED FIRE WATER PIPE
- PROPOSED FIRE HYDRANT
- PROPOSED FIRE WATER BACKFLOW PREVENTER/DCDA, FDC
- EXISTING FIRE HYDRANT
- UTILITY POC TO PUBLIC

GENERAL NOTES

1. INFORMATION SHOWN ON THIS PLAN IS PER A TOPOGRAPHIC SURVEY BY AZCA ENGINEERING, LLC. DATED 03/23/2025, AND RECEIVED ON 06/11/2025. KIMLEY–HORN BEARS NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION SHOWN HEREON.
2. CONTRACTOR TO VERIFY EXISTING IMPROVEMENTS SHOWN ON PLANS.
3. CONTRACTOR TO PROTECT–IN–PLACE, DURING DEMOLITION AND CONSTRUCTION, ALL EXISTING IMPROVEMENTS THAT ARE TO REMAIN AS NOTED ON THE PLAN.
4. ANY EXISTING STRUCTURE, IMPROVEMENT, OR APPURTENANCE TO REMAIN THAT IS DAMAGED DURING DEMOLITION OR CONSTRUCTION SHALL BE IMMEDIATELY REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE.
5. CONTRACTOR SHALL VERIFY AND LOCATE ALL EXISTING UNDERGROUND UTILITIES BEFORE CONSTRUCTION AND PROTECT–IN–PLACE UNLESS OTHERWISE NOTED ON THE PLANS.
6. ALL PROPOSED WATER LINES ARE ASSUMED TO BE 2".
7. PROPOSED FIRE WATER MAIN LINES ARE ASSUMED TO BE 12", BUILDING AND HYDRANT SERVICE LINES ARE ASSUMED TO BE 6".
8. PROPOSED SANITARY SEWER MAIN LINES ARE ASSUMED TO BE 8", SERVICE LINES ARE ASSUMED TO BE 6".
9. PROPOSED DOMESTIC WATER SERVICE LINES ARE ASSUMED TO BE 2".
10. SEE SHEETS C4.1 AND C4.2 FOR PROPOSED STORM DRAIN INFORMATION.
11. OWNER SHALL PREPARE AND RECORD PRIVATE RECIPROCAL EASEMENTS AND AGREEMENTS BETWEEN LOTS FOR ACCESS, DRAINAGE, UTILITIES, AND CONSTRUCTION PRIOR TO THE SALE OR OWNERSHIP TRANSFER OF ANY LOT.

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4637 CHABOT DR #300, PLEASANTON, CA 94588
PHONE: 925-398-4840
WWW.KIMLEY-HORN.COM

LICENSED PROFESSIONAL
REGISTERED PROFESSIONAL ENGINEER BRIAN COOKS BAO No. 32247 CIVIL STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

KHA PROJECT	197901001			
DATE	6/12/2026			
SCALE AS SHOWN				
DESIGNED	PSS	PSS	PSS	
DRAWN	PSS			
CHECKED	JAK			
DATE:				

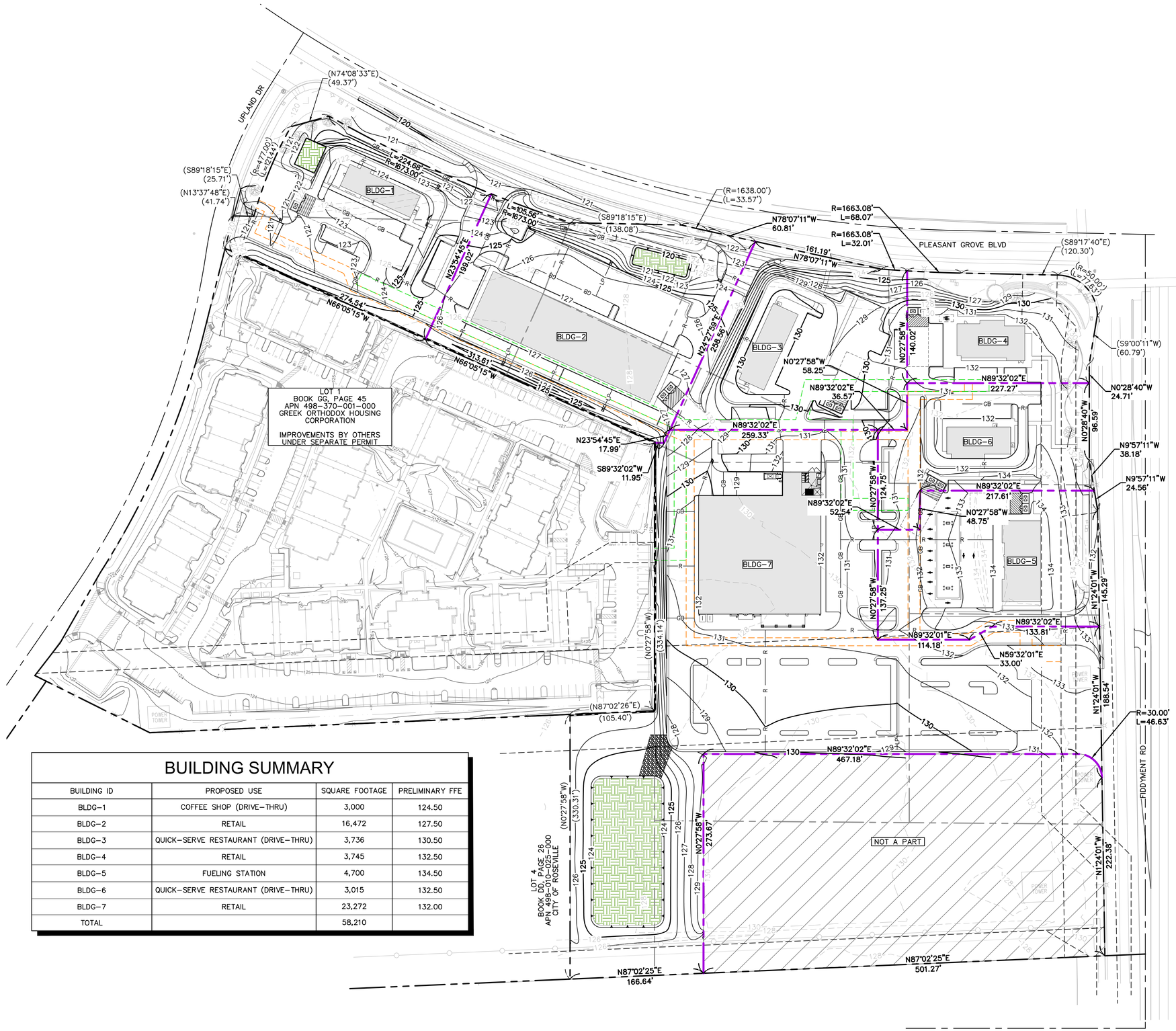
PRELIMINARY WET UTILITY PLAN

SIERRA VIEW SHOPPING CENTER

SWC OF FIDDYMENT RD & PLEASANT GROVE BLVD
ROSEVILLE, CA 95747

SHEET NUMBER
C3.2
9 OF 23

Plotted By:Szarecki, Piotr Sheet Set:Kha Layout:C3.1 July 06, 2026 08:36:47am K:\BAY_LDEV\197901001 - Roseville Retail Center (JAK)\CAD\PlanSheets\C3.0 - PRELIMINARY UTILITY PLAN.dwg
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BUILDING SUMMARY

BUILDING ID	PROPOSED USE	SQUARE FOOTAGE	PRELIMINARY FFE
BLDG-1	COFFEE SHOP (DRIVE-THRU)	3,000	124.50
BLDG-2	RETAIL	16,472	127.50
BLDG-3	QUICK-SERVE RESTAURANT (DRIVE-THRU)	3,736	130.50
BLDG-4	RETAIL	3,745	132.50
BLDG-5	FUELING STATION	4,700	134.50
BLDG-6	QUICK-SERVE RESTAURANT (DRIVE-THRU)	3,015	132.50
BLDG-7	RETAIL	23,272	132.00
TOTAL		58,210	

LEGEND

- SURVEYED PROPERTY LINE
- PROPOSED PROPERTY LINE
- PROPERTY LINE TO BE ABANDONED
- EXISTING EASEMENT
- PROPOSED PUBLIC EASEMENT
- PROPOSED PRIVATE EASEMENT
- CENTERLINE
- PROPOSED BIORETENTION
- BASIN SLOPE
- 222.00' N78°07'11"W — PROPOSED BEARING AND DISTANCE
- (222.00') (N78°07'11"W) — SURVEYED BEARING AND DISTANCE
- BASIN SLOPE
- 71 — PROPOSED CONTOUR
- 71 — EXISTING CONTOUR
- 71 — PROPOSED CONTOUR BY OTHERS
- GB GB — GRADE BREAK LINE
- R R — RIDGE LINE
- LP LP LP — LOW POINT LINE

GENERAL NOTES

1. ALL IMPROVEMENTS SHALL CONFORM TO THE CITY OF ROSEVILLE STANDARDS, DETAILS, AND SPECIFICATIONS.
2. SEE SHEETS C4.1 AND C4.2 FOR ELEVATION SPOT SHOTS.
3. SEE SHEETS C4.1 AND C4.2 FOR PROPOSED STORM DRAIN LAYOUT AND INFORMATION.
4. PROPOSED CONTOURS ARE SHOWN AT 1' INTERVALS.
5. EXISTING CONTOURS ARE SHOWN AT 2' INTERVALS.
6. ADA ACCESSIBLE PARKING SPACES ARE DESIGNED WITH A MAXIMUM 1.5% SLOPE IN ALL DIRECTIONS. CONTRACTOR TO ENSURE SLOPE DOES NOT EXCEED 2.0% IN ANY DIRECTION.
7. PROPOSED SIDEWALK/ADA ROUTES ARE DESIGNED WITH A MAXIMUM 1.5% CROSS SLOPE AND A MAXIMUM 4.5% LONGITUDINAL SLOPE. CONTRACTOR TO ENSURE CROSS SLOPE DOES NOT EXCEED 2.0% AND LONGITUDINAL SLOPE DOES NOT EXCEED 5.0%
8. EXISTING GROUND IS DEFINED BY THE TOPOGRAPHIC SURVEY BY AZCA ENGINEERING, INC. DATED 03/23/2025, AND RECEIVED ON 06/11/2025.

ESTIMATED EARTHWORK QUANTITIES

CUT: 18,000± CY

FILL: 9,500± CY

NET: 8,500± CY (CUT)

NOTE: THE ABOVE QUANTITIES ARE APPROXIMATE IN PLACE VOLUMES CALCULATED FROM THE EXISTING GROUND TO THE PROPOSED FINISHED GRADE. EXISTING GROUND IS DEFINED BY THE TOPOGRAPHIC SURVEY PROVIDED BY AZCA ENGINEERING, LLC. DATED 03/23/2025, AND RECEIVED ON 06/11/2025. PROPOSED FINISHED GRADE IS DEFINED AS THE FINAL GRADE AS INDICATED ON THE GRADING PLAN(S).

THE EARTHWORK QUANTITIES ABOVE ARE FOR PRELIMINARY PURPOSES ONLY. THEY HAVE NOT BEEN FACTORED TO ACCOUNT FOR CHANGES IN VOLUME DUE TO BULKING, CLEARING AND GRUBBING, SHRINKAGE, OVER-EXCAVATION AND RE-COMPACTION, AND CONSTRUCTION METHODS. NOR DO THEY ACCOUNT FOR THE THICKNESS OF PAVEMENT SECTIONS, FOOTINGS, SLABS, REUSE OF PULVERIZED MATERIALS THAT WILL UNDERLIE NEW PAVEMENTS, ETC. THE CONTRACTOR SHALL RELY ON THEIR OWN EARTHWORK ESTIMATES FOR BIDDING PURPOSES. ALL GRADING ACTIVITIES SHALL CONFORM WITH THE PROJECT GEOTECHNICAL REPORT.

NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

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LICENSED PROFESSIONAL
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NOT FOR CONSTRUCTION

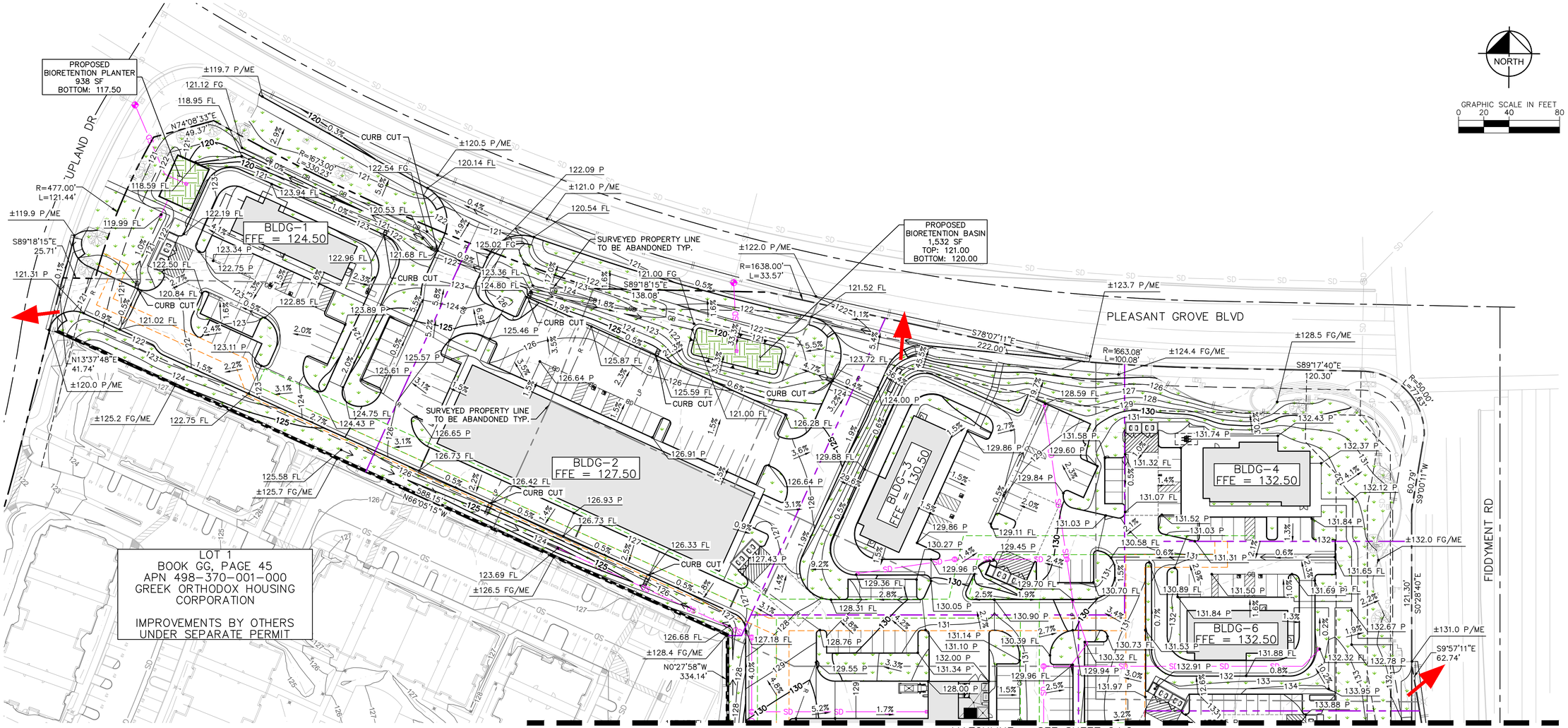
KHA PROJECT	197901001
DATE	6/12/2026
SCALE	AS SHOWN
DESIGNED	PSS
DRAWN	PSS
CHECKED	JAK
DATE:	

OVERALL GRADING PLAN

SIERRA VIEW SHOPPING CENTER
SWC OF FIDDYMENT RD & PLEASANT GROVE BLVD
ROSEVILLE, CA 95747

SHEET NUMBER
C4.0
10 OF 23

Plotted By:Szarecki, Piotr Sheet Set:Kha Layout:C3.0 July 09, 2026 08:37:02am K:\BAY_LDEV\197901001 - Roseville Retail Center (JAK)\CAD\PlanSheets\C4.0 - OVERALL GRADING PLAN.dwg
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LEGEND

- SURVEYED PROPERTY LINE
- PROPOSED PROPERTY LINE
- PROPERTY LINE TO BE ABANDONED
- EXISTING EASEMENT
- PROPOSED PUBLIC EASEMENT
- PROPOSED PRIVATE EASEMENT
- CENTERLINE
- 180.50 P — PROPOSED ELEVATION
- 180.50 P — EXISTING ELEVATION
- 1.5% — PROPOSED SLOPE
- 1.5% — EXISTING SLOPE
- 71 — PROPOSED CONTOUR
- 70 — EXISTING CONTOUR
- 71 — PROPOSED CONTOUR BY OTHERS
- LIMITS OF GRADING/MATCH EXISTING
- GB — GRADE BREAK LINE
- R — RIDGE LINE
- LP — LOW POINT LINE
- FLOW LINE (VALLEY GUTTER/SWALE)
- SD — PROPOSED STORM DRAIN PIPE
- SD — EXISTING STORM DRAIN PIPE
- PROPOSED STORM DRAIN MANHOLE
- EXISTING STORM DRAIN MANHOLE
- PROPOSED STORM DRAIN INLET
- EXISTING STORM DRAIN INLET
- PROPOSED LANDSCAPING
- PROPOSED BIORETENTION
- OVERLAND RELEASE
- UTILITY POC TO PUBLIC

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2. CONTRACTOR SHALL VERIFY EXISTING IMPROVEMENTS SHOWN ON THE PLAN, AND NOTIFY ENGINEER IMMEDIATELY IF DISCREPANCIES ARE PRESENT.
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LICENSED PROFESSIONAL

REGISTERED PROFESSIONAL ENGINEER BROOKS BAO No. C 93247 CIVIL STATE OF CALIFORNIA — NOT FOR CONSTRUCTION

KHA PROJECT	197901001		
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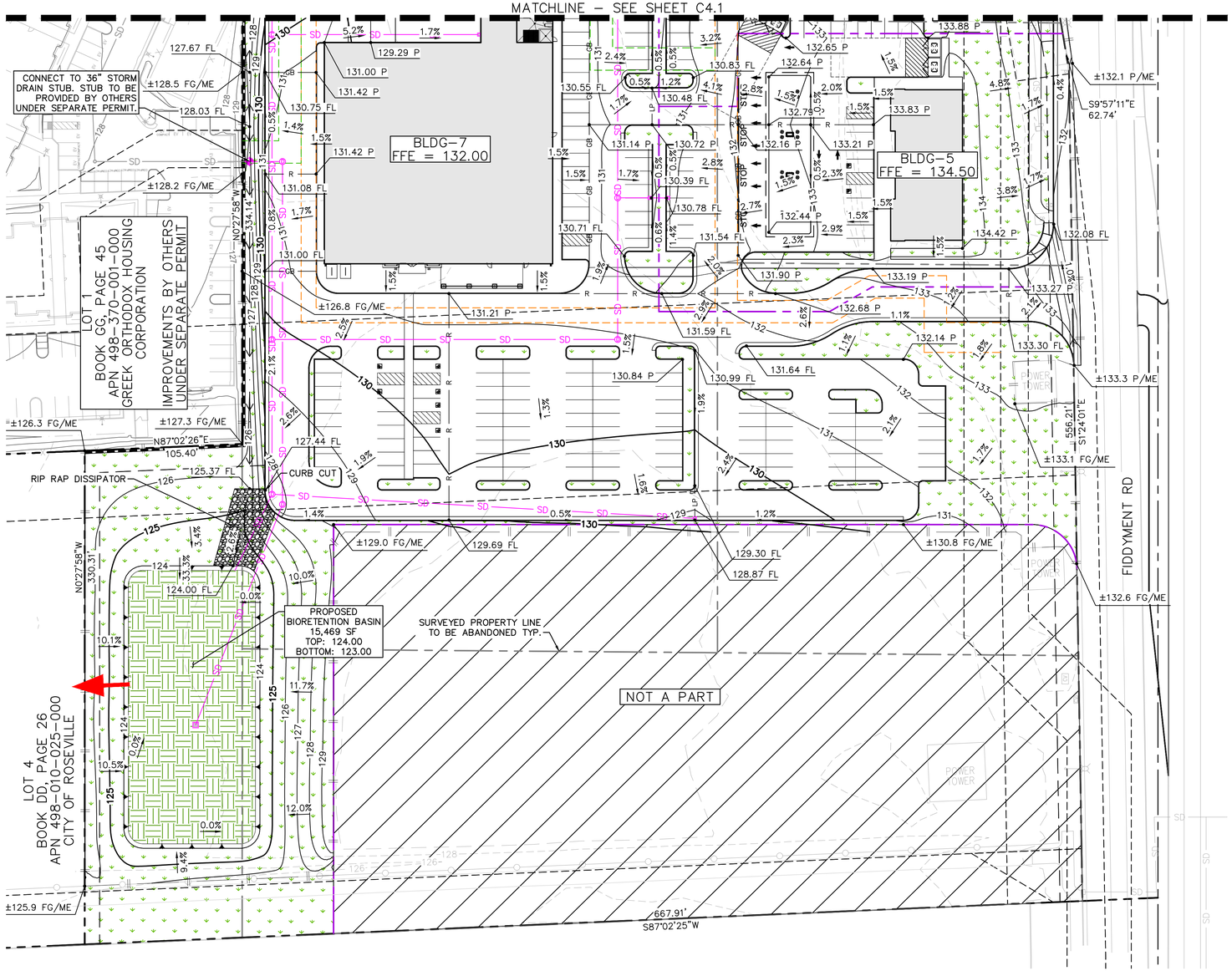
PRELIMINARY GRADING & DRAINAGE PLAN

SIERRA VIEW SHOPPING CENTER

SWC OF FIDDYMENT RD & PLEASANT GROVE BLVD
ROSEVILLE, CA 95747

SHEET NUMBER
C4.1
11 OF 23

Plotted By:Szarecki, Piotr Sheet Set:Kha Layout:C4.0 July 06, 2026 08:37:17am K:\BAY_LDEV\197901001 - Roseville Retail Center (JAK)\CAD\PlanSheets\C4.0 - PRELIMINARY GRADING & DRAINAGE PLAN.dwg
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NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

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NOT FOR CONSTRUCTION

KHA PROJECT	197901001
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DESIGNED	PSS
DRAWN	PSS
CHECKED	JAK

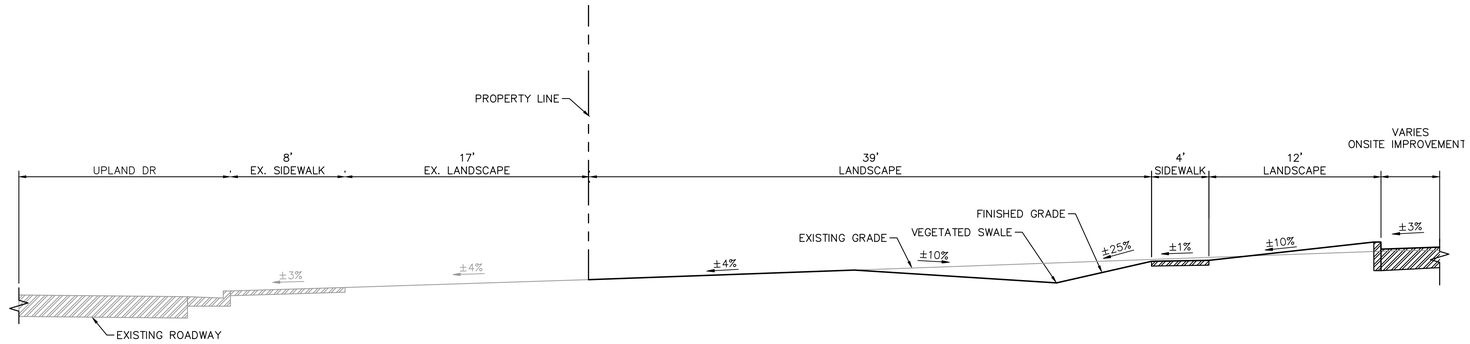
PRELIMINARY GRADING & DRAINAGE PLAN

SIERRA VIEW SHOPPING CENTER

SWC OF FIDDYMENT RD & PLEASANT GROVE BLVD
ROSEVILLE, CA 95747

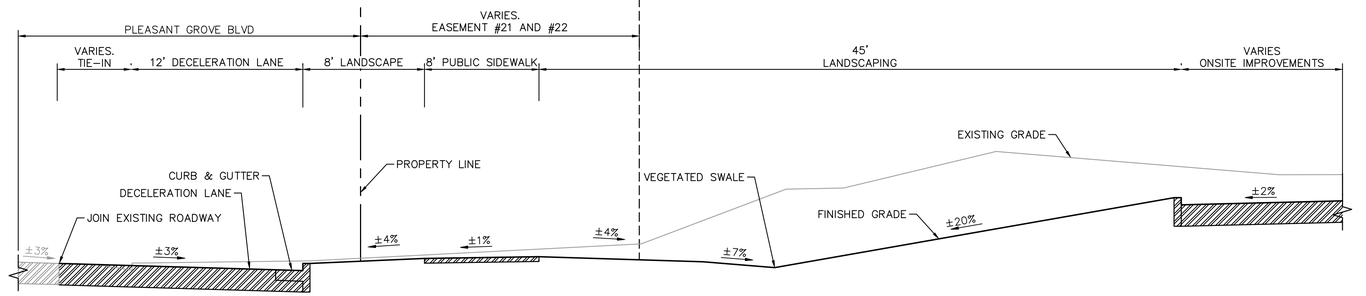
SHEET NUMBER
C4.2
12 OF 23

Plotted By:Szarecki, Piotr Sheet Set:Kha Layout:C4.1 July 09, 2026 08:37:20am K:\BAY_LDEV\197901001 - Roseville Retail Center (JAK)\CAD\PlanSheets\C4.0 - PRELIMINARY GRADING & DRAINAGE PLAN.dwg
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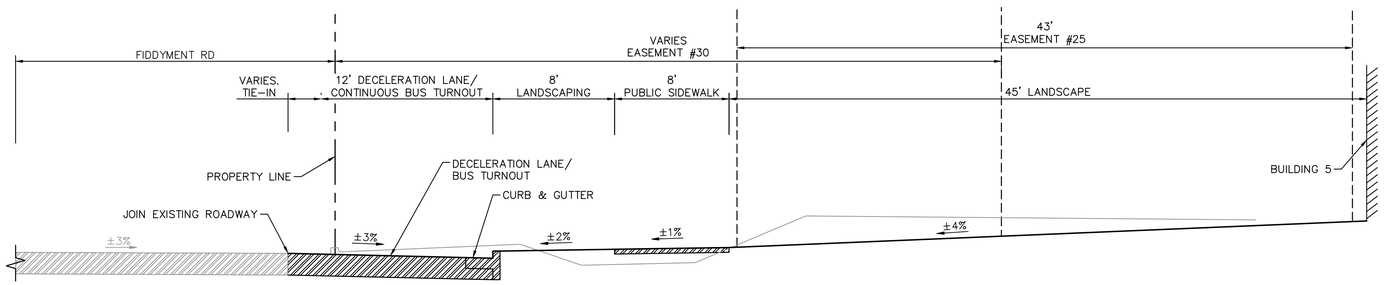
SECTION A

N.T.S.



SECTION B

N.T.S.



SECTION C

N.T.S.

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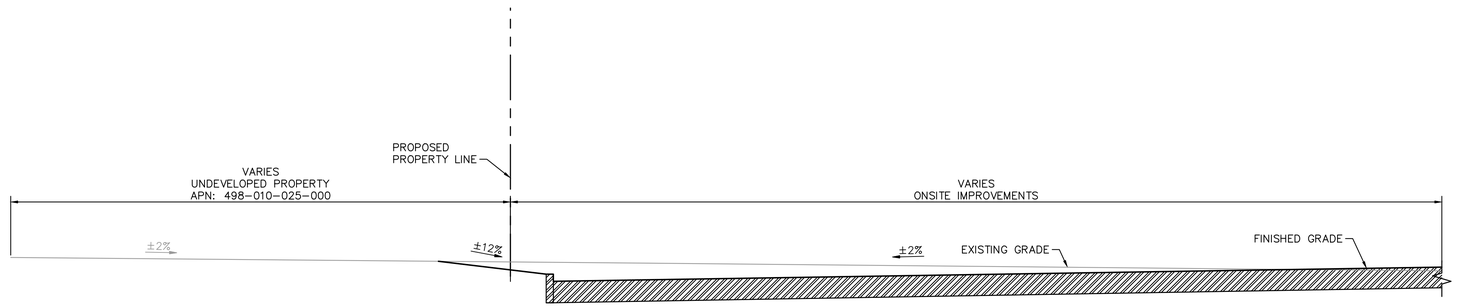
PRELIMINARY PROPERTY CROSS SECTIONS

SIERRA VIEW SHOPPING CENTER

SWC OF FIDDYMENT RD & PLEASANT GROVE BLVD
ROSEVILLE, CA 95747

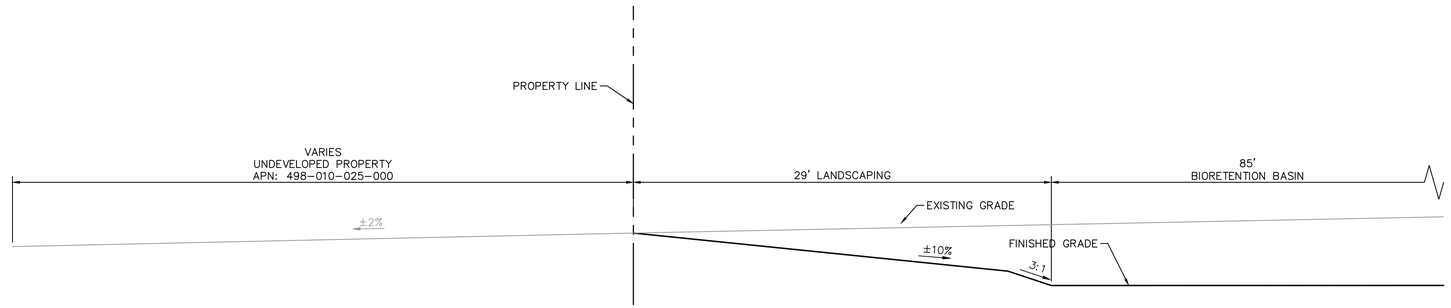
SHEET NUMBER
C4.3
13 OF 23

Plotted By:Szarecki, Piotr Sheet Set:Kha Layout:C4.2 July 06, 2026 08:37:34am K:\BAY_LDEV\197901001 - Roseville Retail Center (JAK)\CAD\PlanSheets\C4.2 - PRELIMINARY PROPERTY CROSS SECTIONS.dwg
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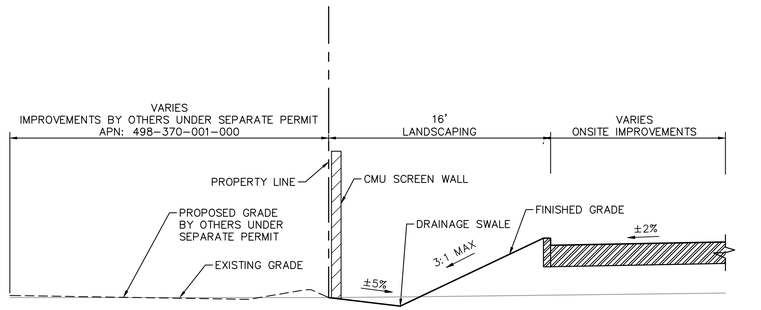


NOTE: A RIGHT OF ENTRY IS REQUIRED.

SECTION D
N.T.S.

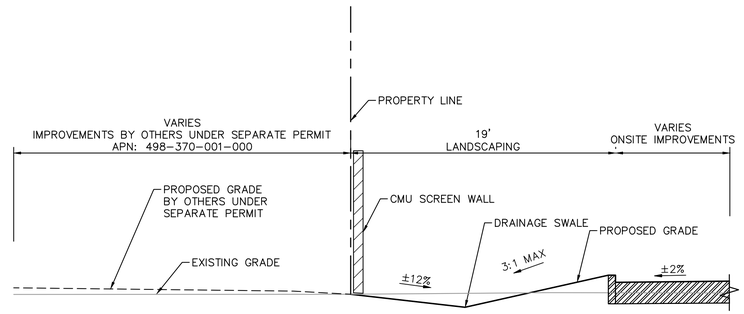


SECTION E
N.T.S.



NOTE: A RIGHT OF ENTRY IS REQUIRED.

SECTION F
N.T.S.



NOTE: A RIGHT OF ENTRY IS REQUIRED.

SECTION G
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LICENSED PROFESSIONAL
REGISTERED PROFESSIONAL ENGINEER BROOKS BAZ EXP. 12/31/27 CIVIL STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

KHA PROJECT	197901001
DATE	6/12/2026
SCALE	AS SHOWN
DESIGNED	PSS
DRAWN	PSS
CHECKED	JAK
DATE:	

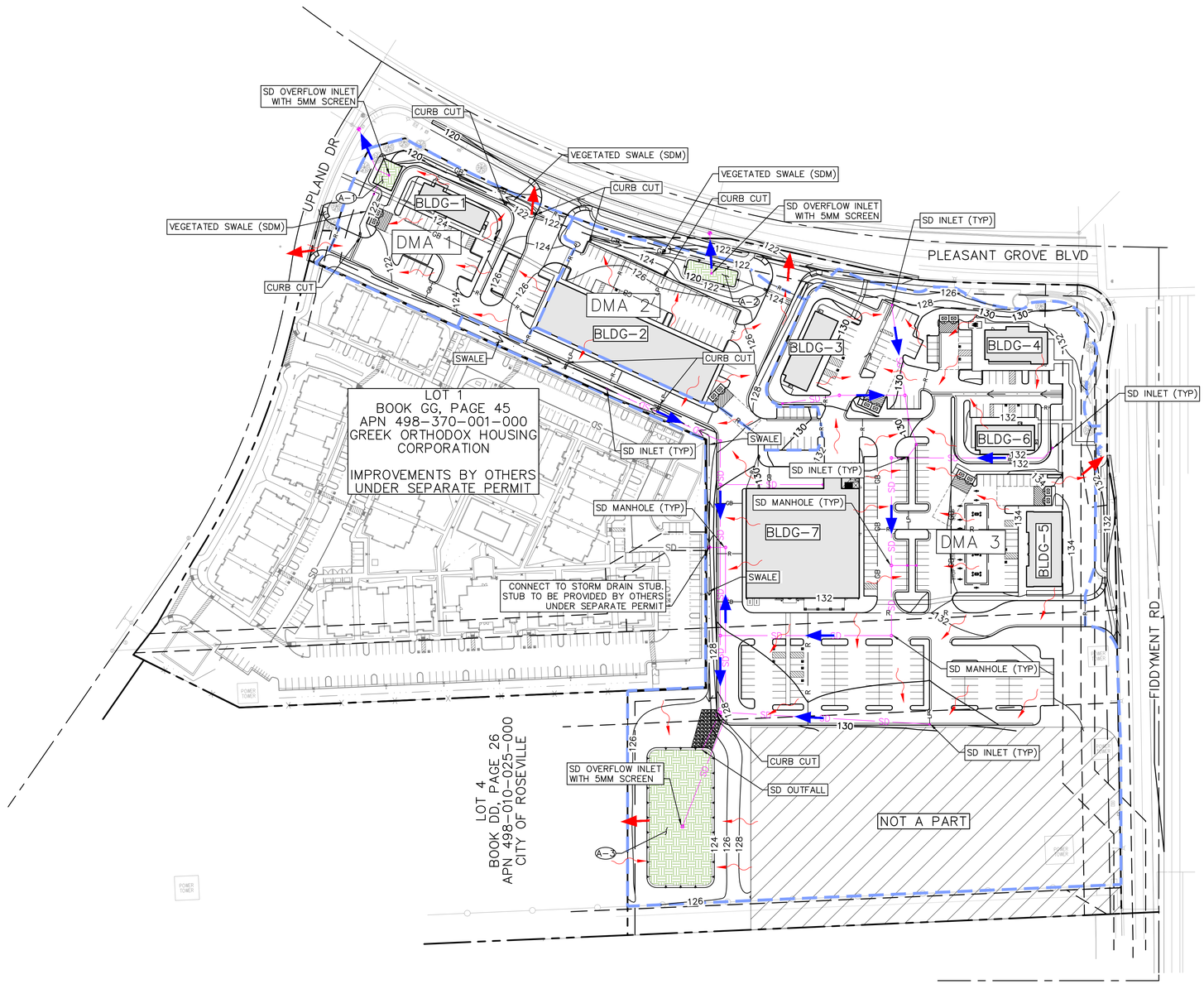
PRELIMINARY PROPERTY CROSS SECTIONS

SIERRA VIEW SHOPPING CENTER

SWC OF FIDDYMENT RD & PLEASANT GROVE BLVD
ROSEVILLE, CA 95747

SHEET NUMBER
C4.4
14 OF 23

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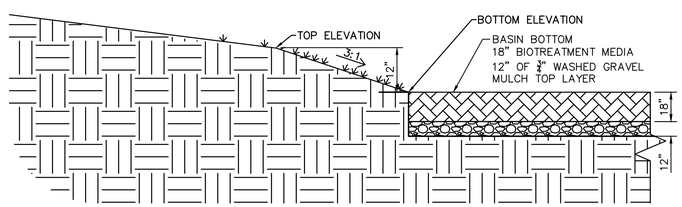
LEGEND

- PROPERTY LINE
- EASEMENT
- CENTERLINE
- DMA BOUNDARY
- PROPOSED STORM DRAIN PIPE
- EXISTING STORM DRAIN PIPE
- PROPOSED STORM DRAIN MANHOLE
- PROPOSED STORM DRAIN INLET
- PROPOSED DIRECTION OF FLOW
- PIPE FLOW DIRECTION
- PROPOSED CONTOUR
- EXISTING CONTOUR
- PROPOSED FLOW LINE/SWALE
- OVERLAND RELEASE
- BMP ID
- PROPOSED BIORETENTION
- STORM DRAIN POC TO PUBLIC
- GRADE BREAK LINE
- RIDGE LINE
- LOW POINT LINE

STORM WATER QUALITY NOTES

1. SEE STORM WATER QUALITY NARRATIVE DATED 06/12/2026 INCLUDED WITH THIS SUBMITTAL FOR ADDITIONAL INFORMATION.
2. ALL PROPOSED IMPROVEMENTS SHALL COMPLY WITH THE LATEST EDITION OF CITY OF ROSEVILLE STANDARDS AND SPECIFICATIONS.
3. PROJECT SHALL COMPLY WITH THE STORM WATER QUALITY REQUIREMENTS PRESENTED IN THE WEST PLACER STORM WATER QUALITY DESIGN MANUAL.
4. FULL TRASH CAPTURE IS PROPOSED AT EACH STORM DRAIN INLET AND OVERFLOW.
5. THE PROJECT PROPOSES TREE PLANTING AND PRESERVATION AS A LID SITE DESIGN MEASURE. REFER TO FORM 3-4 AND LANDSCAPE PLANS FOR MORE INFORMATION.
6. REFER TO FORM 3-4 FOR VEGETATED SWALE VOLUME REDUCTION AND EFFECTIVE TREATED IMPERVIOUS AREA.
7. OWNER SHALL PREPARE AND RECORD PRIVATE RECIPROCAL EASEMENTS AND AGREEMENTS BETWEEN LOTS FOR ACCESS, DRAINAGE, UTILITIES, AND CONSTRUCTION PRIOR TO THE SALE OR OWNERSHIP TRANSFER OF ANY LOT.
8. STORM WATER QUALITY CALCULATIONS AND BMP SIZING CALCULATIONS ASSUME 20% PERVIOUS COVER, WHICH IS THE MINIMUM PERVIOUS COVER REQUIRED BY THE CITY. THE ACTUAL PERVIOUS COVER IS GREATER.
9. BMP A-3 IS SIZED AND DESIGNED TO TREAT THE REMAINDER PARCEL TO THE SOUTH OF THE PROPOSED DEVELOPMENT (DESIGNATED AS "NOT A PART") ASSUMING 80% IMPERVIOUS COVER.

DMA #	BMP ID	TOTAL DRAINAGE AREA (SF)	IMPERVIOUS AREA (SF)	PERVIOUS AREA (SF)	BMP PROVIDED	BMP AREA (SF)	WATER QUALITY FLOW (CFS)	WATER QUALITY VOLUME (CF)	WATER QUALITY FLOW PROVIDED (CFS)	WATER QUALITY VOLUME PROVIDED (CF)
1	A-1	61,771	49,417	12,354	FLOW-THRU PLANTER	938	0.085	–	0.109	–
2	A-2	62805	50,244	12,561	DETENTION BASIN	1,532	–	1,806	–	2,060
3	A-3	514,577	411,662	102,915	DETENTION BASIN	15,469	–	20,553	–	20,806



TYPICAL BASIN CROSS SECTION DETAIL

NORTH

GRAPHIC SCALE IN FEET
0 40 80 160

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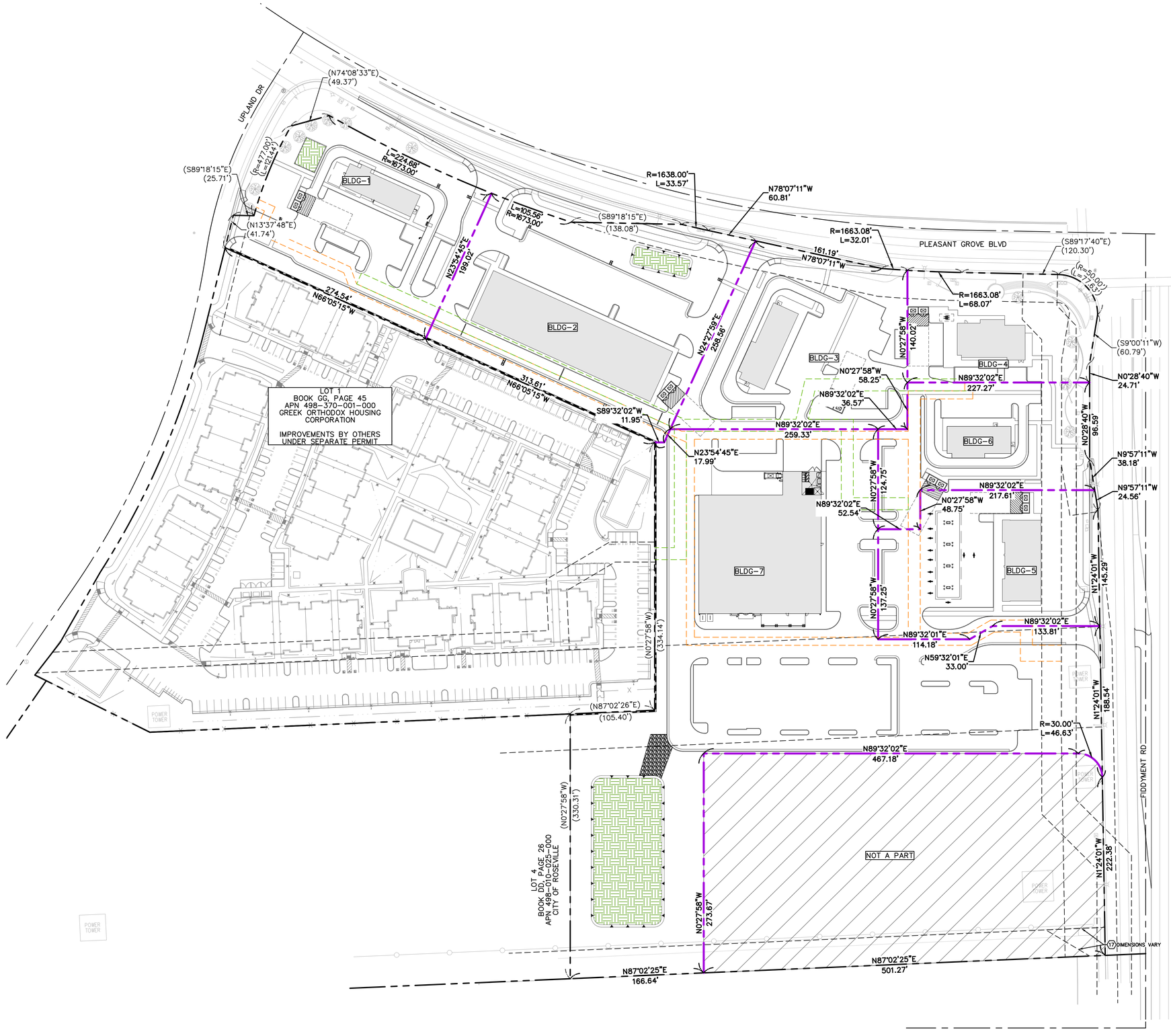
KHA PROJECT	197901001
DATE	6/12/2026
SCALE AS SHOWN	
DESIGNED	PSS
DRAWN	PSS
CHECKED	JAK

PRELIMINARY STORMWATER CONTROL PLAN

SIERRA VIEW SHOPPING CENTER
SWC OF FIDDYMENT RD & PLEASANT GROVE BLVD
ROSEVILLE, CA 95747

SHEET NUMBER
C5.0
15 OF 23

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LEGEND

- SURVEYED PROPERTY LINE
- PROPOSED PROPERTY LINE
- EASEMENT TO REMAIN
- PROPOSED PUBLIC EASEMENT
- PROPOSED PRIVATE EASEMENT
- CENTERLINE
- PROPOSED BIORETENTION
- BASIN SLOPE
- 222.00' N78°07'11"W — PROPOSED BEARING AND DISTANCE
- (222.00') (N78°07'11"W) — SURVEYED BEARING AND DISTANCE

GENERAL NOTES

1. THIS EXHIBIT IS INCLUDED FOR REFERENCE ONLY. REFER TO THE TENTATIVE SUBDIVISION MAP PLAN DATED 04/15/2026 INCLUDED WITH THIS PLANNING APPLICATION FOR PROPOSED SUBDIVISION LOT LINES AND ADDITIONAL INFORMATION.
2. OWNER SHALL PREPARE AND RECORD PRIVATE RECIPROCAL EASEMENTS AND AGREEMENTS BETWEEN LOTS FOR ACCESS, DRAINAGE, UTILITIES, AND CONSTRUCTION PRIOR TO THE SALE OR OWNERSHIP TRANSFER OF ANY LOT.

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

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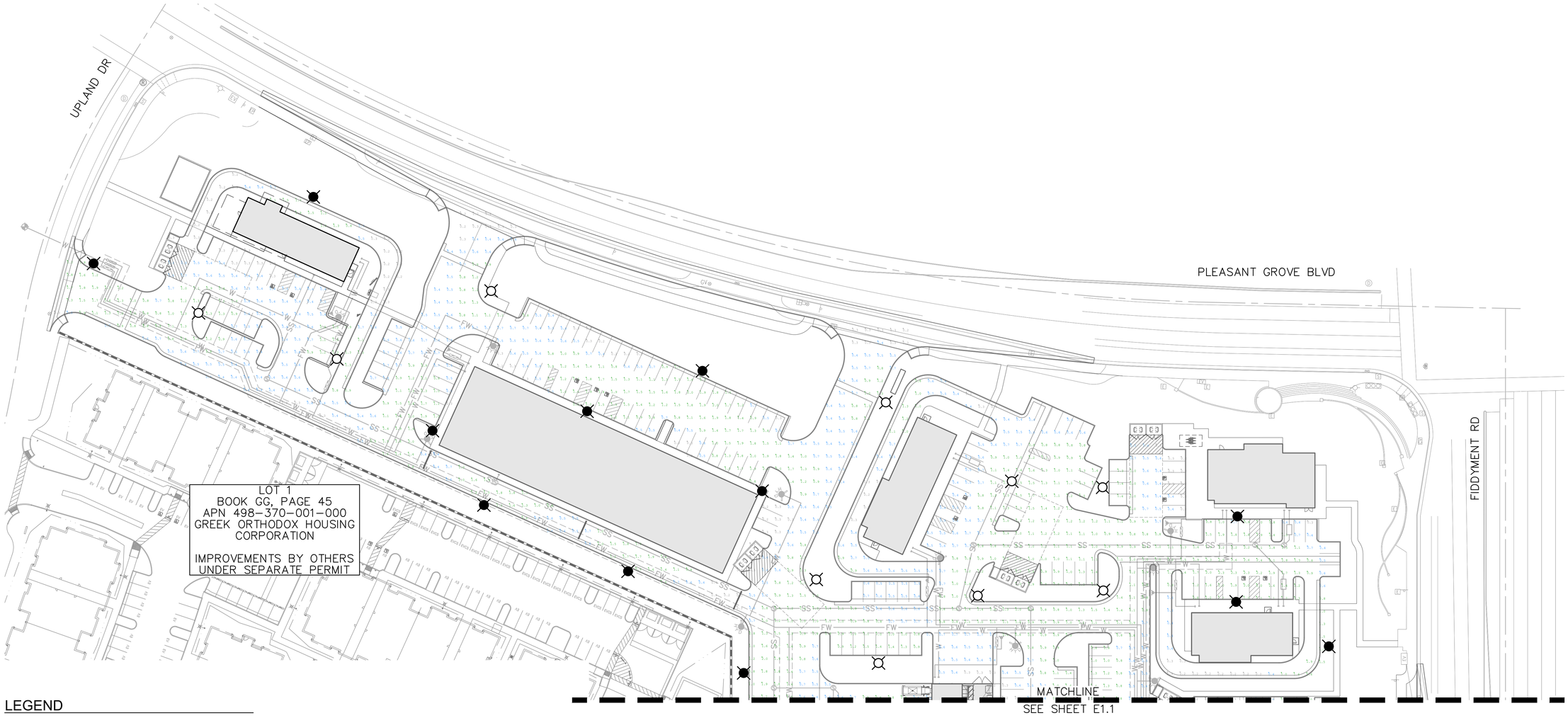
KHA PROJECT	197901001
DATE	6/12/2026
SCALE AS SHOWN	
DESIGNED	PSS
DRAWN	PSS
CHECKED	JAK

TENTATIVE SUBDIVISION MAP LOT LINE EXHIBIT

SIERRA VIEW SHOPPING CENTER
SWC OF FIDDYMENT RD & PLEASANT GROVE BLVD
ROSEVILLE, CA 95747

SHEET NUMBER
C6.0
16 OF 23

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LEGEND

- PROPERTY LINE
- EASEMENT
- LUMINAIRE (TYPE 3 DISTRIBUTION)
- LUMINAIRE (TYPE 5 DISTRIBUTION)

VALUE RANGES KEY

0.0 - 0.19 | 0.20 - 0.39 | 0.40 - 0.79 | 0.80 - 100

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

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DATE:

KHA PROJECT	197901001
DATE	6/12/2026
SCALE	AS SHOWN
DESIGNED	JTK
DRAWN	EGV
CHECKED	SAR

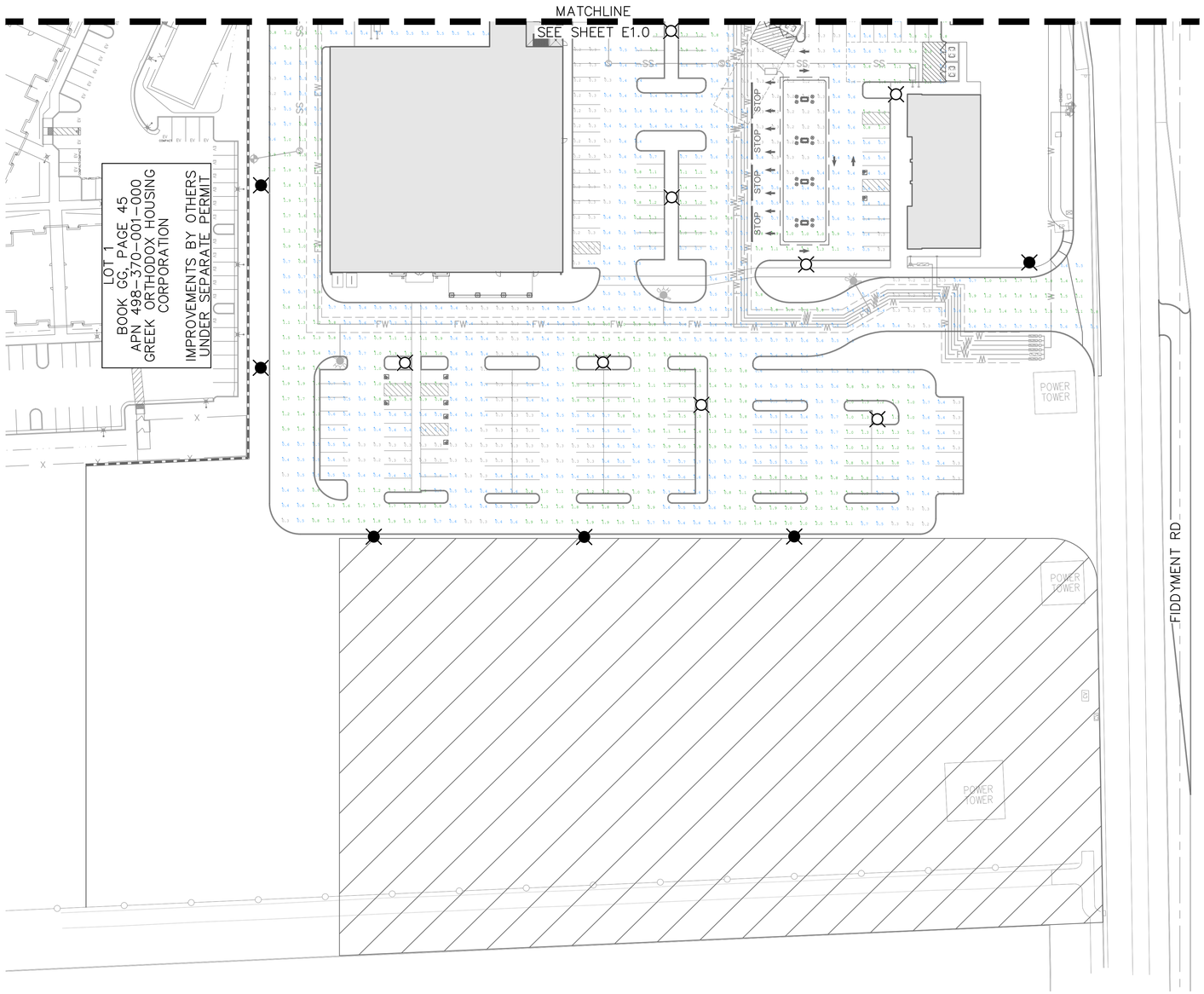
PHOTOMETRIC PLAN

SIERRA VIEW SHOPPING CENTER

SWC OF FIDDYMENT RD & PLEASANT GROVE BLVD
ROSEVILLE, CA 95747

SHEET NUMBER
E1.0
17 OF 23

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LEGEND

- PROPERTY LINE
- EASEMENT
- LUMINAIRE (TYPE 3 DISTRIBUTION)
- LUMINAIRE (TYPE 5 DISTRIBUTION)

VALUE RANGES KEY

0.0 - 0.19 | 0.20 - 0.39 | 0.40 - 0.79 | 0.80 - 100

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LICENSED PROFESSIONAL ENGINEER — STEVE A. KRAHENBUHL — No. C 91704 — REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA — DATE:

KHA PROJECT	197901001
DATE	6/12/2026
SCALE	AS SHOWN
DESIGNED	JTK
DRAWN	EQV
CHECKED	SAR

PHOTOMETRIC PLAN

SIERRA VIEW
SHOPPING CENTER

SWC OF FIDDYMENT RD &
PLEASANT GROVE BLVD
ROSEVILLE, CA 95747

SHEET NUMBER
E1.1
18 OF 23

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CALCULATION SUMMARY						
CALCULATION ZONE	RECOMMENDED CRITERIA		PROPOSED CALCULATION			
	MIN LUM**	MAX/MIN*	MAX	AVG	MIN	MAX/MIN
PARKING LOT	0.20	20:1	2.60	0.79	0.20	13.00

NOTE: ALL MINIMUM AND MAXIMUM VALUES ARE MEASURED IN UNITS OF FOOTCANDLES (FC)
* VALUES BELOW MEET THE REQUIREMENT
** VALUES ABOVE MEET THE REQUIREMENT

LUMINAIRE SCHEDULE										
LEGEND	MODEL	DISTRIBUTION	LUMEN OUTPUT	COLOR TEMPERATURE	MOUNTING HEIGHT	WATTAGE	VOLTAGE	BUG RATING	MAST ARM	QUANTITY
	SLM-LED-09L-SIL-3-40-70CR-IL	TYPE 3	9,743	4000K	25'	62	120-277V	B1-U0-G2	N/A	18
	SLM-LED-09L-SIL-5W-40-70CRI	TYPE 5	9,450	4000K	25'	62	120-277V	B3-U0-G2	N/A	18

Catalog # : _____ Project : _____ Type : _____
Prepared By: _____ Date : _____

Slice Medium (SLM)

Outdoor LED Area Light

IP66 IK08



OVERVIEW	
Lumen Package	9,000 - 55,000
Wattage Range	62 - 436
Efficacy Range (LPW)	114 - 162
Weight lbs(kg)	27 (12.2)
Control Options	IMSBT, ALB, ALS, 7-Pin, PCI

QUICK LINKS

Ordering Guide | Performance | Photometrics | Dimensions

FEATURES & SPECIFICATIONS

Construction
- Rugged die-cast aluminum housing contains factory prewired driver and optical unit. Cast aluminum wiring access door located underneath.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Shipping weight: 33 lbs in carton.

Optical System
- State-of-the-Art one piece silicone optic sheet delivers industry leading optical control with an integrated gasket to provide IP66 rated seal.
- Proprietary silicone refractor optics provide exceptional coverage and uniformity in distribution types 2, 3,4, 5W, FT, FTA, AM, and LC/RC.
- Silicone optical material does not yellow or crack with age and provides a typical light transmittance of 93-95%.
- Zero uplight.
- Available in 5000K, 4000K, 3500K, 3000K and 2700K color temperatures per ANS C78.377. Also Available in Phospho Converted Amber with Peak intensity at 610nm.
- 70 or 80CRI Minimum.
- Integral louver (IL) and integral half louver (IH) options available for enhanced backlight control.

Electrical
- High-performance driver features overvoltage, under-voltage, short-circuit and over temperature protection.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 VAC) input 50/60 Hz or optional High Voltage (347-480 VAC).
- L80 Calculated Life: >100k Hours (See Lumen Maintenance chart)
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F). 42L and 48L lumen packages rated to +40°C. 55L lumen package rate to +35°C.
- Power factor: >.90
- Input power stays constant over life.
- Field replaceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation
- Driver is fully encased in potting material for moisture resistance and complies with FCC standards. Driver and key electronic components can easily be accessed.

Controls
- Optional integral passive infrared Bluetooth® motion sensor. Fixtures operate independently and can be commissioned via iOS or Android configuration app.
- LSI's AirLink™ wireless control system options reduce energy and maintenance costs while optimizing light quality 24/7.

Installation
- A single fastener secures the hinged door, underneath the housing and provides quick & easy access to the electrical compartment.
- Included terminal block accepts up to 12 ga. wire.
- Utilizes LSI's traditional B3 drill pattern. (See drawing in poles section)

Warranty
- LSI luminaires carry a 5-year limited warranty. Refer to https://www.lsicorp.com/resources/terms-conditions-warranty/ for more information.

Listings
- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- Dark Sky compliant; with 3000K color temperature selection.
- Title 24 Compliant; see local ordinance for qualification information.
- Suitable for wet locations.
- IP66 rated Luminaire per IEC 60598-1.
- 3G rated for ANSI C136.31 high vibration applicationsapplicationsare qualified.
- IK08 rated luminaire per IEC 66262 mechanical impact code.
- DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.
- Patented Silicone Optics (US Patent NO. 10,816,165 B2)

Slice Medium Outdoor LED Area Light

Have questions? Call us at (800) 436-7800

Type : _____

ORDERING GUIDE

Back to Quick Links

TYPICAL ORDER EXAMPLE: SLM LED 36L SIL FTA UNV DIM 50 70CRI ALSCS04 BRZ IL

Prefix	Light Source	Lumen Package	Lens	Distribution	Orientation[2]	Voltage
SLM - Slice Medium	LED	9L - 9,000 lms 12L - 12,000 lms 18L - 18,000 lms 24L - 24,000 lms 30L - 30,000 lms 36L - 36,000 lms 42L - 42,000 lms 48L - 48,000 lms 55L - 55,000 lms Custom Lumen Packages[1]	SIL - Silicone	2 - Type 2 3 - Type 3 4 - Type 4 5W - Type 5 Wide FT - Forward Throw FTA - Forward Throw Automotive AM - Automotive Merchandise LC - Left Corner RC - Right Corner	(blank) - standard (no rotation) L - Optics rotated left 90° R - Optics rotated right 90°	UNV - Universal Voltage (120-277V) HV - High Voltage (347-480V)

Driver	Color Temperature	Color Rendering	Controls	Finish	Options
DIM - 0-10v Dimming (10-100%)	50 - 5,000 CT 40 - 4,000 CT 35 - 3,500 CT (80 CRI only) 30 - 3,000 CT 27 - 2,700 CT (80 CRI only) AMB - Phosphor Converted Amber[3]	70CRI - 70 CRI 80CRI - 80 CRI	(Blank) - None **Wireless Controls System** ALC - AirLink Synapsa Control System[4] ALCSCO - AirLink Synapsa Control System with 1-2-20' Motion Sensor[4] ALSCS04 - AirLink Synapsa Control System with 20-40' Motion Sensor[4] ALBMS18 - AirLink Blue Long Range Wireless Motion & Photo Sensor Controller (0-24' mounting height)[4] ALBMS28 - AirLink Blue Long Range Wireless Motion & Photo Sensor Controller (25-40' mounting height)[4] **Stand-Alone Controls** CCE - 0-10V Dimming leads extended to housing exterior CR7P - 7 Pin Control Receptacle ANSI C136.41[4] IMSBT2 - Integral Bluetooth® Motion and Photocell Sensor (8-24' Mh)[4] IMSBT3 - Integral Bluetooth® Motion and Photocell Sensor (25-40' Mh)[4] **Button Type Photocells** PCL120 - 120V PCUNV-277 - 208 -277V PCS47 - 347V	BLK - Black BRZ - Dark Bronze GMG - Gun Metal Gray GPT - Graphite MSV - Metallic Silver PSP - Platinum Plus SVG - Satin Verde Green WHT - White	(Blank) - None IH - Integral half Louver (Moderate Spill Light Cutoff)[5] IL - Integral Louver (Sharp Spill Light Cutoff)[5]

Need more information? Click here for our glossary

Have additional questions? Call us at (800) 436-7800

ACCESSORY ORDERING INFORMATION[6]

CONTROLS ACCESSORIES	
Description	Order Number
Twist Lock Photocell (120V) for use with CR7P	122514
Twist Lock Photocell (208-277) for use with CR7P	122515
Twist Lock Photocell (347V) for use with CR7P	122516
Twist Lock Photocell (480V) for use with CR7P	122580
AirLink 5 Pin Twist Lock Controller	661409
AirLink 7 Pin Twist Lock Controller	661410
Shorting Cap for use with CR7P	149528

MOUNTING ACCESSORIES[7]	
Description	Order Number
Round Pole Adapter (3" Round/Tapered Poles)	4082751LR
Round Pole Adapter (4" Round Poles)	379907CLR
Round Pole Adapter (5" Round Poles)	379906CLR
BS to BS Adapter	800686BLK

FUSING OPTIONS[8]	
Single Fusing (120V)	See Fusing Accessory Guide
Single Fusing (277V)	
Double Fusing (208V, 240V)	
Double Fusing (480V)	
Double Fusing (347V)	

EXTERNAL SHIELDING OPTIONS	
3" External Shield	See Shielding Guide
6" External Shield	

1. Custom lumen and wattage packages available, consult factory. Values are within industry standard tolerances but not SLI listed.
2. Not available on "Type 5W" distribution. IL not available with LC/RC distributions.
3. Motion sensors are field configurable via an app that can be downloaded from your smartphone's native app store. See controls section for more details.
4. Control device or shorting cap must be ordered separately. See Accessory Ordering Information.
5. Accessories are shipped separately and field installed.
6. "CR" denotes Finish. See Finish options.
7. Fusing must be located in hand hole of pole. See Fusing Accessory Guide for compatibility.
8. Only available in 9L, 12L, 18L & 24L Lumen Packages. Consult factory for lead time and availability.
9. Not available with CCE, Lumen Package when 347-480V is specified.

Slice Medium Outdoor LED Area Light

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Type : _____

PERFORMANCE

Back to Quick Links

DELIVERED LUMENS*

Lumen Package	Distribution	CRI	3000K CCT			4000K CCT			5000K CCT			Wattage
			Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	
9L	2	70	9411	149	B2-U0-G2	9681	152	B2-U0-G2	9665	152	B2-U0-G2	62
	3		9548	152	B2-U0-G2	9741	155	B2-U0-G2	9743	155	B2-U0-G2	
	4		9063	144	B1-U0-G1	9636	153	B1-U0-G1	9451	150	B1-U0-G1	
	5W		9261	147	B1-U0-G2	9450	150	B1-U0-G2	9458	150	B1-U0-G2	
	FT		9464	150	B2-U0-G2	9667	153	B2-U0-G2	9657	153	B2-U0-G2	
	FTA		9551	151	B2-U0-G2	9735	154	B2-U0-G2	9725	154	B2-U0-G2	
	AM		9649	153	B2-U0-G1	9845	156	B2-U0-G1	9845	156	B2-U0-G1	
	LC/RC		9169	144	B2-U0-G2	9535	151	B2-U0-G2	9333	148	B2-U0-G2	
12L	2	70	12551	147	B1-U0-G2	12788	150	B1-U0-G2	12788	150	B1-U0-G2	85
	3		12754	150	B2-U0-G2	12974	153	B2-U0-G2	12974	153	B2-U0-G2	
	4		12055	142	B2-U0-G1	12857	151	B2-U0-G1	12545	148	B2-U0-G1	
	5W		12355	145	B1-U0-G2	12560	148	B1-U0-G2	12564	148	B1-U0-G2	
	FT		12605	148	B2-U0-G2	12861	151	B2-U0-G2	12851	151	B2-U0-G2	
	FTA		12692	149	B1-U0-G2	12950	152	B1-U0-G2	12950	152	B1-U0-G2	
	AM		12848	151	B2-U0-G1	13111	154	B2-U0-G1	13111	154	B1-U0-G2	
	LC/RC		12303	137	B2-U0-G3	12656	145	B2-U0-G3	12287	142	B2-U0-G3	
18L	2	70	18421	136	B1-U0-G2	18797	139	B1-U0-G2	18797	139	B1-U0-G2	135
	3		18691	138	B1-U0-G2	18872	141	B1-U0-G2	18872	141	B1-U0-G2	
	4		17783	132	B2-U0-G1	18908	140	B2-U0-G1	18506	137	B2-U0-G1	
	5W		18128	134	B1-U0-G2	18698	137	B1-U0-G2	18698	137	B1-U0-G2	
	FT		18526	137	B1-U0-G2	18964	140	B1-U0-G2	18964	140	B1-U0-G2	
	FTA		18656	138	B1-U0-G2	19037	141	B1-U0-G2	19037	141	B1-U0-G2	
	AM		18886	140	B1-U0-G2	19273	143	B1-U0-G2	19273	143	B1-U0-G2	
	LC/RC		17559	131	B2-U0-G3	18670	139	B2-U0-G3	18273	136	B2-U0-G3	
24L	2	70	23561	145	B4-U0-G3	24506	152	B4-U0-G3	24414	152	B4-U0-G3	161
	3		23998	149	B1-U0-G3	25274	156	B1-U0-G3	25079	156	B1-U0-G3	
	4		24006	152	B3-U0-G3	25672	159	B3-U0-G3	25062	159	B3-U0-G3	
	5W		23798	148	B1-U0-G3	24953	155	B1-U0-G3	24859	154	B1-U0-G3	
	FT		24059	149	B1-U0-G3	25238	157	B1-U0-G3	25145	156	B1-U0-G3	
	FTA		23079	143	B1-U0-G3	24210	150	B4-U0-G3	24139	150	B4-U0-G3	
	AM		24052	149	B3-U0-G2	25229	157	B3-U0-G2	25134	156	B3-U0-G2	
	LC/RC		24053	151	B3-U0-G4	25122	159	B3-U0-G4	25122	159	B3-U0-G4	
30L	2	70	29494	138	B4-U0-G3	30808	145	B4-U0-G3	30791	145	B4-U0-G3	215
	3		30268	142	B3-U0-G4	31751	149	B3-U0-G4	31611	149	B3-U0-G4	
	4		30609	144	B3-U0-G3	32079	151	B3-U0-G3	32066	151	B3-U0-G3	
	5W		30002	141	B1-U0-G3	31472	148	B1-U0-G3	31351	147	B1-U0-G3	
	FT		30545	142	B4-U0-G4	31852	149	B4-U0-G4	31712	149	B4-U0-G4	
	FTA		29209	137	B4-U0-G3	30355	143	B4-U0-G4	30420	143	B4-U0-G4	
	AM		30554	142	B4-U0-G3	31820	149	B4-U0-G3	31700	149	B4-U0-G3	
	LC/RC		30450	143	B3-U0-G5	31891	150	B3-U0-G5	31891	150	B3-U0-G5	
36L	2	70	34121	134	B4-U0-G3	35795	140	B4-U0-G3	35660	140	B4-U0-G3	255
	3		35053	137	B4-U0-G4	36771	144	B4-U0-G4	36632	144	B4-U0-G4	
	4		35454	139	B3-U0-G5	37114	146	B3-U0-G5	37099	145	B3-U0-G5	
	5W		34785	136	B3-U0-G4	36488	143	B3-U0-G4	36351	142	B3-U0-G4	
	FT		35142	138	B4-U0-G4	36864	145	B4-U0-G4	36725	144	B4-U0-G4	
	FTA		33721	132	B4-U0-G4	35363	139	B4-U0-G4	35230	138	B4-U0-G4	
	AM		35130	138	B4-U0-G3	36851	145	B4-U0-G3	36712	144	B4-U0-G3	
	LC/RC		35207	138	B3-U0-G5	36897	145	B3-U0-G5	36897	145	B3-U0-G5	
42L	2	70	39966	127	B5-U0-G4	41925	134	B5-U0-G4	41767	133	B5-U0-G4	314
	3		41056	131	B4-U0-G5	43084	137	B4-U0-G5	42905	137	B4-U0-G5	
	4		41258	132	B5-U0-G5	43511	139	B4-U0-G5	43494	139	B4-U0-G5	
	5W		40696	130	B5-U0-G4	42690	136	B5-U0-G4	42529	135	B5-U0-G4	
	FT		41301	131	B4-U0-G4	43178	138	B4-U0-G4	43035	137	B4-U0-G4	
	FTA		39484	126	B4-U0-G4	41459	132	B5-U0-G4	41263	131	B5-U0-G4	
	AM		41106	131	B4-U0-G3	43162	137	B4-U0-G3	43000	137	B4-U0-G3	
	LC/RC		41275	131	B5-U0-G5	43426	137	B5-U0-G5	43258	137	B5-U0-G5	
48L	2	70	44590	121	B5-U0-G4	46565	127	B5-U0-G4	46389	126	B5-U0-G4	367
	5		45525	124	B4-U0-G5	47547	130	B4-U0-G5	47367	129	B4-U0-G5	
	4		45996	125	B4-U0-G5	48204	131	B4-U0-G5	48186	131	B4-U0-G5	
	5W		45002	123	B5-U0-G4	47075	129	B5-U0-G4	47312	129	B5-U0-G4	
	FT		44799	122	B4-U0-G5	46994	128	B4-U0-G5	46837	128	B4-U0-G5	
	FTA		44598	121	B5-U0-G4	46775	127	B5-U0-G4	46599	128	B5-U0-G4	
	AM		46310	126	B4-U0-G5	48579	132	B4-U0-G5	48396	132	B4-U0-G5	
	LC/RC		45726	125	B4-U0-G5	47921	131	B4-U0-G5	47921	131	B4-U0-G5	

Slice Medium Outdoor LED Area Light

Have questions? Call us at (800) 436-7800

Type : _____

PERFORMANCE (CONT.)

Back to Quick Links

DELIVERED LUMENS*

Lumen Package	Distribution	CRI	3000K CCT			4000K CCT			5000K CCT			Wattage
			Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	
55L	2	70	49585	114	B5-U0-G4	52852	139	B5-U0-G4	51816	139	B5-U0-G4	436
	3		50934	117	B4-U0-G5	53470	123	B4-U0-G5	53229	122	B4-U0-G5	
	4		50544	116	B4-U0-G5	52970	121	B4-U0-G5	52950	121	B4-U0-G5	
	5W		50487	116	B5-U0-G4	52902	121	B5-U0-G4	52792	121	B5-U0-G4	
	FT		51064	117	B4-U0-G5	53566	123	B4-U0-G5	53364	122	B4-U0-G5	
	FTA		49984	112	B5-U0-G4	51384	118	B5-U0-G4	51292	117	B5-U0-G4	
	AM		51045	117	B4-U0-G5	53548	123	B4-U0-G5	53344	122	B4-U0-G5	
	LC/RC		50247	115	B4-U0-G5	52659	121	B4-U0-G5	52659	121	B4-U0-G5	

LUMEN SCALING FACTOR		
70CRI - 80CRI	3000K 70CRI - 3500K 80CRI	3000K 70CRI - 2700K 80CRI
0.93	1.00	0.86

ELECTRICAL DATA (AMPS) - 2700K/3000K/3500K/4000K/5000K*

Lumens	120V	208V	240V	277V	347V	480V
9L	0.52	0.30	0.26	0.22	0.18	0.13
12L	0.73	0.41	0.35	0.31	0.24	0.18
18L	1.13	0.65	0.56	0.49	0.39	0.28
24L	1.54	0.77	0.67	0.58	0.46	0.34
30L	1.78	1.02	0.89	0.77	0.61	0.44
36L	2.13	1.23	1.06	0.92	0.73	0.53
42L	2.62	1.51	1.31	1.13	0.90	0.65
48L	3.06	1.76	1.53	1.32	1.06	0.76
55L	3.65	2.10	1.82	1.57	1.26	0.91

RECOMMENDED LUMEN MAINTENANCE (0-25°C)

Ambient	Initial	25K*	50K*	75K*	100K*
9L - 18L	100%	97%	93%	90%	86%
24L - 48L	100%	95%	89%	84%	79%
55L	100%	93%	82%	74%	67%

RECOMMENDED LUMEN MAINTENANCE* (40°C)

Ambient	Initial	25K*	50K*	75K*	100K*
9L - 18L	100%	97%	92%	88%	84%
24L - 48L	100%	94%	87%	80%	74%

RECOMMENDED LUMEN MAINTENANCE* (50°C)

Ambient	Initial	25K*	50K*	75K*	100K*
9L - 18L	100%	96%	91%	87%	83%

*Electrical data at 25°C (77°). Actual wattage may differ by +/-10%.
*L70's are frequently updated therefore values are nominal.

1. Lumen maintenance values at 25C are calculated per TM-21 based on LM-80 data and in-situ testing.
2. In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times the IESNA LM-80-08 total test duration for the device under testing.
3. In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times the IESNA LM-80-08 total test duration for the device under testing.

DELIVERED LUMENS*

Lumen Package	Distribution	Phosphor Converted Amber (Peak 610nm)			Wattage
		Delivered Lumens	Efficacy	BUG Rating	
9L	2	5681	90	B2-U0-G2	74
	5	6088	82	B1-U0-G2	
	5W	5471	74	B1-U0-G2	
	FT	5810	79	B1-U0-G2	
	FTA	5924	81	B1-U0-G2	
	AM	5995	81	B1-U0-G2	
12L	2	7130	74	B2-U0-G2	102
	5	7289	76	B1-U0-G2	
	5W	7045	69	B1-U0-G2	
	FT	7470	73	B2-U0-G2	
	FTA	7628	75	B2-U0-G2	
	AM	7720	76	B1-U0-G2	
18L	2	9311	69	B2-U0-G2	135
	5	9562	71	B2-U0-G2	
	5W	8712	65	B1-U0-G2	
	FT	9257	68	B2-U0-G2	
	FTA	9433	70	B2-U0-G2	
	AM	9546	71	B2-U0-G1	
24L	2	11955	65	B2-U0-G2	175
	5	12273	64	B2-U0-G2	
	5W	11240	59	B1-U0-G2	
	FT	11867	62	B2-U0-G2	
	FTA	11997	63	B2-U0-G2	
	AM	12230	64	B2-U0-G1	

ELECTRICAL DATA - Phosphor Converted Amber (AMPS)*

Lumens	120V	208V	240V	277V	347V	480V
9L	0.62	0.36	0.31	0.27	0.21	0.15
12L	0.85	0.50	0.43	0.38	0.30	0.22
18L	1.15	0.65	0.56	0.49	0.39	0.28
24L	1.47	0.85	0.73	0.64	0.51	0.37

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LICENSED PROFESSIONAL ENGINEER — REGISTERED — No. 20084 — STATE OF CALIFORNIA — ERIC A. RAHNEY — NO FOR CONSTRUCTION — 06/12/26

No.	REVISIONS	DATE

KHA PROJECT 197901001
DATE 6/12/2026
SCALE AS SHOWN
DESIGNED JTK
DRAWN EQV
CHECKED SAR

PHOTOMETRIC DETAILS

SIERRA VIEW SHOPPING CENTER
SWC OF FIDDYMENT RD & PLEASANT GROVE BLVD
ROSEVILLE, CA 95747

SHEET NUMBER E1.2
19 OF 23

Plotted By:Szarecki, Piotr Sheet Set:Kha Layout:E1.2 July 06, 2026 08:38:38am K:\BAY_LIDEV\197901001 - Roseville Retail Center (JAK)\CAD\PlanSheets\E1.0 PHOTOMETRIC PLAN.dwg
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STATE OF CALIFORNIA
Outdoor Lighting
CALIFORNIA ENERGY COMMISSION

CERTIFICATE OF COMPLIANCE		NRCC-LTO-E
Project Name: Roseville Retail Center	Report Page:	(Page 1 of 8)
Project Address:	Date Prepared:	2026-04-14T17:57:44-04:00

A. GENERAL INFORMATION

01	Project Location (city)	Roseville	04	Total Illuminated Hardscape Area (ft²)	467000
02	Climate Zone	11			
03	Outdoor Lighting Zone per Title 24 Part 1 §10.114 or as designated by Authority Having Jurisdiction (AHJ):				
☐	LZ-0 Very Low - Undeveloped Parkland	☒ LZ-2; Moderate - Urban Clusters		☐ LZ-4: High - Must be reviewed by CA Energy Commission for Approval	
☐	LZ-1: Low - Rural Areas	☐ LZ-3: Moderately High - Urban Areas			
05	Occupancy Types within Project				
● Restaurant ● Retail					

B. PROJECT SCOPE

This table includes outdoor lighting systems that are within the scope of the permit application and are demonstrating compliance using the prescriptive path outlined in §140.7 / §170.2(e)6 or §141.0(b)2L / § 180.2(b)4lbv for alterations.

My Project Consists of:

01	02
☒ New Lighting System	Must Comply with Allowances from §140.7 / §170.2(e)6
☐ Altered Lighting System	Is your alteration increasing the connected lighting load (Watts)? ⓘ Yes ⓘ No

03	04	05
% of Existing Luminaires Being Altered[1]	Sum Total of Luminaires Being Added or Altered	Calculation Method
☐ < 10% ☐ >= 10% and < 50% ☐ >= 50%		

Please proceed to Table F, Outdoor Lighting Fixture Schedule to define the project's luminaires.

[1] *FOOTNOTES: % of Existing Luminaires Being Altered = (Sum Total of Luminaires Being Added or Altered / Existing Luminaires within the Scope of the Permit Application) x 100.*

STATE OF CALIFORNIA
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C. COMPLIANCE RESULTS

Results in this table are automatically calculated from data input and calculations in Tables F through N. Note: If any cell on this table says "COMPLIES with Exceptional Conditions" refer to Table D Exceptional Conditions for guidance or see applicable Table referenced below.

Calculations of Total Allowed Lighting Power (Watts) §140.7 / §170.2(e)6 or §141.0(b)2L / § 180.2(b)4lbv

01		02		03		04		05	OR	06	=	07		08		09	
General Hardscape Allowance §140.7(d)1 / §170.2(e)6 (See Table I)	*	Per Application §140.7(d)2 / §170.2(e)6 (See Table J)	*	Sales Frontage §140.7(d)2 (See Table K)	+	Ornamental §140.7(d)2 / §170.2(e)6 (See Table L)	+	Per Specific Area §140.7(d)2 / §170.2(e)6 (See Table M)		Existing Power Allowance §141.0(b)2L / § 180.2(b)4lbv (See Table N)		**Total Allowed** (Watts)	≥	**Total Actual** (Watts)		**07 must be >= 08**	
9,577	*	---	*	---	+	---	+	---	OR	---	=	9,577	≥	2,232		COMPLIES	
Shielding Compliance (See Table G for Details):																COMPLIES	
Controls Compliance (See Table H for Details):																COMPLIES	

D. EXCEPTIONAL CONDITIONS

This table is auto-filled with unedittable comments because of selections made or data entered in tables throughout the form.

E. ADDITIONAL REMARKS

This table includes remarks made by the permit applicant to the Authority Having Jurisdiction.

STATE OF CALIFORNIA
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CALIFORNIA ENERGY COMMISSION

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F. OUTDOOR LIGHTING FIXTURE SCHEDULE

For new or altered lighting systems demonstrating compliance with §140.7 / §170.2(e)6 all new luminaires being installed and any existing luminaires remaining or being moved within the spaces covered by the permit application are included in the Table below. For altered lighting systems using the Existing Power method per §141.0(b)2L only new luminaires being installed and replacement luminaires being installed as part of the project scope are included (ie, existing luminaires remaining or existing luminaires being moved are not included). Outdoor lighting attached to multifamily buildings and controlled from the inside of a dwelling unit are included in Table H. and are not included here. All other multifamily outdoor lighting is included here.

Designed Wattage:

01	02		03	04	05	06	07	08	09	10	
Name or Item Tag	Complete Luminaire Description		Watts per luminaire[1, 2]	How is Wattage determined	Total Number Luminaires [2]	Luminaire Status[3]	Excluded per §140.7(a) / §170.2(e)6A	Design Watts	Cutoff Req. > 6,200 initial lumen output §130.2(b) / §160.5(c)1 [4]	Field Inspector	
										Pass	Fail
SLM-LED-09L-5L-3-40-70CR-IL	Slice Medium Area Light Type 5	☐ Linear	62	Mfr. Spec	18	New	☐	1,116	Provided	☐	☐
SLM-LED-09L-5L-5W-40-70CRI	Slice Medium Area Light Type 5	☐ Linear	62	Mfr. Spec	18	New	☐	1,116	Provided	☐	☐
							Total Design Watts:	2232			

* NOTES: Selections with a * require a note in the space below explaining how compliance is achieved.
EX: luminaire is lighting a statue; EXCEPTION 2 to §130.2(b)

[1] *FOOTNOTES: Authority Having Jurisdiction may ask for Luminaire cut sheets to confirm wattage used for compliance per §130.0(c) / §160.5(b)*

[2] *For linear luminaires, wattage should be indicated as W/ft instead of Watts/luminaire. Total linear feet should be indicated in column 05 instead of number of luminaires.*

[3] *Select "New" for new luminaires in a new outdoor lighting project, or for added luminaires in an alteration. Select "Altered" for replacement luminaires in an alteration. Select "Existing to Remain" for existing luminaires within the project scope that are not being altered and are remaining. Select "Existing Reinstalled" for existing luminaires which are being removed and reinstalled as part of the project scope.*

[4] *Compliance with mandatory shielding requirements is required for luminaires with initial lumen output >= 6,200 unless exempted by §130.2(b)/ §160.5(c)*

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G. SHIELDING REQUIREMENTS (BUG)

This table includes fixtures of >=6,200 initial lumens indicated on Table F as needing to comply with Shielding Requirements. Maximum lumens can be found in Title 24, Part 11, Section 5.106.8.

01	02	03		04	05	06		07	08	09		10	11	12
		Backlight Rating[1]				Uplight Rating[1]				Glare Rating (Lumens)[2]				Field Inspector
Name or Item Tag	Complete Luminaire Description	Mounting Height[1]	Max Allowable Backlight Rating [1]	Backlight Rating Per Design	Lighting type	Max Allowable Uplight Rating [1]	Uplight Rating Per Design			Mounting Height[1]	Max Allowable Glare Rating [1]	Glare Rating Per Design	Pass	Fail
SLM-LED-09L-5L-3-40-70CR-IL	Slice Medium Area Light Type	2 MH from property line	No Limit	B1	Area Lighting	U0	U0			> 2 MH from property line	G2	G2	☐	☐
SLM-LED-09L-5L-5W-40-70CRI	Slice Medium Area Light Type 5	2 MH from property line	No Limit	B3	Area Lighting	U0	U0			> 2 MH from property line	G2	G2	☐	☐

[1] *FOOTNOTES: Mounting Height is labeled MH in this table.*

[2] *Authority Having Jurisdiction may ask for Luminaire cut sheets or other documentation to confirm luminaire type, uplight ratings and glare ratings used for compliance per §130.2(b)/ §160.5(c)*

[3] *BUG ratings with a lower number than the 'Max Allowable' are compliant. Ex. If Max Allowable is Bug Rating B4, then B0, B1, B2 and B3 are all compliant.*

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H. OUTDOOR LIGHTING CONTROLS

This table demonstrates compliance with controls requirements for all new or altered luminaires installed as part of the permit application. For alteration projects, luminaires which are existing to remain (ie untouched) and luminaires which are removed and reinstalled (wiring only) do not need to be included in this table even if they are within the spaces covered by the permit application.
Outdoor lighting for nonresidential buildings, parking garages and common service areas in multifamily buildings must be documented separately from outdoor lighting attached to multifamily buildings and controlled from the inside of a dwelling unit

Mandatory Controls for Nonresidential Occupancies, Parking Garages & Common Areas In Multifamily Buildings

01	02	03	04	05	
Area Description	Shut-Off §130.2(c)1 / §160.5(c)	Auto-Schedule §130.2(c)2 / §160.5(c)	Motion Sensor §130.2(c)3 / §160.5(c)	Field Inspector	
				Pass	Fail
Retail Parking Lot: "SLM-LED-09L-5L-3-40-70CR-IL"	Astronomical Timer	Provided	Provided	☐	☐
Retail Parking Lot: "SLM-LED-09L-5L-5W-40-70CRI"	Astronomical Timer	Provided	Provided	☐	☐

[1] *FOOTNOTE: Text has been abbreviated, please refer to Table 160.5-A to confirm compliance with the specific light source technologies listed.*
[2] *Authority having jurisdiction may ask for cutsheets or other documentation to confirm compliance of light source.*
[3] *Recessed luminaires marked for use in fire-rated instalations, and recessed luminaires installed in non-insulated ceilings are excepted from ii and iii.*

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	Date Prepared:	2026-04-14T17:57:44-04:00

I. LIGHTING POWER ALLOWANCE (per §140.7 / §170.2(e))

This table includes areas using allowance calculations per §140.7 /§170.2(e). General Hardscape Allowance is per Table 140.7-A/Table 170.2-K while "Use it or lose it" Allowances are per Table 140.7-B /Table 170.2-S. Indicate which allowances are being used to expand sections for user input. Luminaires that qualify for one of the "Use it or lose it" allowances shall not qualify for another "Use it or lose it" allowance.
Outdoor lighting attached to multifamily buildings and controlled from the inside of a dwelling unit are included in Table H. and are not included here. All other multifamily outdoor lighting is included here.

	01				
	"Use it or lose it" Allowance (select all that apply)				(select all that apply)
☒ General Hardscape Allowance table I (below)	☐ Per Application Table J	☐ Sales Frontage Table K	☐ Ornamental Table L	☐ Per Specific Area Table M	

Calculated General Hardscape Lighting Power Allowance per Table 140.7-A for Nonresidential & Hotel/Motel

02	03	04	05	06	07	08	09
Area Description	Area Wattage Allowance (AWA)			Linear Wattage Allowance (LWA)			Total General AWA + LWA (Watts)
	Illuminated Area (ft²)	Allowed Density (w/ft²)	Area Allowance (Watts)	Perimeter Length (ft)	Allowed Density (W/ft)	Linear Allowance (Watts)	
Retail Parking Lot	467000	0.019	8873	3360	0.15	504	9377
Initial Wattage Allowance for Entire Site (Watts):							200
Instances of Initial Wattage Allowance (LZ 0 only)[1]							
Total General Hardscape Allowance (Watts):							9577

J. LIGHTING ALLOWANCE: PER APPLICATION

This section does not apply to this project.

K. LIGHTING ALLOWANCE: SALES FRONTAGE

This section does not apply to this project.

L. LIGHTING ALLOWANCE: ORNAMENTAL

This section does not apply to this project.

STATE OF CALIFORNIA
Outdoor Lighting
CALIFORNIA ENERGY COMMISSION

CERTIFICATE OF COMPLIANCE		NRCC-LTO-E
Project Name: Roseville Retail Center	Report Page:	(Page 7 of 8)
	Date Prepared:	2026-04-14T17:57:44-04:00

M. LIGHTING ALLOWANCE: PER SPECIFIC AREA

This section does not apply to this project.

N. EXISTING CONDITIONS POWER ALLOWANCE (alterations only)

This section does not apply to this project.

O. DECLARATION OF REQUIRED CERTIFICATES OF INSTALLATION

Selections have been made based on information provided in this document. If any selection has been changed by permit applicant, an explanation should be included in Table E. Additional Remarks. These documents must be provided to the building inspector during construction and can be found online

Form/Title
NRCI-LTO-E - Must be submitted for all buildings

P. DECLARATION OF REQUIRED CERTIFICATES OF ACCEPTANCE

Selections have been made based on information provided in this document. If any selection has been changed by permit applicant, an explanation should be included in Table E. Additional Remarks. These documents must be provided to the building inspector during construction and must be completed through an Acceptance Test Technician Certification Provider (ATCP). For more information visit: http://www.energy.ca.gov/title24/attcp/providers.html

Form/Title	Systems/Spaces To Be Field Verified
NRCA-LTO-02-A - Must be submitted for all outdoor lighting controls except for alterations where controls are added to <= 20 luminaires.	Retail Parking Lot: "SLM-LED-09L-5L-3-40-70CR-IL"; Retail Parking Lot: "SLM-LED-09L-5L-5W-40-70CRI"

STATE OF CALIFORNIA
Outdoor Lighting
CALIFORNIA ENERGY COMMISSION

CERTIFICATE OF COMPLIANCE		NRCC-LTO-E
Project Name: Roseville Retail Center	Report Page:	(Page 8 of 8)
Project Address:	Date Prepared:	2026-04-14T17:57:44-04:00

DOCUMENTATION AUTHOR'S DECLARATION STATEMENT

I certify that this Certificate of Compliance documentation is accurate and complete.

Documentation Author Name:	Documentation Author Signature:
Jakob Kelso	
Company: Kimley-Horn	Signature Date: 4/14/2026
Address: 4637 Chabot Dr, Suite 300	CEA/ANA/ICC Certification Identification (if applicable):
City/State/Zip: Pleasanton, CA 94588	Phone: 925-414-5732

RESPONSIBLE PERSON'S DECLARATION STATEMENT

I certify the following under penalty of perjury, under the laws of the State of California:

1. The information provided on this Certificate of Compliance is true and correct.
2. I am eligible under Division 3 of the Business and Professions Code to accept responsibility for the building design or system design identified on this Certificate of Compliance (responsible designer)
3. My responsibilities for the building design or system design identified on this certificate of compliance conform to the requirements of Title 24, Part 1 and Part 6 of the California Code of Regulations.
4. The building design features or system design features identified on this Certificate of Compliance are consistent with the information provided on other applicable compliance documents, worksheets, calculations, plans and specifications submitted to the enforcement agency for approval with this building permit application.
5. I will ensure that a completed signed copy of this Certificate of Compliance shall be made available with the building permit(s) issued for the building, and made available to the enforcement agency for all applicable inspections. I understand that a completed signed copy of this Certificate of Compliance is required to be included with the documentation ***"***order provides to the building owner at occupancy.

Responsible Person Name: Shawn Rainey	Responsible Person Signature:
Responsible Person Scope:	
Company: Kimley-Horn	Date Signed: 4/14/2026
Address: 4637 Chabot Dr, Suite 300	License: California Professional Engineer No. 085704
City/State/Zip: Pleasanton, CA 94588	Phone: 510-350-0232

TITLE 24 COMPLIANCE

Know what's below. Call before you dig.

No.	REVISIONS	DATE

Kimley»Horn
© 2026 KIMLEY-HORN AND ASSOCIATES, INC.
4637 CHABOT DR #300, PLEASANTON, CA 94588
PHONE: 925-398-4840
WWW.KIMLEY-HORN.COM

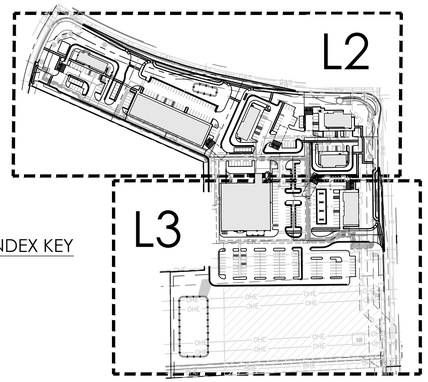
LICENSED PROFESSIONAL ENGINEER — STEVE A. RAINEY — REGISTERED PROFESSIONAL ENGINEER — No. 085704 — CIVIL — STATE OF CALIFORNIA — 06/30/2027
NO FOR CONSTRUCTION
DATE:

KHA PROJECT	197901001
DATE	6/12/2026
SCALE	AS SHOWN
DESIGNED	JTK
DRAWN	EQV
CHECKED	SAR

SIERRA VIEW SHOPPING CENTER
SWC OF FIDDYMENT RD & PLEASANT GROVE BLVD
ROSEVILLE, CA 95747

SHEET NUMBER
E1.3
20 OF 23

Plotted By:Szarecki, Piotr Sheet Set:Kha Layout:E1.3 July 06, 2026 08:36:41am K:\BAY_LDEV\197901001 - Roseville Retail Center (JAK)\CAD\PlanSheets\E1.0 PHOTOMETRIC PLAN.dwg
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



SHEET INDEX KEY

NTS

CONCEPT PLANT SCHEDULE

PARKING LOT SHADE TREE-LARGE

Acer rubrum 'October Glory' / October Glory Red Maple	24" box, Moderate
Ginkgo biloba 'Autumn Gold' / Autumn Gold Maidenhair Tree	24" box, Moderate
Ulmus parvifolia 'True Green' / True Green Lacebark Elm	24" box, Moderate
Zelkova serrata / Japanese Zelkova	24" box, Moderate

PARKING LOT SHADE TREE-MEDIUM

Arbutus x 'Marina' / Marina Strawberry Tree	24" box, Low
Ceratonia siliqua / Carob Tree	24" box, Moderate
Koelreuteria paniculata / Golden Rain Tree	24" box, Moderate
Ulmus propinqua 'JFS-Bieberich' / Emerald Sunshine® Elm	24" box, Moderate
Zelkova serrata 'Village Green' / Village Green Japanese Zelkova	24" box, Moderate

SMALL/MEDIUM ACCENT TREE

Cercis occidentalis / Western Redbud	15 gal., Low
Lagerstroemia indica 'Red' / Red Crape Myrtle	15 gal., Low
Magnolia grandiflora 'St. Mary' / St. Mary Southern Magnolia	15 gal., Moderate
Olea europaea 'Swan Hill' / Swan Hill Fruitless Olive	15 gal., Low
Prunus cerasifera 'Krauter Vesuvius' / Krauter Vesuvius Purple-leaf Plum	15 gal., Moderate

STREET TREE

Acer rubrum 'October Glory' / October Glory Red Maple	24" box, Moderate
Ginkgo biloba 'Autumn Gold' / Autumn Gold Maidenhair Tree	24" box, Moderate
Quercus rubra / Northern Red Oak	24" box, Low
Quercus suber / Cork Oak	24" box, Low
Ulmus parvifolia 'Drake' / Drake Lacebark Elm	24" box, Moderate

SCREEN TREE

Calocedrus decurrens / Incense Cedar	15 gal., Low
Cedrus deodara 'Blue Ice' / Blue Ice Deodar Cedar	15 gal., Low
Laurus x 'Saratoga' / Saratoga Hybrid Laurel	15 gal., Low
Quercus wislizeni / Interior Live Oak	15 gal., Low

APPROVED TREES FOR EASEMENT AREA

Magnolia stellata rubra / Red Star Magnolia	15 gal., Moderate
Picea pungens 'Fat Albert' / Fat Albert Colorado Spruce	15 gal., Moderate
Prunus cerasifera 'Purple Pony' / Purple Pony Purple-leaf Plum	15 gal., Moderate
Prunus subhirtella 'Pendula' / Winter-flowering Cherry	15 gal., Moderate
Viburnum tinus / Laurustinus	15 gal., Moderate



COMPLIANCE STATEMENT

I have complied with the criteria of the water use ordinance and applied them accordingly for the efficient use of water in the landscape design plan.

Rodney Scaccalosi 6-9-26

PROJECT INFORMATION

Date:	6-9-26
Project applicant:	KIMLEY HORN
Project address	PLEASANT GROVE BLVD. AND FIDDYMENT ROAD, ROSEVILLE
Total landscape area (square feet)	169,919 SF
Project type	Private/Commercial
Water supply type	Recycled

Water Efficient Landscape Worksheet

HYDROZONE/PLANTING DESCRIPTION	PLANT FACTOR (PF)	IRRIG. METHOD	IRRIG. EFFICIENCY (IE)	ETAF (PF/IE)	LANDSCAPE AREA (Sq. Ft.)	ETAF x AREA	ESTIMATED TOTAL WATER USE (ETWU)
REGULAR LANDSCAPE AREA							
SHRUBS,GROUNDCOVER, BIO AREAS.-LOW	0.2	DRIP	0.81	0.25	131,623	32,500	1051814
TREES-MODERATE	0.5	BUBBLERS	0.81	0.62	4120	2.543	82308
UPLAND AREA	0.0	NONE	0.81	0.00	34176	0	0
				TOTALS	169.919	35,043	1134122

ETAF Calculations

Total ETAF x Area	35,043
Total Area	169,919
Average ETAF	21%

Note:

1. Average ETAF for Regular Landscape areas must be below .55 for residential areas and .45 for non-residential areas.

Maximum Applied Water Allowance (MAWA). MAWA= (ETo) (Conversion factor) ((ETAF)(Landscape Area)) + ((1-ETAF) x SLA)

(52.2) (.62) (.45 x 169,919) + (1-.45) X 0) 2474666 Gal.

Estimated Total Water use (ETWU). ETWU= (ETo)) (Conversion factor) ((ETAF) (Area))

(52.2) (.62) (35,053) = 1134122 Gal.

PARKING LOT SHADE CALCULATIONS

Total Parking Area	62711
Shade Area Required	*31355.5*
Total Shade Provided	37110
Percent Shade	*59%*
Total Trees	74

Total area per coverage/dia.

Tree Diameter	Shade Cover %	25%	50%	75%	100%	Total % Shade by Coverage/Dia.
	20		2474			7%
	25	241	27420	5051	1924	93%
	30					0%
	35					0%

KEY	Adjust as needed	Change with caution

PARKING LOT SHADE CALCULATIONS

Symbol	Botanical Name / Common Name	Qty. @ Full shade (sq ft)		Qty. @ 3/4 shade (sq ft)		Qty. @ 1/2 shade (sq ft)		Qty. @ 1/4 shade (sq ft)		Total (sq ft)	
	MEDIUM SHADE TREE	0				7	2474	0		7	2474
	LARGE SHADE TREE	2	1924	7	5051	57	27420	1	241	67	34636

GENERAL NOTES

1. A soils fertility analysis report and recommendations by a certified soils analysis laboratory shall be completed prior to construction. Soil samples shall be collected after site rough grading has been completed.
2. For landscape installations, compost at a minimum rate of 4 cubic yards per 1,000 square feet of permeable area shall be incorporated.
3. All landscape planting areas,except bio-retention and upland hydro-seed areas, shall receive a minimum 3" layer of organic wood chip mulch top dressing. "Gorilla Hair" /Shredded bark is not an acceptable mulch. No mulch shall be used in bio-retention areas; See civil plans for soil mix /profile specifications.
4. All trees, shrubs and groundcover shall be irrigated with a drip system, smart controller , weather sensor, etc.and shall meet City of Roseville Water Efficient standards/regulations.
5. All new trees located within 7' of pavement or permanent structure shall have a root barrier.
6. All existing trees, shrubs and groundcover and associated root systems (to remain) shall be protected in place during construction. Plant material shall be replaced in kind if damaged.

OLIVE STREET
LANDSCAPE ARCHITECTURE
P.O. Box 2083
Petaluma CA 94952
707-280-8990
OliveStreetLandscape.com
rod@olivestreetlandscape.com

Rev	Date	Description	Designed	Drawn	Checked
-	6-9-26	PLANNING	-	-	

SIERRA VIEW SHOPPING CENTER
OVERALL, TREE AND PARKING LOT SHADE PLAN
SWC FIDDYMENT RD. & PLEASANT GROVE BLVD.

City Of
ROSEVILLE
County Of
PLACER
State Of
CALIFORNIA

Prepared Under the Direction of:

REGISTERED LANDSCAPE ARCHITECT
Rodney L. Scaccalosi
No. 4452
Exp. 05/31/28
STATE OF CALIFORNIA

Sheet
L1

Scale:	SEE PLAN
Date:	6-9-26
Project Number:	-
Plan File:	-



CONCEPT PLANT SCHEDULE

PARKING LOT SHADE TREE-LARGE

Acer rubrum 'October Glory' / October Glory Red Maple	24" box, Moderate
Ginkgo biloba 'Autumn Gold' / Autumn Gold Maidenhair Tree	24" box, Moderate
Ulmus parvifolia 'True Green' / True Green Lacebark Elm	24" box, Moderate
Zelkova serrata / Japanese Zelkova	24" box, Moderate

PARKING LOT SHADE TREE-MEDIUM

Arbutus x 'Marina' / Marina Strawberry Tree	24" box, Low
Ceratonia siliqua / Carob Tree	24" box, Moderate
Koelreuteria paniculata / Golden Rain Tree	24" box, Moderate
Ulmus propinqua 'JFS-Bieberich' / Emerald Sunshine® Elm	24" box, Moderate
Zelkova serrata 'Village Green' / Village Green Japanese Zelkova	24" box, Moderate

SMALL/MEDIUM ACCENT TREE

Cercis occidentalis / Western Redbud	15 gal., Low
Lagerstroemia indica 'Red' / Red Crape Myrtle	15 gal., Low
Magnolia grandiflora 'St. Mary' / St. Mary Southern Magnolia	15 gal., Moderate
Olea europaea 'Swan Hill' / Swan Hill Fruitless Olive	15 gal., Low
Prunus cerasifera 'Krauter Vesuvius' / Krauter Vesuvius Purple-leaf Plum	15 gal., Moderate

STREET TREE

Acer rubrum 'October Glory' / October Glory Red Maple	24" box, Moderate
Ginkgo biloba 'Autumn Gold' / Autumn Gold Maidenhair Tree	24" box, Moderate
Quercus rubra / Northern Red Oak	24" box, Low
Quercus suber / Cork Oak	24" box, Low
Ulmus parvifolia 'Drake' / Drake Lacebark Elm	24" box, Moderate

SCREEN TREE

Calocedrus decurrens / Incense Cedar	15 gal., Low
Cedrus deodara 'Blue Ice' / Blue Ice Deodar Cedar	15 gal., Low
Laurus x 'Saratoga' / Saratoga Hybrid Laurel	15 gal., Low
Quercus wislizeni / Interior Live Oak	15 gal., Low

APPROVED TREES FOR EASEMENT AREA

Magnolia stellata rubra / Red Star Magnolia	15 gal., Moderate
Picea pungens 'Fat Albert' / Fat Albert Colorado Spruce	15 gal., Moderate
Prunus cerasifera 'Purple Pony' / Purple Pony Purple-leaf Plum	15 gal., Moderate
Prunus subhirtella 'Pendula' / Winter-flowering Cherry	15 gal., Moderate
Viburnum tinus / Laurustinus	15 gal., Moderate

LARGE SCREEN SHRUB

Arctostaphylos x 'Sunset' / Sunset Manzanita	5 gal., Low
Ceanothus x 'Julia Phelps' / Julia Phelps Wild Lilac	5 gal., Low
Olea europaea 'Montra' / Little Ollie® Olive	5 gal., Low
Rhaphiolepis umbellata `Eleanor Tabor` / Yedda Hawthorn	5 gal, Low

LARGE/MEDIUM ACCENT

Agave americana 'Marginata' / Variegated Century Plant	5 gal., Low
Calamagrostis x acutiflora 'Karl Foerster' / Karl Foerster Feather Reed Grass	5 gal., Low
Lomandra longifolia 'Lomlon' / Lime Tuff Dwarf Mat Rush	5 gal., Low
Phormium tenax 'Firebird' / Firebird New Zealand Flax	5 gal., Low
Salvia leucantha / Mexican Bush Sage	5 gal., Low

VINES

Ficus pumila / Creeping Fig	5 gal., Moderate
Macfadyena unguis-cati / Cat's Claw Creeper	5 gal., Low

MEDIUM SHRUBS

Arctostaphylos x 'John Dourley' / John Dourley Manzanita	5 gal., Low
Callistemon viminalis 'Little John' / Little John Weeping Bottlebrush	5 gal., Low
Frangula californica 'Mound San Bruno' / Mound San Bruno Coffeeberry	5 gal., Low
Rhaphiolepis indica 'Parhap' / Oriental Pearl Indian Hawthorn	5 gal., Low
Westringia fruticosa 'Blue Gem' / Blue Gem Coast Rosemary	5 gal., Low

SMALL ACCENT

Dianella revoluta 'DR5000' / Little Rev™ Flax Lily	5 gal., Low
Dianella tasmanica 'Yellow Stripe' / Golden Flax Lily	5 gal., Low
Eremophila hygrophana 'Blue Bells' / Blue Bells Emu Bush	5 gal., Low
Helictotrichon sempervirens / Blue Oat Grass	1 gal., Low
Lavandula angustifolia 'Hidcote Blue' / Hidcote Blue English Lavender	1 gal., Low
Lomandra longifolia 'Roma 13' / Platinum Beauty® Variegated Mat Rush	1 gal., Low
Pennisetum setaceum `Fireworks` / Fireworks Fountain Grass	1 gal., Low
Tulbaghia violacea / Society Garlic	1 gal., Low
Yucca x `Bright Star` / Variegated Spanish Dagger	5 gal., Low

EXISTING PLANTS TO REMAIN

existing plants to remain in place. Preserve and protect.

ACCENT GROUNDCOVER

Convolvulus mauritanicus 'Blue Lake' / Blue Lake Morning Glory	1 gal., Low
Rosa x 'Meiradriflora' / Drift Rose	1 gal., Low
Rosa x 'Meisentmil' / Lemon Drift® Rose	1 gal., Low
Teucrium chamaedrys 'Nanum' / Creeping Germander	1 gal., Low

GROUNDCOVER

Ceanothus griseus horizontalis 'Yankee Point' / Yankee Point Carmel Creeper	1 gal., Low
Grevillea lanigera 'Coastal Gem' / Coastal Gem Grevillea	1 gal., Low
Myoporum parvifolium / Trailing Myoporum	1 gal., Low
Rosmarinus officinalis 'Prostratus' / Dwarf Rosemary	1 gal., Low

BIO-RETENTION

Bio-Retention Plants Hydroseed / Bio-Retention Seed Mix	Hydroseed, No Water Use
Carex divulsa / European Grey Sedge	4" pot, Low
Leymus condensatus 'Canyon Prince' / Canyon Prince Giant Wild Rye	4" pot, Low
Muhlenbergia rigens / Deer Grass	4" pot, Low

OLIVE STREET
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P.O. Box 2083
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Rev	Date	Description	Designed	Drawn	Checked
-	6-9-26	PLANNING	-	-	

SIERRA VIEW SHOPPING CENTER

CONCEPTUAL LANDSCAPE PLAN

SWC FIDDYMENT RD. & PLEASANT GROVE BLVD.

City Of ROSEVILLE

County Of PLACER

State Of CALIFORNIA

Prepared Under the Direction of:

REGISTERED LANDSCAPE ARCHITECT
Rodney L. Scaccalosi
No. 4452
Exp. 05/31/28
STATE OF CALIFORNIA

Sheet L2

Scale:	SEE PLAN
Date:	6-9-26
Project Number:	-
Plan File:	-

CONCEPT PLANT SCHEDULE

PARKING LOT SHADE TREE-LARGE

Acer rubrum 'October Glory' / October Glory Red Maple	24" box, Moderate
Ginkgo biloba 'Autumn Gold' / Autumn Gold Maidenhair Tree	24" box, Moderate
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Zelkova serrata / Japanese Zelkova	24" box, Moderate

PARKING LOT SHADE TREE-MEDIUM

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Ceratonia siliqua / Carob Tree	24" box, Moderate
Koelreuteria paniculata / Golden Rain Tree	24" box, Moderate
Ulmus propinqua 'JFS-Bieberich' / Emerald Sunshine® Elm	24" box, Moderate
Zelkova serrata 'Village Green' / Village Green Japanese Zelkova	24" box, Moderate

SMALL/MEDIUM ACCENT TREE

Cercis occidentalis / Western Redbud	15 gal., Low
Lagerstroemia indica 'Red' / Red Crape Myrtle	15 gal., Low
Magnolia grandiflora 'St. Mary' / St. Mary Southern Magnolia	15 gal., Moderate
Olea europaea 'Swan Hill' / Swan Hill Fruitless Olive	15 gal., Low
Prunus cerasifera 'Krauter Vesuvius' / Krauter Vesuvius Purple-leaf Plum	15 gal., Moderate

STREET TREE

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SCREEN TREE

Calocedrus decurrens / Incense Cedar	15 gal., Low
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APPROVED TREES FOR EASEMENT AREA

Magnolia stellata rubra / Red Star Magnolia	15 gal., Moderate
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LARGE SCREEN SHRUB

Arctostaphylos x 'Sunset' / Sunset Manzanita	5 gal., Low
Ceanothus x 'Julia Phelps' / Julia Phelps Wild Lilac	5 gal., Low
Olea europaea 'Montra' / Little Ollie® Olive	5 gal., Low
Rhaphiolepis umbellata `Eleanor Tabor` / Yedda Hawthorn	5 gal, Low

LARGE/MEDIUM ACCENT

Agave americana 'Marginata' / Variegated Century Plant	5 gal., Low
Calamagrostis x acutiflora 'Karl Foerster' / Karl Foerster Feather Reed Grass	5 gal., Low
Lomandra longifolia 'Lomlon' / Lime Tuff Dwarf Mat Rush	5 gal., Low
Phormium tenax 'Firebird' / Firebird New Zealand Flax	5 gal., Low
Salvia leucantha / Mexican Bush Sage	5 gal., Low

VINES

Ficus pumila / Creeping Fig	5 gal., Moderate
Macfadyena unguis-cati / Cat's Claw Creeper	5 gal., Low

MEDIUM SHRUBS

Arctostaphylos x 'John Dourley' / John Dourley Manzanita	5 gal., Low
Callistemon viminalis 'Little John' / Little John Weeping Bottlebrush	5 gal., Low
Frangula californica 'Mound San Bruno' / Mound San Bruno Coffeeberry	5 gal., Low
Rhaphiolepis indica 'Parhap' / Oriental Pearl Indian Hawthorn	5 gal., Low
Westringia fruticosa 'Blue Gem' / Blue Gem Coast Rosemary	5 gal., Low

SMALL ACCENT

Dianella revoluta 'DR5000' / Little Rev™ Flax Lily	5 gal., Low
Dianella tasmanica 'Yellow Stripe' / Golden Flax Lily	5 gal., Low
Eremophila hygrophana 'Blue Bells' / Blue Bells Emu Bush	5 gal., Low
Helictotrichon sempervirens / Blue Oat Grass	1 gal., Low
Lavandula angustifolia 'Hidcote Blue' / Hidcote Blue English Lavender	1 gal., Low
Lomandra longifolia 'Roma 13' / Platinum Beauty® Variegated Mat Rush	1 gal., Low
Pennisetum setaceum `Fireworks` / Fireworks Fountain Grass	1 gal., Low
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EXISTING PLANTS TO REMAIN

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GROUNDCOVER

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Grevillea lanigera 'Coastal Gem' / Coastal Gem Grevillea	1 gal., Low
Myoporum parvifolium / Trailing Myoporum	1 gal., Low
Rosmarinus officinalis 'Prostratus' / Dwarf Rosemary	1 gal., Low

BIO-RETENTION

Bio-Retention Plants Hydroseed / Bio-Retention Seed Mix	Hydroseed, No Water Use
Carex divulsa / European Grey Sedge	4" pot, Low
Leymus condensatus 'Canyon Prince' / Canyon Prince Giant Wild Rye	4" pot, Low
Muhlenbergia rigens / Deer Grass	4" pot, Low

UPLAND

Area to remain natural- overseed construction/impacted areas with native upland hysroseed mix

Upland Hydroseed / Upland Seed Mix	Hydroseed, No Water Use



OLIVE STREET
LANDSCAPE ARCHITECTURE
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Petaluma CA 94952
707-280-8990
OliveStreetLandscape.com
rod@olivestreetlandscape.com

Rev	Date	Description	Designed	Drawn	Checked
-	6-9-26	PLANNING	-	-	

SIERRA VIEW SHOPPING CENTER

CONCEPTUAL LANDSCAPE PLAN

SWC FIDDYMENT RD. & PLEASANT GROVE BLVD.

City Of
ROSEVILLE

County Of
PLACER

State Of
CALIFORNIA

Prepared Under the Direction of:

REGISTERED LANDSCAPE ARCHITECT
Rodney L. Scaccalosi
No. 4452
Exp. 05/31/28
STATE OF CALIFORNIA

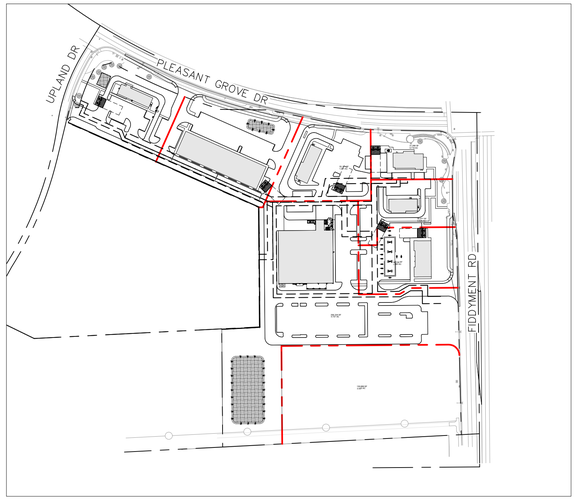
Sheet
L3

Scale:	SEE PLAN
Date:	6-9-26
Project Number:	-
Plan File:	-

TENTATIVE SUBDIVISION MAP PLANS
FOR

SIERRA VIEW SHOPPING CENTER

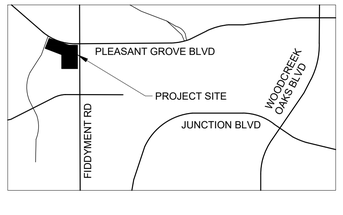
SWC OF FIDDYMENT RD & PLEASANT GROVE BLVD, ROSEVILLE, CA 95747



SITE MAP

GRAPHIC SCALE IN FEET
0 100 200 400

NORTH



VICINITY MAP

ROSEVILLE, CA

PROJECT TEAM

DEVELOPER
WARBERG DEAL 18 LP
EMAIL: ALEXIS@WARBERGPARTNERS.COM
CONTACT: ALEXIS DE WARREN

DEVELOPER
NESS EXPRESS HOLDINGS, LLC.
12001 BELLA ITALIA DR, SUITE 300
FORT WORTH, TX 76126
PHONE: (602) 717-9089
CONTACT: JOE DECKER

ENGINEER
KIMLEY-HORN & ASSOCIATES, INC.
4637 CHABOT DRIVE #300
PLEASANTON, CA 94588

CONTACT: BROOKS BADDELEY, PE
EMAIL: BROOKS.BADDELEY@KIMLEY-HORN.COM
PHONE: (916) 571-1004

CONTACT: JENNIFER KIRBY, PE
EMAIL: JENNIFER.KIRBY@KIMLEY-HORN.COM
PHONE: (669) 800-4168

SURVEYOR
AZCA ENGINEERING, LLC.
1405 E. MARYMONT CIRCLE
FLAGSTAFF, AZ 86004
PHONE: (928) 853-1590
CONTACT: LAWRENCE WILSON

SITE INFORMATION

SITE ADDRESS:	SWC OF FIDDYMENT RD AND PLEASANT GROVE BLVD ROSEVILLE, CA 95747
APN:	498-370-002-000 THROUGH 498-370-012-000; 017-152-018-000
TOTAL SITE AREA:	±11.3 AC
CIVIL IMPROVEMENT AREA:	±11.1 AC
ZONING CLASSIFICATION:	COMMUNITY COMMERCIAL – SPECIAL AREA (CC/SA)
EXISTING USE:	UNDEVELOPED
PROPOSED USE:	SHOPPING CENTER
COMBINED BUILDING AREA:	58,210 SF

ESTIMATED EARTHWORK QUANTITIES

CUT:	18,000±	CY
FILL:	9,500±	CY
NET:	8,500±	CY (CUT)

NOTE: THE ABOVE QUANTITIES ARE APPROXIMATE IN PLACE VOLUMES CALCULATED FROM THE EXISTING GROUND TO THE PROPOSED FINISHED GRADE. EXISTING GROUND IS DEFINED BY THE TOPOGRAPHIC SURVEY PROVIDED BY AZCA ENGINEERING, LLC. DATED 03/23/2025, AND RECEIVED ON 06/11/2025. PROPOSED FINISHED GRADE IS DEFINED AS THE FINAL GRADE AS INDICATED ON THE GRADING PLAN(S).

THE EARTHWORK QUANTITIES ABOVE ARE FOR PRELIMINARY PURPOSES ONLY. THEY HAVE NOT BEEN FACTORED TO ACCOUNT FOR CHANGES IN VOLUME DUE TO BULKING, CLEARING AND GRUBBING, SHRINKAGE, OVER- EXCAVATION AND RE-COMPACTION, AND CONSTRUCTION METHODS. NOR DO THEY ACCOUNT FOR THE THICKNESS OF PAVEMENT SECTIONS, FOOTINGS, SLABS, REUSE OF PULVERIZED MATERIALS THAT WILL UNDERLIE NEW PAVEMENTS, ETC. THE CONTRACTOR SHALL RELY ON THEIR OWN EARTHWORK ESTIMATES FOR BIDDING PURPOSES. ALL GRADING ACTIVITIES SHALL CONFORM WITH THE PROJECT GEOTECHNICAL REPORT.

UTILITY NOTE

KIMLEY-HORN & ASSOCIATES TAKES NO RESPONSIBILITY FOR EXISTING UTILITIES SHOWN HEREIN. THE EXISTING UTILITIES SHOWN ARE BASED ON INFORMATION PROVIDED BY OTHERS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE AND VERIFY INVERTS OF EXISTING UTILITIES WITHIN THE VICINITY OF CONSTRUCTION ACTIVITIES. IF A CONFLICT IS FOUND TO EXIST, THE CONTRACTOR SHALL COORDINATE WITH THE PROJECT ENGINEER, PROJECT ARCHITECT(S), AND THE OWNER IMMEDIATELY.

FLOOD ZONE

ZONE:	X
DEFINITION:	AREA OF MINIMAL FLOOD HAZARD
MAP NUMBER:	06061C0938H
COMMUNITY:	CITY OF ROSEVILLE
MAP REVISED:	NOVEMBER 2, 2018

PRIVATE EASEMENT NOTE

OWNER SHALL PREPARE AND RECORD PRIVATE RECIPROCAL EASEMENTS AND AGREEMENTS BETWEEN LOTS FOR ACCESS, DRAINAGE, UTILITIES, AND CONSTRUCTION PRIOR TO THE SALE OR OWNERSHIP TRANSFER OF ANY LOT.

SHEET INDEX TABLE

SHEET NUMBER	SHEET TITLE
C1.0	COVER SHEET
C2.0	OVERALL EXISTING LOT LINES
C2.1	EXISTING LOT LINES
C2.2	EXISTING LOT LINES
C3.0	OVERALL PROPOSED LOT LINES
C3.1	PROPOSED LOT LINES
C3.2	PROPOSED LOT LINES
C4.0	SEWER AND WATER PLAN
C4.1	SEWER AND WATER PLAN

BASIS OF BEARING

THE BEARING OF N0°27'58"W ALONG THE CENTERLINE OF FIDDYMENT ROAD AS SHOWN ON MAP FILED IN BOOK GG OF MAPS, PAGE 45, PLACER COUNTY RECORDS.

VERTICAL DATUM

CITY OF ROSEVILLE BENCH MARK #125, ELEVATION = 126.60 FEET (NAVD 88) 3-1/4" BRASS DISK STAMPED 2018 PLS 8278, LOCATED ON THE SOUTH SIDE OF PLEASANT GROVE BLVD., APPROX. 300 FEET EAST OF THE CENTERLINE OF FIDDYMENT ROAD AT THE TOP OF CURB WITHIN THE BUS TURNOUT.

LEGAL DESCRIPTION

THE LAND DESCRIBED HEREIN IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF PLACER, CITY OF ROSEVILLE, DESCRIBED AS FOLLOWS:

PARCEL ONE:
LOTS 2 THROUGH 12, INCLUSIVE, AS SHOWN ON THE MAP ENTITLED "SIERRA VISTA PARCELS JM-30 AND JM-41", WHICH MAP WAS FILED FOR RECORD ON DECEMBER 20, 2022, IN BOOK GG OF MAPS, PAGE 45, PLACER COUNTY RECORDS.
APN: 498-370-002-000 THROUGH 498-370-012-000

PARCEL TWO:
ALL THAT REAL PROPERTY SITUATED IN THE CITY OF ROSEVILLE, COUNTY OF PLACER, STATE OF CALIFORNIA, LOCATED IN SECTION 25, TOWNSHIP 11 NORTH, RANGE 5 EAST, MOUNT DIABLO MERIDIAN AND BEING ALL OF LOT 15 AS SHOWN ON THE FINAL MAP OF "PLAT OF WESTPARK PHASE 1", FILED FOR RECORD ON OCTOBER 21, 2004, IN BOOK AA OF MAPS, AT PAGE 4, OFFICIAL RECORDS OF PLACER COUNTY.
APN: 017-152-018-000

THE PROPERTY SURVEYED IS THE SAME AS DESCRIBED IN THE TITLE COMMITMENT FROM PLACER TITLE COMPANY, COMMITMENT NO. P-655352, AND AN EFFECTIVE DATE OF JANUARY 22, 2025.

EASEMENTS

15 TOWER EASEMENT
BOOK 612 PAGE 534

16 SMUD EASEMENT
BOOK 935 PAGE 29

17 POWERLINE EASEMENT
INSTR. NO. 1997-0062790

21 PUBLIC UTILITY EASEMENT
INSTR. NO. 2004-0144844

22 LANDSCAPE EASEMENT
INSTR. NO. 2004-0144845

25 GAS PIPELINE EASEMENT
INSTR. NO. 2006-0113622

30 PUBLIC UTILITY EASEMENT
INSTR. NO. 2012-62887

31 BUS SHELTER EASEMENT
PLAT DD PAGE 26

32 MAINTENANCE ACCESS, PRIVATE ACCESS, AND PRIVATE UTILITY EASEMENT
BOOK GG PAGE 45

811 Know what's below. Call before you dig.

No.	REVISIONS	DATE

Kimley»Horn
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4637 CHABOT DR #300, PLEASANTON, CA 94588
PHONE: 925-398-4840
WWW.KIMLEY-HORN.COM

LICENSED PROFESSIONAL
REGISTERED PROFESSIONAL ENGINEER
BROOKS BADDELEY
No. 93247
CIVIL
STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

KHA PROJECT 197901001		DESIGNED	PSS
DATE 6/12/2026		DRAWN	PSS
SCALE AS SHOWN		CHECKED	JAK

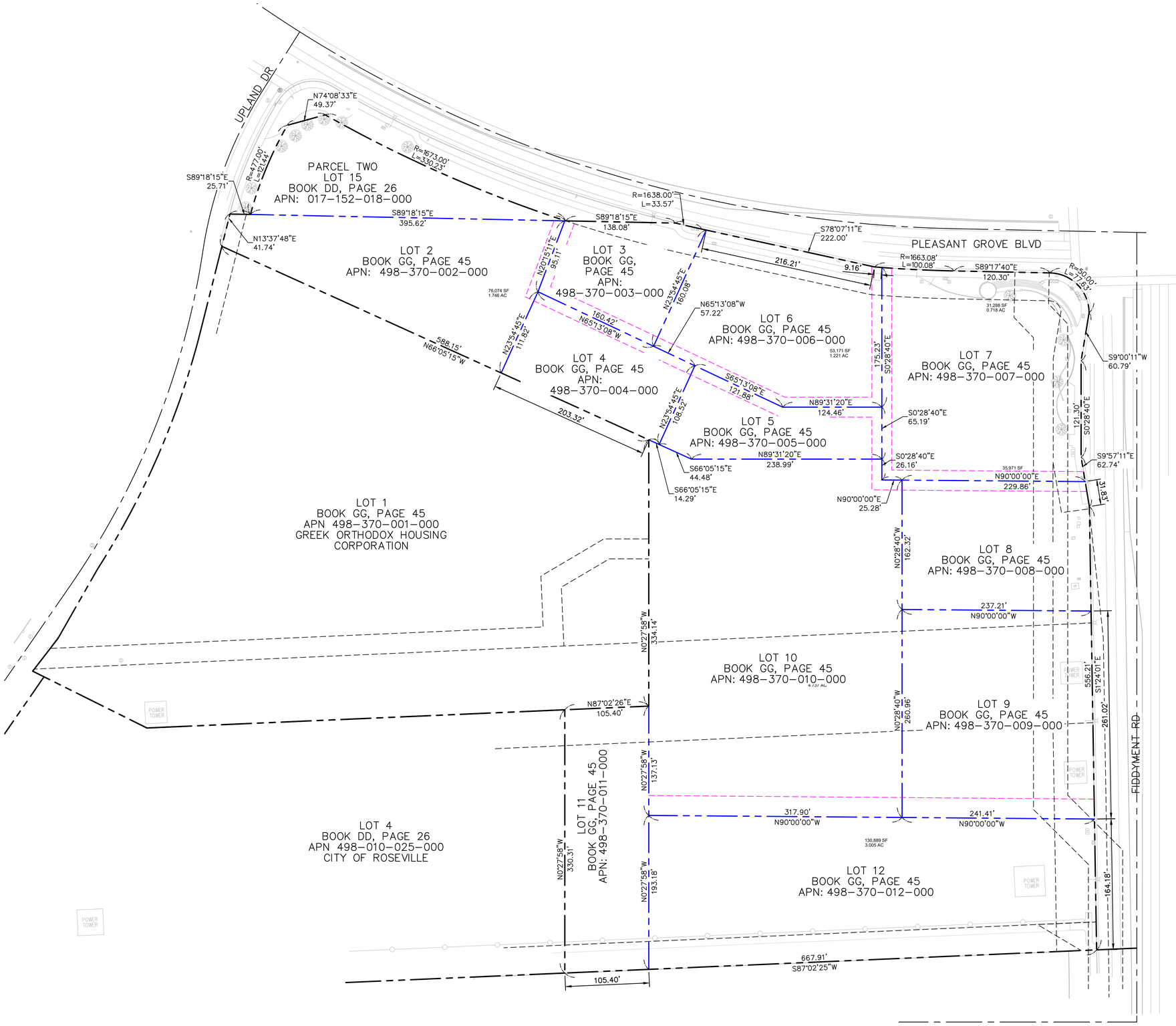
COVER SHEET

SIERRA VIEW SHOPPING CENTER
SWC OF FIDDYMENT RD & PLEASANT GROVE BLVD
ROSEVILLE, CA 95747

SHEET NUMBER
C1.0
1 OF 23

Plotted By:Szarecki, Piotr Sheet Set:Kha Layout:COVER June 12, 2026 08:47:06am K:\BAY_LDE\197901001 - Roseville Retail Center (JAK)\CAD\PlanSheets\Tentative Subdivision Map\C1.0 - CV.dwg
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Plotted By:Szarecki, Piotr Sheet Set:Kha Layout:C2.0 June 12, 2026 08:47:14am K:\BAY_LUEV\197901001 - Roseville Retail Center (JAK)\CAD\PlanSheets\Tentative Subdivision Map\C2.0 - EXISTING CONDITION.dwg
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LEGEND

- SURVEYED PROPERTY LINE
- SURVEYED PROPERTY LINE TO BE ABANDONED
- EXISTING EASEMENT OF RECORD
- EASEMENT TO BE VACATED
- CENTERLINE

GENERAL NOTES

1. ALL IMPROVEMENTS SHALL CONFORM TO THE CITY OF ROSEVILLE STANDARDS, DETAILS, AND SPECIFICATIONS.
2. SEE SHEETS C2.1 AND C2.2 FOR EXISTING EASEMENTS OF RECORD.
3. SEE SHEETS C2.1 AND C2.2 FOR EXISTING ELEVATIONS.
4. ALL EASEMENTS THAT ARE TO REMAIN UNLESS OTHERWISE NOTED ON PLAN.

NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

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4637 CHABOT DR #300, PLEASANTON, CA 94588
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WWW.KIMLEY-HORN.COM

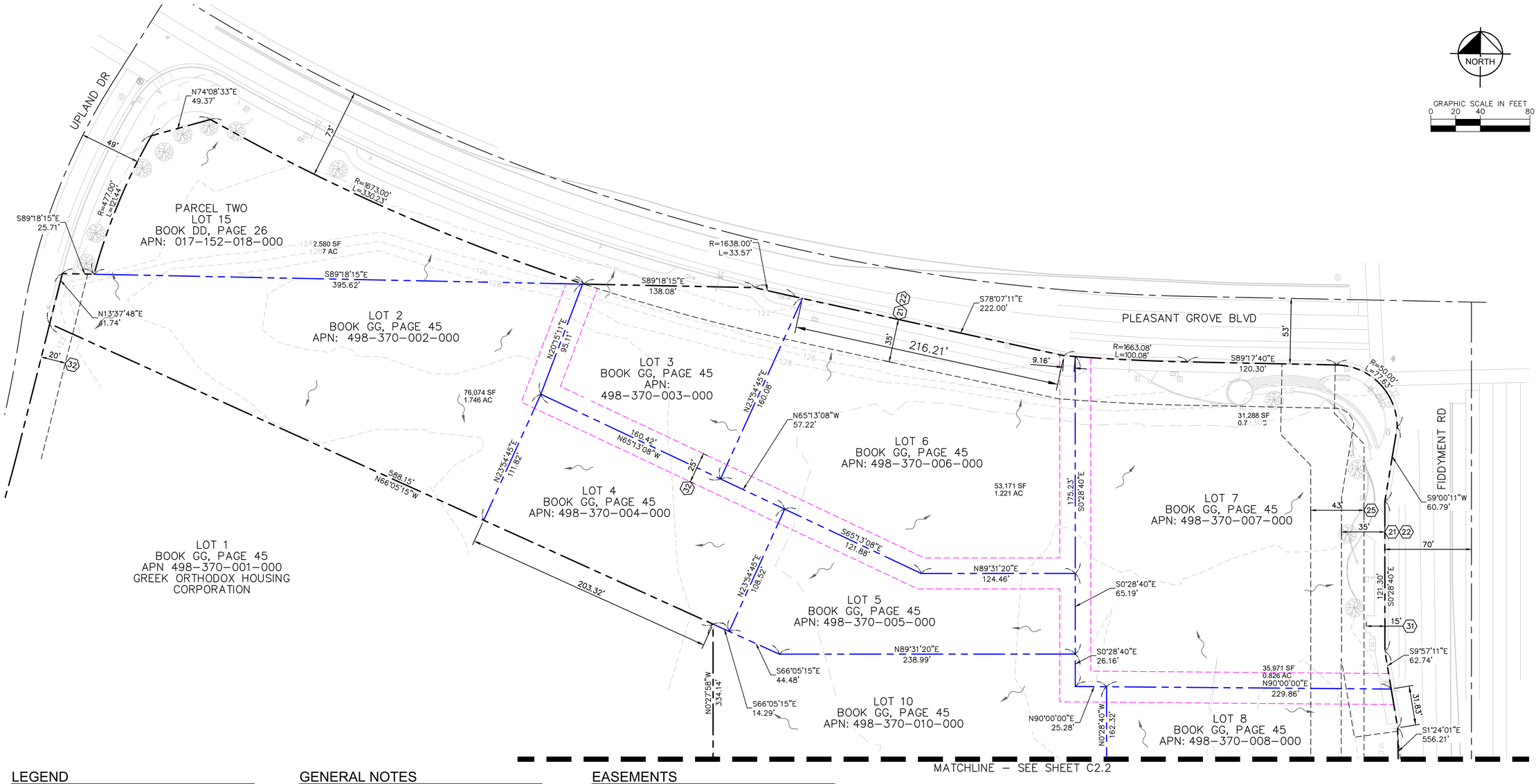
LICENSED PROFESSIONAL
REGISTERED PROFESSIONAL ENGINEER BROOKS BAZ 24247 CIVIL STATE OF CALIFORNIA
NOT FOR CONSTRUCTION
DATE:

KHA PROJECT	197901001
DATE	6/12/2026
SCALE AS SHOWN	
DESIGNED	PSS
DRAWN	PSS
CHECKED	JAK

OVERALL EXISTING LOT LINES

SIERRA VIEW SHOPPING CENTER
SWC OF FIDDYMENT RD & PLEASANT GROVE BLVD
ROSEVILLE, CA 95747

SHEET NUMBER
C2.0
2 OF 23



LEGEND

- SURVEYED PROPERTY LINE
- SURVEYED PROPERTY LINE TO BE ABANDONED
- EXISTING EASEMENT OF RECORD
- EASEMENT TO BE VACATED
- CENTERLINE
- (#) EASEMENT ID
- EXISTING CONTOUR
- EXISTING RUNOFF DIRECTION

GENERAL NOTES

1. ALL IMPROVEMENTS SHALL CONFORM TO THE CITY OF ROSEVILLE STANDARDS, DETAILS, AND SPECIFICATIONS.
2. EXISTING CONTOURS SHOWN AT 2' INTERVALS.
3. ALL EASEMENTS ARE TO REMAIN UNLESS OTHERWISE NOTED ON PLAN.

EASEMENTS

- (15) TOWER EASEMENT BOOK 612 PAGE 534
- (16) SMUD EASEMENT BOOK 935 PAGE 29
- (17) POWERLINE EASEMENT INSTR. NO. 1997-0062790
- (21) PUBLIC UTILITY EASEMENT INSTR. NO. 2004-0144844
- (22) LANDSCAPE EASEMENT INSTR. NO. 2004-0144845
- (25) GAS PIPELINE EASEMENT INSTR. NO. 2006-0113622
- (30) PUBLIC UTILITY EASEMENT INSTR. NO. 2012-62887
- (31) BUS SHELTER EASEMENT PLAT DD PAGE 26
- (32) MAINTENANCE ACCESS, PRIVATE ACCESS, AND PRIVATE UTILITY EASEMENT BOOK GG PAGE 45

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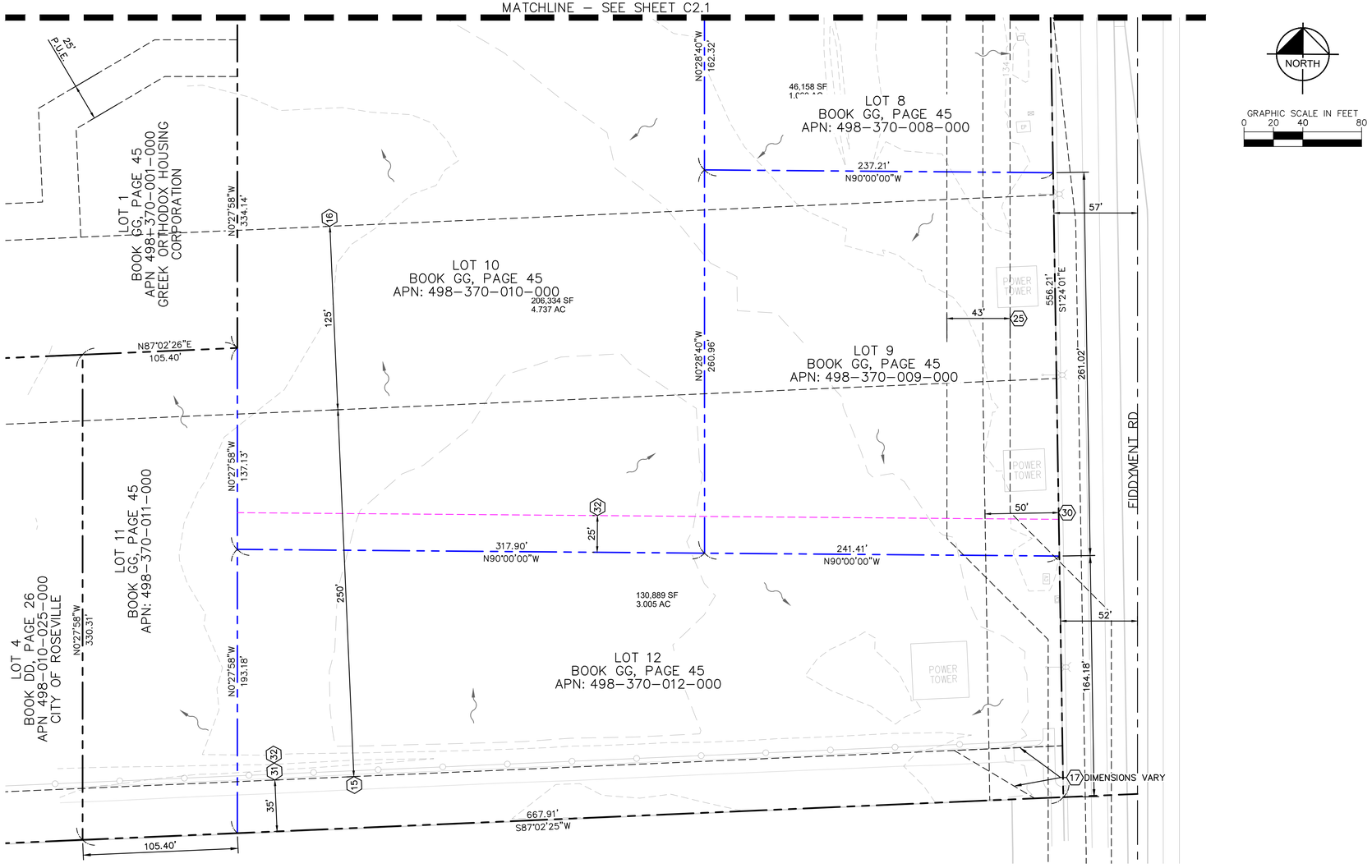
EXISTING LOT LINES

SIERRA VIEW SHOPPING CENTER

SWC OF FIDDYMENT RD & PLEASANT GROVE BLVD
ROSEVILLE, CA 95747

SHEET NUMBER
C2.1
3 OF 23

Plotted By: Szarecki, Piotr Sheet Set: Kha Layout: C2.1 June 12, 2026 08:47:14am K:\BAY_LDEV\197901001 - Roseville Retail Center (JAK)\CAD\PlanSheets\Tentative Subdivision Map\C2.0 - EXISTING CONDITION.dwg
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GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

LEGEND

- SURVEYED PROPERTY LINE
- SURVEYED PROPERTY LINE TO BE ABANDONED
- EXISTING EASEMENT OF RECORD
- EASEMENT TO BE VACATED
- CENTERLINE
- (#) EASEMENT ID
- 71 EXISTING CONTOUR
- EXISTING RUNOFF DIRECTION

GENERAL NOTES

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(32) MAINTENANCE ACCESS, PRIVATE ACCESS, AND PRIVATE UTILITY EASEMENT
BOOK GG PAGE 45

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DATE	6/12/2026
SCALE AS SHOWN	
DESIGNED	PSS
DRAWN	PSS
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DATE:	

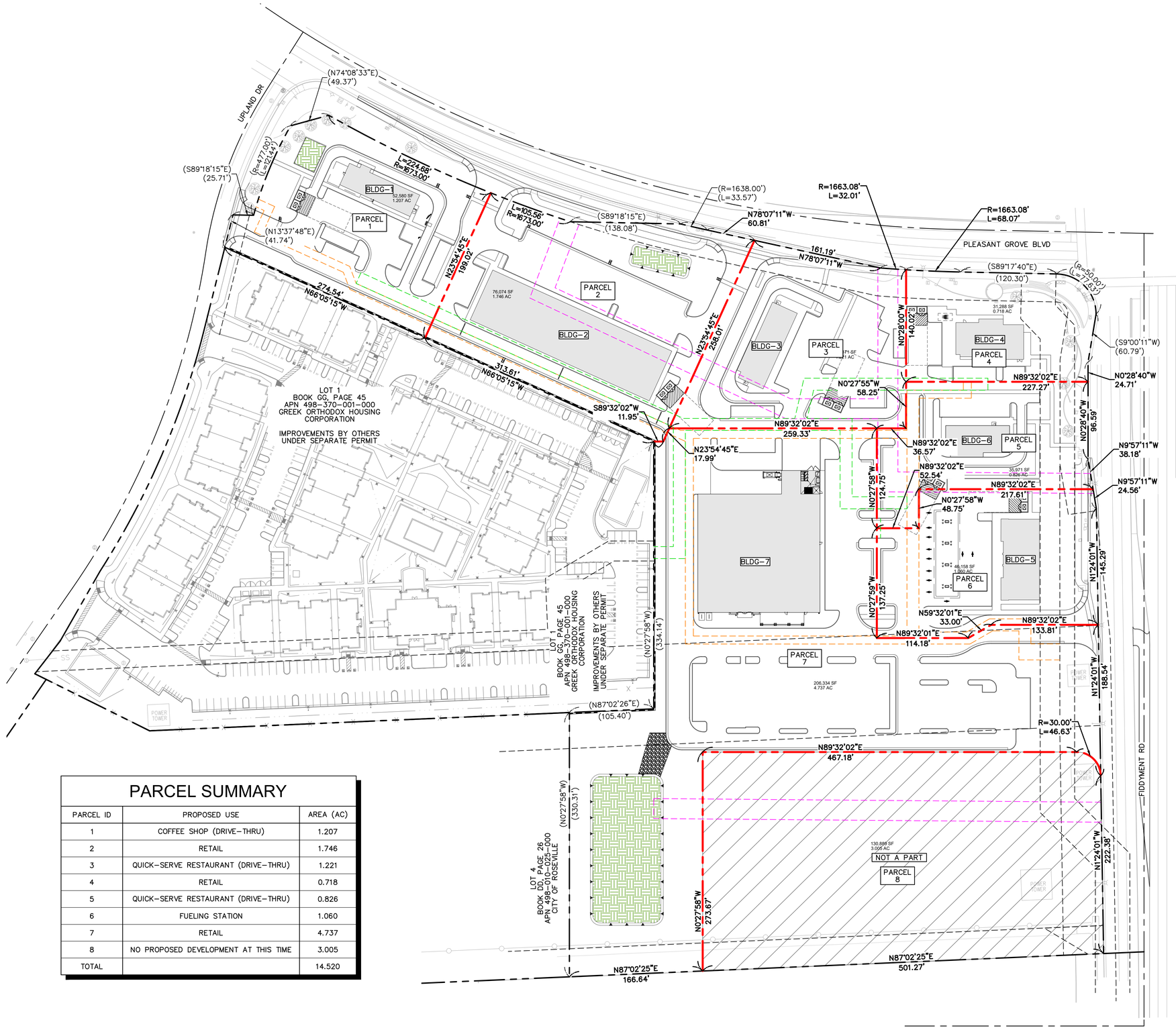
EXISTING LOT LINES

SIERRA VIEW
SHOPPING CENTER

SWC OF FIDDYMENT RD &
PLEASANT GROVE BLVD
ROSEVILLE, CA 95747

SHEET NUMBER
C2.2
4 OF 23

Plotted By:Szarecki, Piotr Sheet Set:Kha Layout:C2.2 June 12, 2026 08:47:14am K:\BAY_LDEV\197901001 - Roseville Retail Center (JAK)\CAD\PlanSheets\Tentative Subdivision Map\C2.0 - EXISTING CONDITION.dwg
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PARCEL SUMMARY

PARCEL ID	PROPOSED USE	AREA (AC)
1	COFFEE SHOP (DRIVE-THRU)	1.207
2	RETAIL	1.746
3	QUICK-SERVE RESTAURANT (DRIVE-THRU)	1.221
4	RETAIL	0.718
5	QUICK-SERVE RESTAURANT (DRIVE-THRU)	0.826
6	FUELING STATION	1.060
7	RETAIL	4.737
8	NO PROPOSED DEVELOPMENT AT THIS TIME	3.005
TOTAL		14.520

LEGEND

- SURVEYED PROPERTY LINE
- PROPOSED PROPERTY LINE
- EXISTING EASEMENT
- EASEMENT TO BE VACATED
- PROPOSED PUBLIC EASEMENT
- PROPOSED PRIVATE EASEMENT
- CENTERLINE
- PROPOSED BIORETENTION
- BASIN SLOPE
- 222.00' N78°07'11"W — PROPOSED BEARING AND DISTANCE
- (222.00') (N78°07'11"W) — SURVEYED BEARING AND DISTANCE

GENERAL NOTES

1. ALL IMPROVEMENTS SHALL CONFORM TO THE CITY OF ROSEVILLE STANDARDS, DETAILS, AND SPECIFICATIONS.
2. SEE SHEETS C3.1 AND C3.2 FOR PROPOSED EASEMENTS.
3. SEE SHEETS C3.1 AND C3.2 FOR EXISTING AND PROPOSED ELEVATIONS.

ESTIMATED EARTHWORK QUANTITIES

CUT:	18,000±	CY
FILL:	9,500±	CY
NET:	8,500±	CY (CUT)

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NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

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LICENSED PROFESSIONAL
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JAMES A. BROOKS BAZAR
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STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

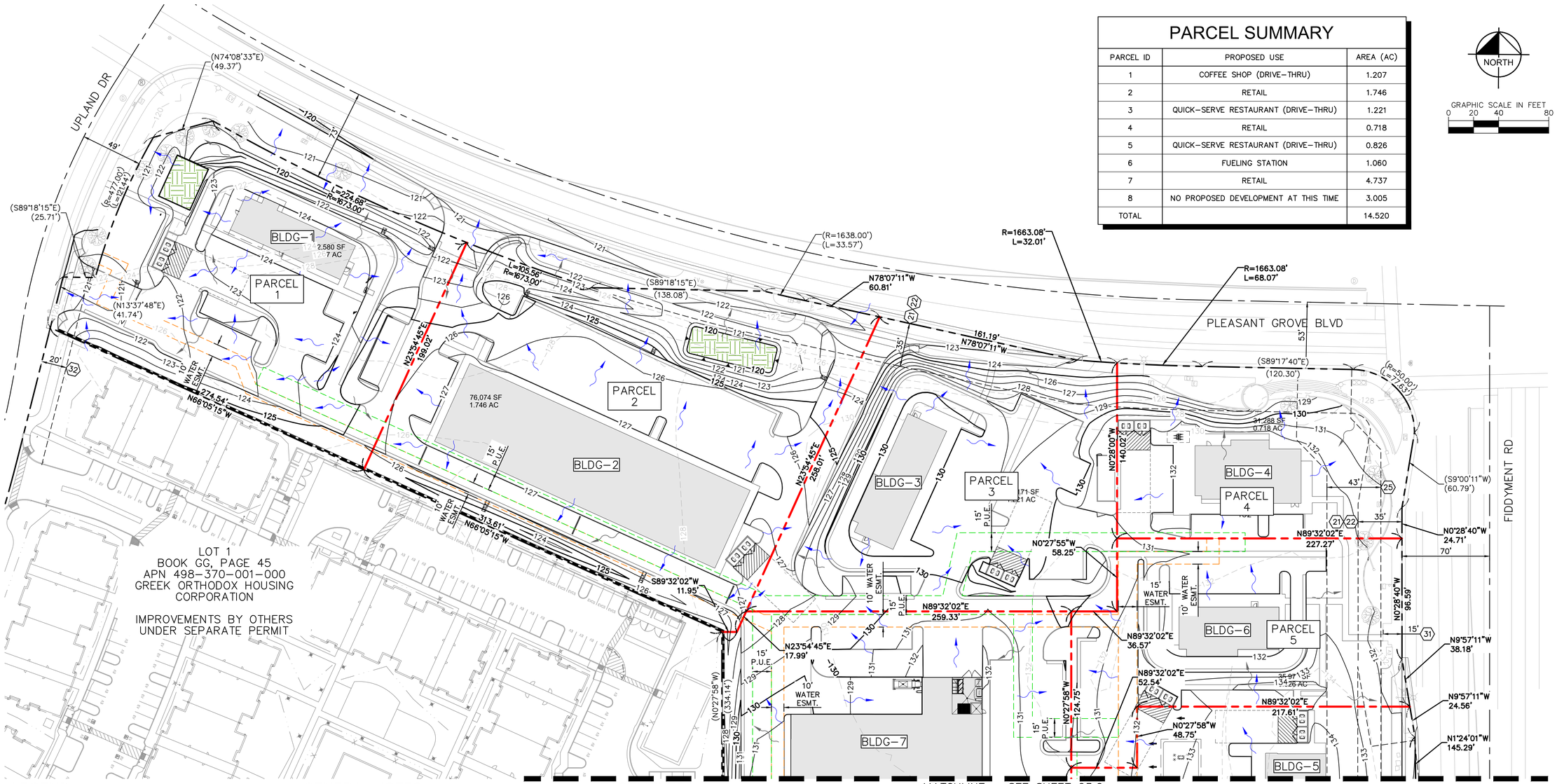
KHA PROJECT	197901001
DATE	6/12/2026
SCALE AS SHOWN	
DESIGNED	PSS
DRAWN	PSS
CHECKED	JAK
DATE:	

OVERALL PROPOSED LOT LINES

SIERRA VIEW SHOPPING CENTER
SWC OF FIDDYMENT RD & PLEASANT GROVE BLVD
ROSEVILLE, CA 95747

SHEET NUMBER
C3.0
5 OF 23

Plotted By: Szarecki, Piotr Sheet Set: Kha Layout: C3.0 June 12, 2026 08:47:28am K:\BAY_LDEV\197901001 - Roseville Retail Center (JAK)\CAD\PlanSheets\Tentative Subdivision Map\C3.0 - PROPOSED CONDITION.dwg
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7	RETAIL	4.737
8	NO PROPOSED DEVELOPMENT AT THIS TIME	3.005
TOTAL		14.520

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

LEGEND

- SURVEYED PROPERTY LINE
- PROPOSED PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED PUBLIC EASEMENT
- PROPOSED PRIVATE EASEMENT
- CENTERLINE
- PROPOSED BIORETENTION
- (#) EASEMENT
- BASIN SLOPE
- 71 PROPOSED CONTOUR
- 71 EXISTING CONTOUR
- PROPOSED FLOW DIRECTION
- EXISTING FLOW DIRECTION
- 222.00' N78°07'11"W PROPOSED BEARING AND DISTANCE
- (222.00') (N78°07'11"W) SURVEYED BEARING AND DISTANCE

GENERAL NOTES

1. ALL IMPROVEMENTS SHALL CONFORM TO THE CITY OF ROSEVILLE STANDARDS, DETAILS, AND SPECIFICATIONS.
2. SEE SHEETS C4.0 AND C4.1 FOR STORM WATER RUNOFF COLLECTION LAYOUT, UNDERGROUND CONVEYANCE LAYOUT. AND CONNECTION TO THE PUBLIC SYSTEM.
3. SEE SHEETS C4.0 AND C4.1 FOR UNDERGROUND WATER AND SEWER LAYOUT AND CONNECTION TO THE PUBLIC SYSTEM.
4. EXISTING CONTOURS SHOWN ON 2' INTERVALS.
5. PROPOSED CONTOURS SHOWN ON 1' INTERVALS.

EASEMENTS

(15) TOWER EASEMENT
BOOK 612 PAGE 534

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(31) BUS SHELTER EASEMENT
PLAT DD PAGE 26

(32) MAINTENANCE ACCESS, PRIVATE ACCESS, AND PRIVATE UTILITY EASEMENT
BOOK GG PAGE 45

BUILDING SUMMARY

BUILDING ID	PROPOSED USE	SQUARE FOOTAGE	PRELIMINARY FFE
BLDG-1	COFFEE SHOP (DRIVE-THRU)	3,000	124.50
BLDG-2	RETAIL	16,472	127.50
BLDG-3	QUICK-SERVE RESTAURANT (DRIVE-THRU)	3,736	130.50
BLDG-4	RETAIL	3,745	132.50
BLDG-5	FUELING STATION	4,700	134.50
BLDG-6	QUICK-SERVE RESTAURANT (DRIVE-THRU)	3,015	132.50
BLDG-7	RETAIL	23,272	132.00
TOTAL		58,210	

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No.	REVISIONS	DATE

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4637 CHABOT DR #300, PLEASANTON, CA 94588
PHONE: 925-398-4840
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LICENSED PROFESSIONAL ENGINEER — REGISTERED PROFESSIONAL ENGINEER BROOKS BAZ EXP. 12/31/2027 CIVIL STATE OF CALIFORNIA — NOT FOR CONSTRUCTION

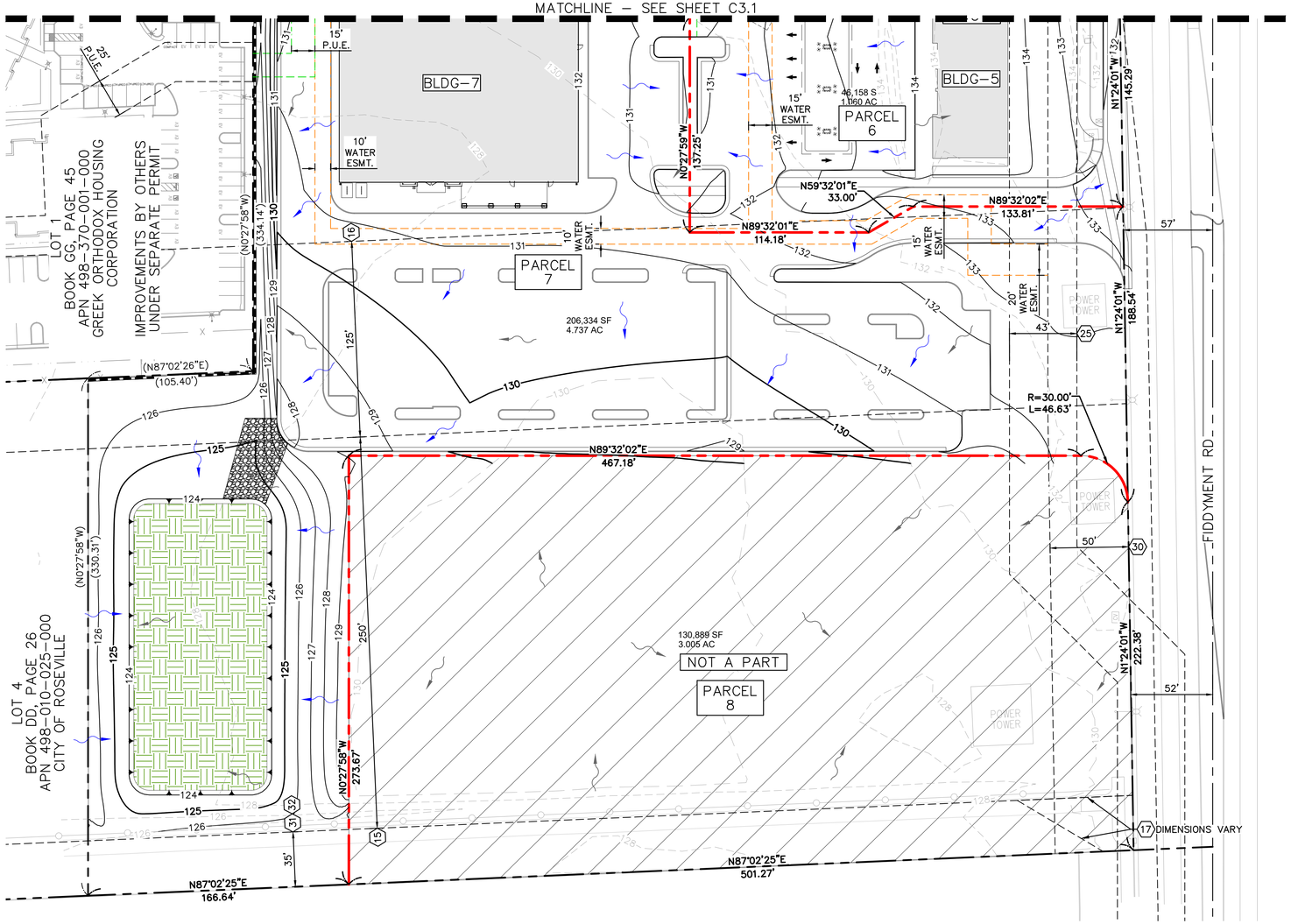
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DATE	6/12/2026
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DESIGNED	PSS
DRAWN	PSS
CHECKED	JAK

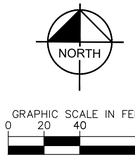
PROPOSED LOT LINES

SIERRA VIEW SHOPPING CENTER
SWC OF FIDDYMENT RD & PLEASANT GROVE BLVD
ROSEVILLE, CA 95747

SHEET NUMBER
C3.1
6 OF 23

Plotted By: Szarecki, Piotr Sheet Set: Kha Layout: C3.1 June 12, 2026 08:47:28am K:\BAY_LDEV\197901001 - Roseville Retail Center (JAK)\CAD\PlanSheets\Tentative Subdivision Map\C3.0 - PROPOSED CONDITION.dwg
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LEGEND

- SURVEYED PROPERTY LINE
- PROPOSED PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED PUBLIC EASEMENT
- PROPOSED PRIVATE EASEMENT
- CENTERLINE
- PROPOSED BIORETENTION
- (#) EASEMENT
- BASIN SLOPE
- 71 PROPOSED CONTOUR
- 71 EXISTING CONTOUR
- PROPOSED FLOW DIRECTION
- EXISTING FLOW DIRECTION
- 222.00' N78°07'11"W PROPOSED BEARING AND DISTANCE
- (222.00') (N78°07'11"W) SURVEYED BEARING AND DISTANCE

GENERAL NOTES

1. ALL IMPROVEMENTS SHALL CONFORM TO THE CITY OF ROSEVILLE STANDARDS, DETAILS, AND SPECIFICATIONS.
2. SEE SHEETS C4.0 AND C4.1 FOR STORM WATER RUNOFF COLLECTION LAYOUT, UNDERGROUND CONVEYANCE LAYOUT. AND CONNECTION TO THE PUBLIC SYSTEM.
3. SEE SHEETS C4.0 AND C4.1 FOR UNDERGROUND WATER AND SEWER LAYOUT AND CONNECTION TO THE PUBLIC SYSTEM.

EASEMENTS

(15) TOWER EASEMENT
BOOK 612 PAGE 534

(16) SMUD EASEMENT
BOOK 935 PAGE 29

(17) POWERLINE EASEMENT
INSTR. NO. 1997-0062790

(21) PUBLIC UTILITY EASEMENT
INSTR. NO. 2004-0144844

(22) LANDSCAPE EASEMENT
INSTR. NO. 2004-0144845

(25) GAS PIPELINE EASEMENT
INSTR. NO. 2006-0113622

(30) PUBLIC UTILITY EASEMENT
INSTR. NO. 2012-62887

(31) BUS SHELTER EASEMENT
PLAT DD PAGE 26

(32) MAINTENANCE ACCESS, PRIVATE ACCESS, AND PRIVATE UTILITY EASEMENT
BOOK GG PAGE 45

BUILDING SUMMARY

BUILDING ID	PROPOSED USE	SQUARE FOOTAGE	PRELIMINARY FFE
BLDG-1	COFFEE SHOP (DRIVE-THRU)	3,000	124.50
BLDG-2	RETAIL	16,472	127.50
BLDG-3	QUICK-SERVE RESTAURANT (DRIVE-THRU)	3,736	130.50
BLDG-4	RETAIL	3,745	132.50
BLDG-5	FUELING STATION	4,700	134.50
BLDG-6	QUICK-SERVE RESTAURANT (DRIVE-THRU)	3,015	132.50
BLDG-7	RETAIL	23,272	132.00
TOTAL		58,210	

PARCEL SUMMARY

PARCEL ID	PROPOSED USE	AREA (AC)
1	COFFEE SHOP (DRIVE-THRU)	1.207
2	RETAIL	1.746
3	QUICK-SERVE RESTAURANT (DRIVE-THRU)	1.221
4	RETAIL	0.718
5	QUICK-SERVE RESTAURANT (DRIVE-THRU)	0.826
6	FUELING STATION	1.060
7	RETAIL	4.737
8	NO PROPOSED DEVELOPMENT AT THIS TIME	3.005
TOTAL		14.520

Know what's below. Call before you dig.

No.	REVISIONS	DATE

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LICENSED PROFESSIONAL
REGISTERED PROFESSIONAL ENGINEER BROOKS BAZ No. 93247 CIVIL STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

KHA PROJECT	DATE	SCALE AS SHOWN	DESIGNED	DRAWN	CHECKED
197901001	6/12/2026		PSS	PSS	JAK

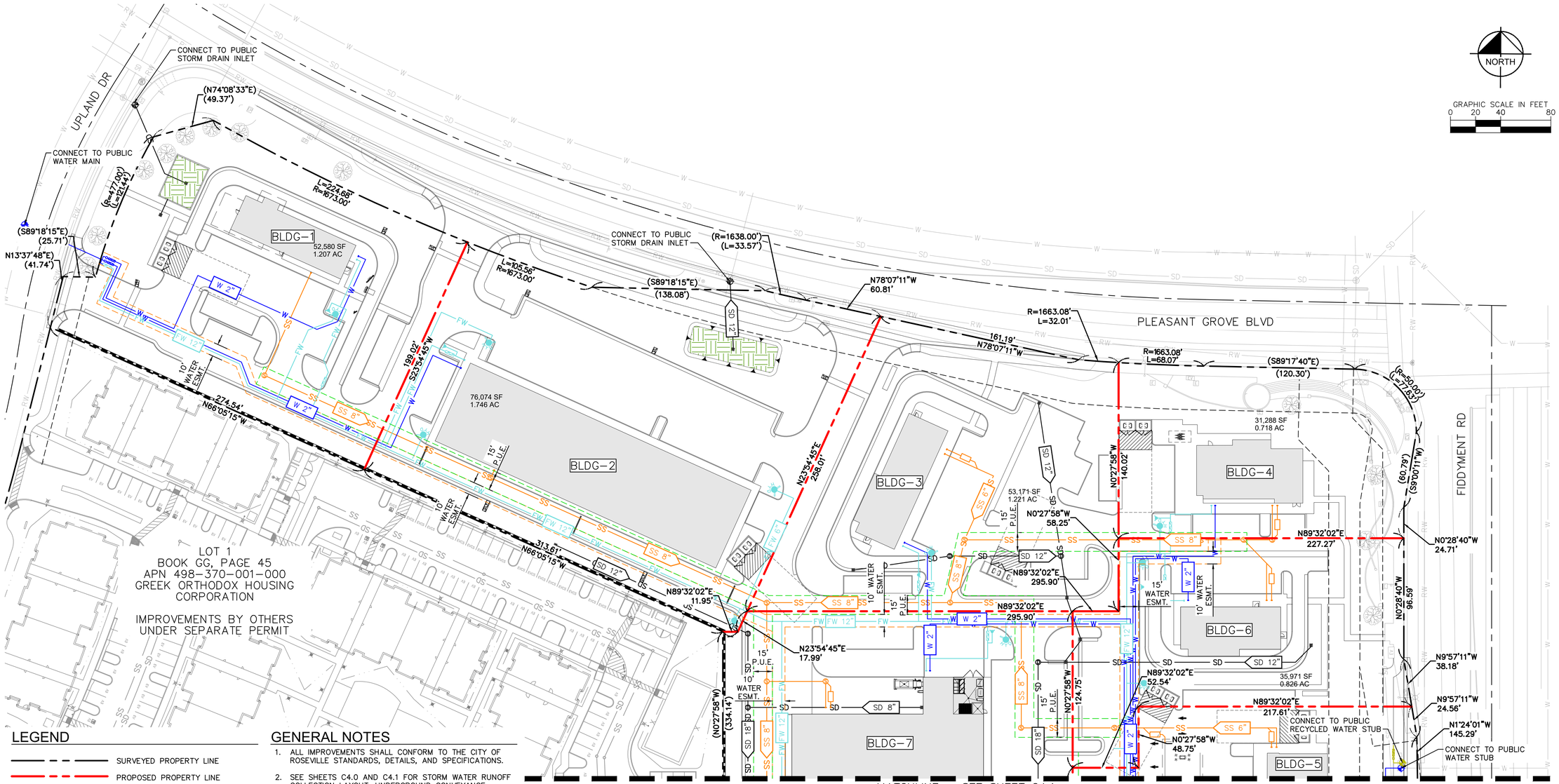
PROPOSED LOT LINES

SIERRA VIEW SHOPPING CENTER
SWC OF FIDDYMENT RD & PLEASANT GROVE BLVD
ROSEVILLE, CA 95747

SHEET NUMBER
C3.2
7 OF 23

Plotted By:Szarecki, Piotr Sheet Set:Kha Layout:C3.2 June 12, 2026 08:47:31am K:\BAY_LDEV\197901001 - Roseville Retail Center (JAK)\CAD\PlanSheets\Tentative Subdivision Map\C3.0 - PROPOSED CONDITION.dwg
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LEGEND

- SURVEYED PROPERTY LINE
- PROPOSED PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED PUBLIC EASEMENT
- PROPOSED PRIVATE EASEMENT
- PROPOSED STORM DRAIN PIPE
- EXISTING STORM DRAIN PIPE
- PROPOSED STORM DRAIN MANHOLE
- EXISTING STORM DRAIN MANHOLE
- PROPOSED STORM DRAIN INLET
- EXISTING STORM DRAIN INLET
- PROPOSED SANITARY SEWER PIPE
- EXISTING SANITARY SEWER PIPE
- PROPOSED SANITARY SEWER MANHOLE
- EXISTING SANITARY SEWER MANHOLE
- PROPOSED WATER PIPE
- EXISTING WATER PIPE
- PROPOSED FIRE WATER PIPE
- PROPOSED FIRE HYDRANT
- PROPOSED BIORETENTION

GENERAL NOTES

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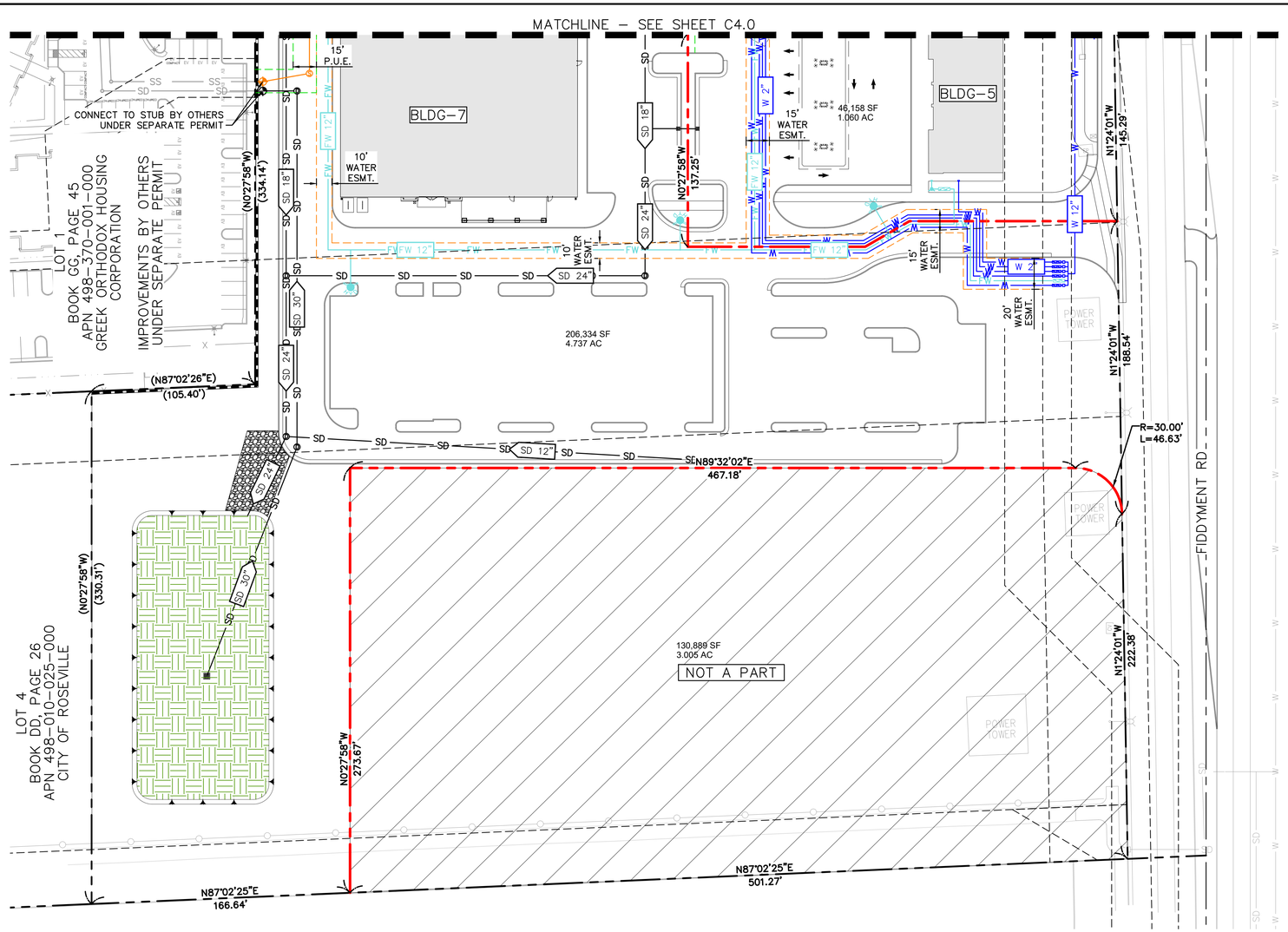
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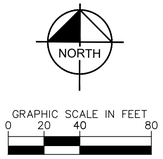
KHA PROJECT	197901001
DATE	6/12/2026
SCALE	AS SHOWN
DESIGNED	PSS
DRAWN	PSS
CHECKED	JAK

SEWER AND WATER PLAN

SIERRA VIEW SHOPPING CENTER
SWC OF FIDDYMENT RD & PLEASANT GROVE BLVD
ROSEVILLE, CA 95747

SHEET NUMBER
C4.0
8 OF 23





LEGEND

- SURVEYED PROPERTY LINE
- PROPOSED LOT LINE
- EXISTING EASEMENT
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- PROPOSED PRIVATE EASEMENT
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LICENSED PROFESSIONAL
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PATRICK BROOKS BAZ
No. 32247
CIVIL
STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

KHA PROJECT	197901001
DATE	6/12/2026
SCALE AS SHOWN	
DESIGNED	PSS
DRAWN	PSS
CHECKED	JAK
DATE:	JAK

SEWER AND WATER PLAN

SIERRA VIEW SHOPPING CENTER

SWC OF FIDDYMENT RD & PLEASANT GROVE BLVD
ROSEVILLE, CA 95747

SHEET NUMBER
C4.1
9 OF 23

Plotted By: Szarecki, Piotr Sheet Set: Kha Layout: C4.1 June 12, 2026 08:47:52am K:\BAY_LDEV\197901001 - Roseville Retail Center (JAK)\CAD\PlanSheets\Tentative Subdivision Map\C4.0 - SEWER AND WATER PLAN.dwg
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Sierra View Shopping Center

Roseville, CA

Building Elevations & Materials

Prepared by IARetail
04.10.2026

Contents

What's Included?

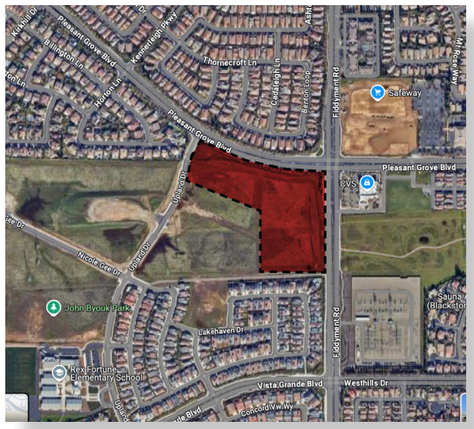
Site Information	3
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Building Elevations	9

Site Information

Site Location
Surrounding Context

*Work included in this package is in-progress and for visual/design approval.

Site Location:



Roseville, CA

Surrounding Jurisdiction Context:











Site Plan

Project Site

Key:

1 - Coffee Shop (Drive Thru)

2 - In-Line Multi-Tenant Retail

3 - QSR (Drive Thru)

4 - Site Corner Retail

5 - Gas Station

6 - QSR (Drive Thru)

7 - Large Format Retail



Overall Site Plan

NTS

Overall Site View A



Key Plan



Overall Site View B



Key Plan



Materials - Design Concept

Design Inspiration

‘Modern Western Highlands’ Influence

Drawing from the local commercial and residential architectural context around Roseville and similar environs, the design for the Sierra View Shopping Center utilizes a similar mix of stone and stone block, vertical cement fiber siding and metal and wood accents. The result is an approachable mix of modern and traditional elements that feel relatable.

*Work included in this package is in-progress and for visual/design approval.















Visual Position

Look & Feel

*Work included in this package is in-progress and for visual/design approval.



Key:

A - Dark Warm Gray EIFS/Stucco

B - Stacked Stone Veneer

C - Blackened Steel (Look) Brake Metal

D - Standing Seam Roof Accent/Panel

E - Light Warm Gray EIFS/Stucco

F - CMU/Stone Block

G - Dark Pine Treated Lumber Wood Accent

H - White Brake Metal Trim

I - Dark Charcoal Cement Fiber Siding

J - Mid Warm Gray EIFS/Stucco

K - Warm Tan Cement Fiber Siding

L - Dark Brown Cement Fiber Siding

M - Sage Green Cement Fiber Siding

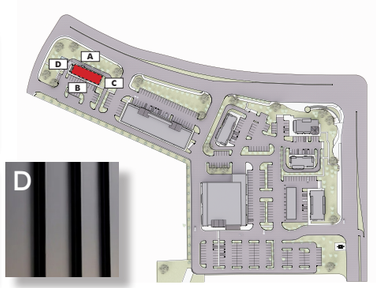
Building Elevations

Building Elevations

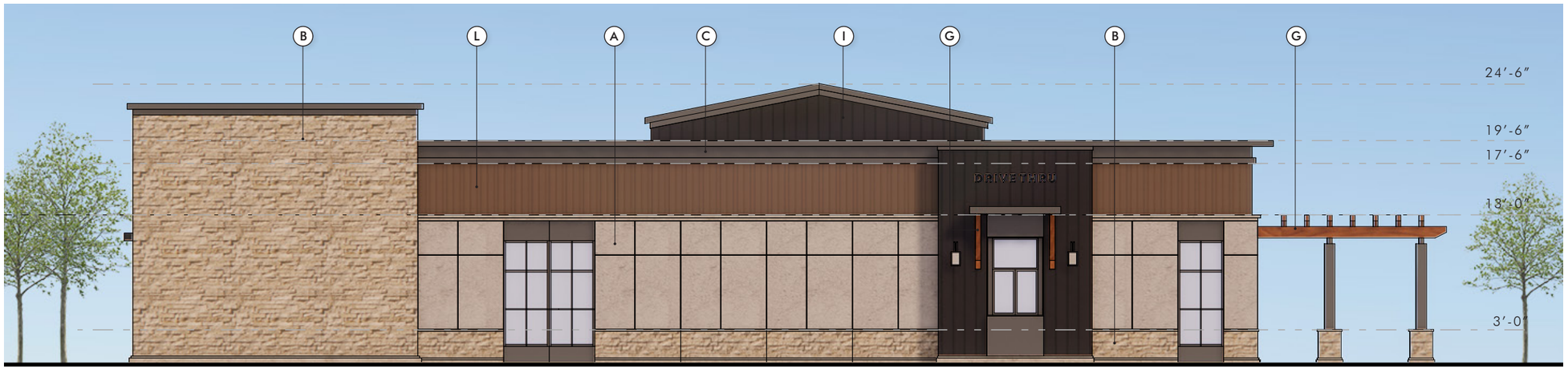
Building 1 - Coffee Shop (Drive Thru)



Materials

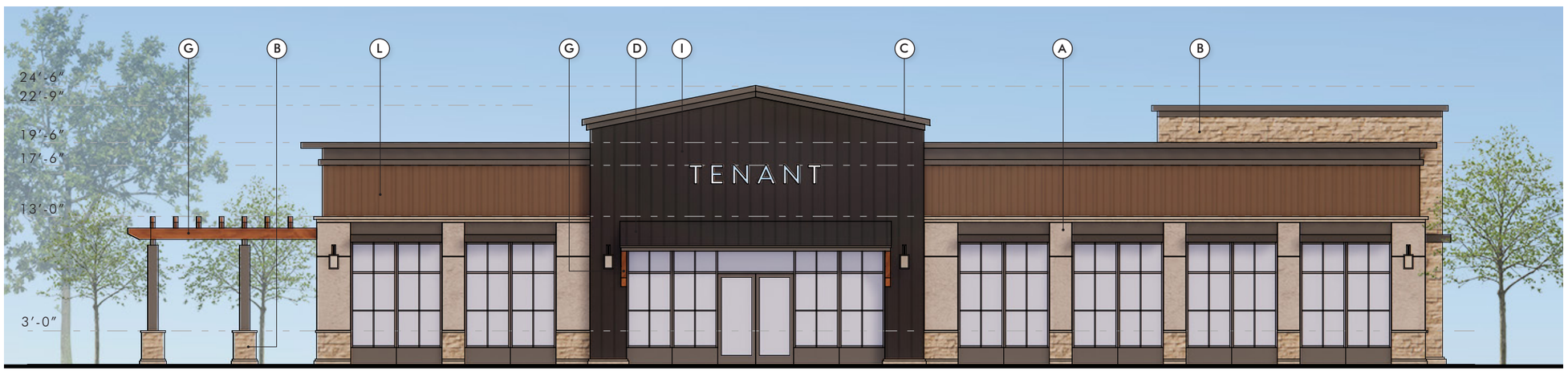


Site Key



Elevation A

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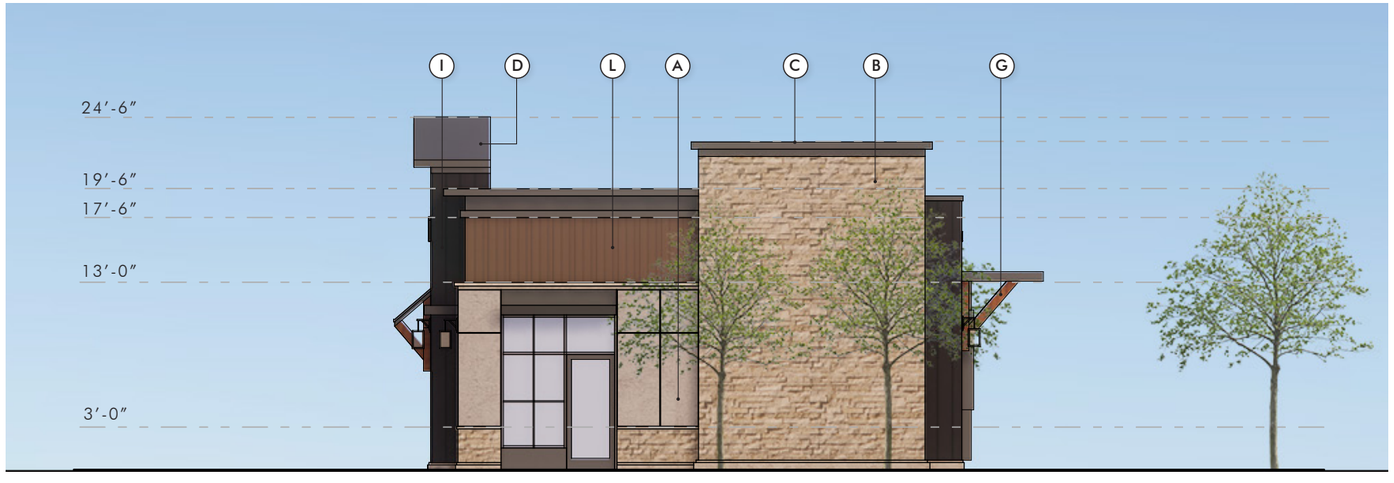


Elevation B

Scale: 3/32"=1'-0"

Building Elevations

Building 1 - Coffee Shop (Drive Thru)



Elevation C

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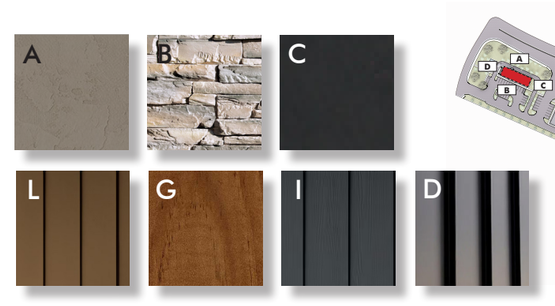


3D View

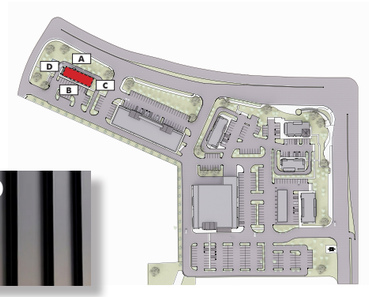


Elevation D

Scale: 3/32″=1′-0″



Materials



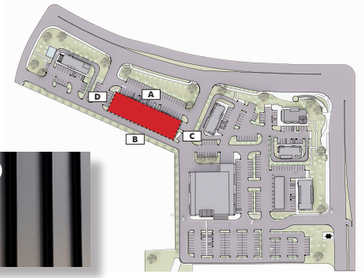
Site Key

Building Elevations

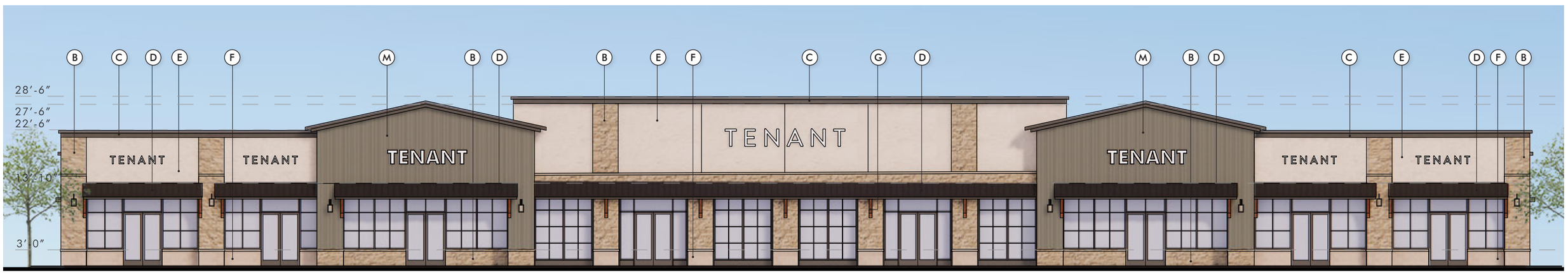
Building 2 - In-Line Multi-Tenant Retail



Materials

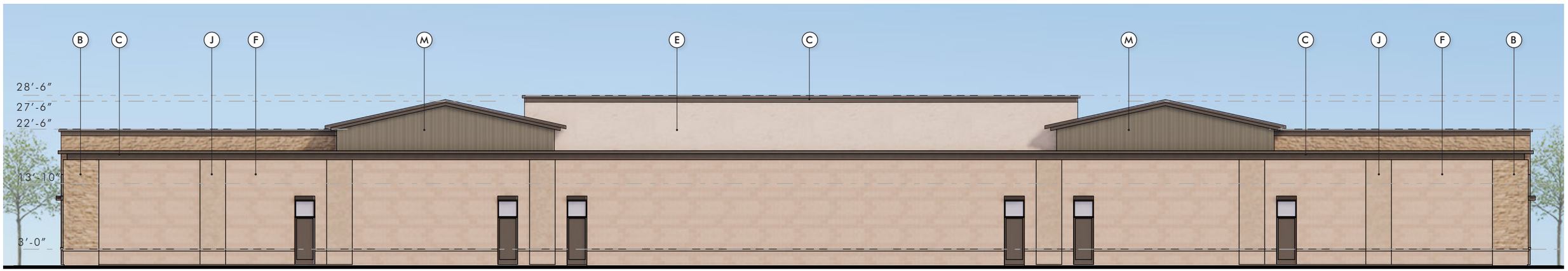


Site Key



Elevation A

Scale: 1/16"=1'-0"



Elevation B

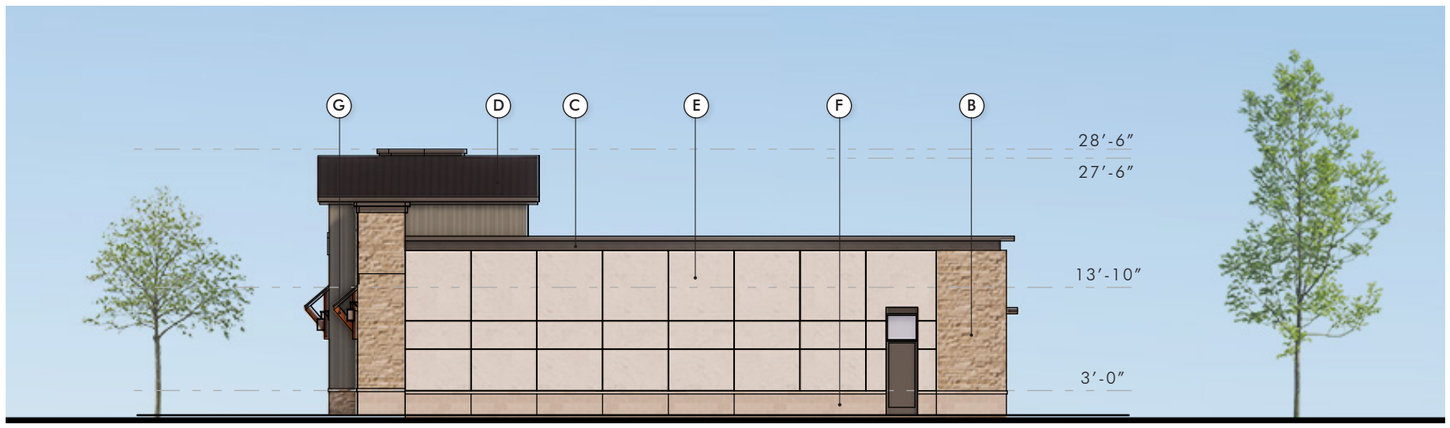
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Building Elevations

Building 2 - In-Line Multi-Tenant Retail

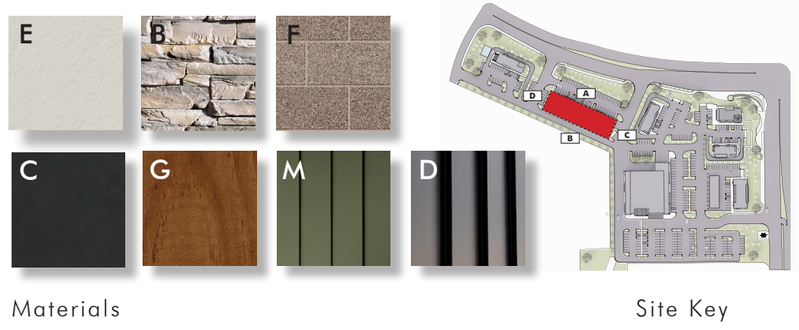


3D View



Elevation C & D (Similar)

Scale: 1/16"=1'-0"



Materials

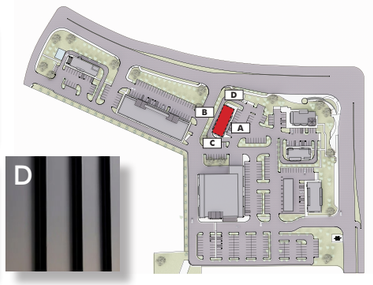
Site Key

Building Elevations

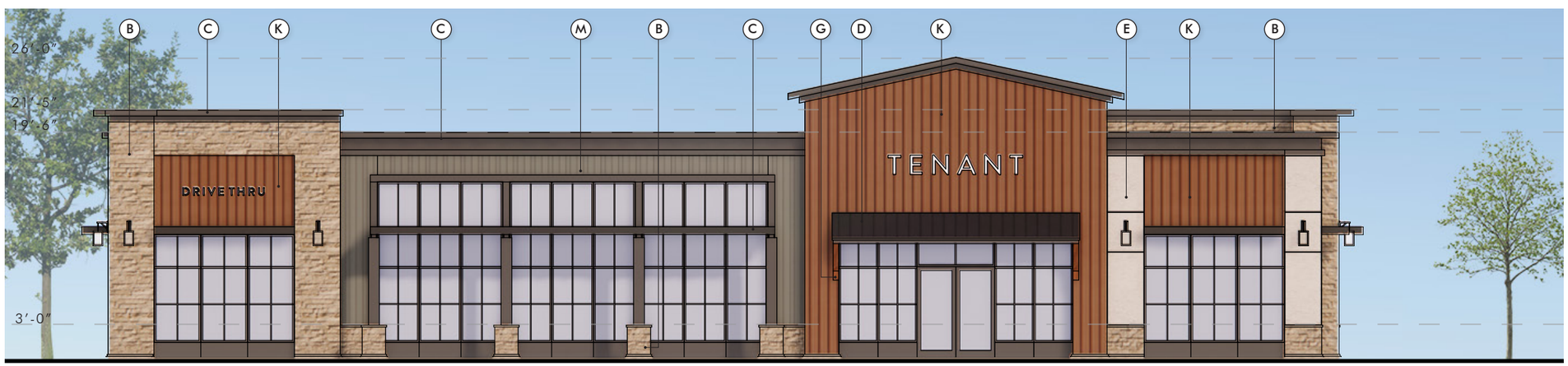
Building 3 - QSR (Drive-Thru)



Materials

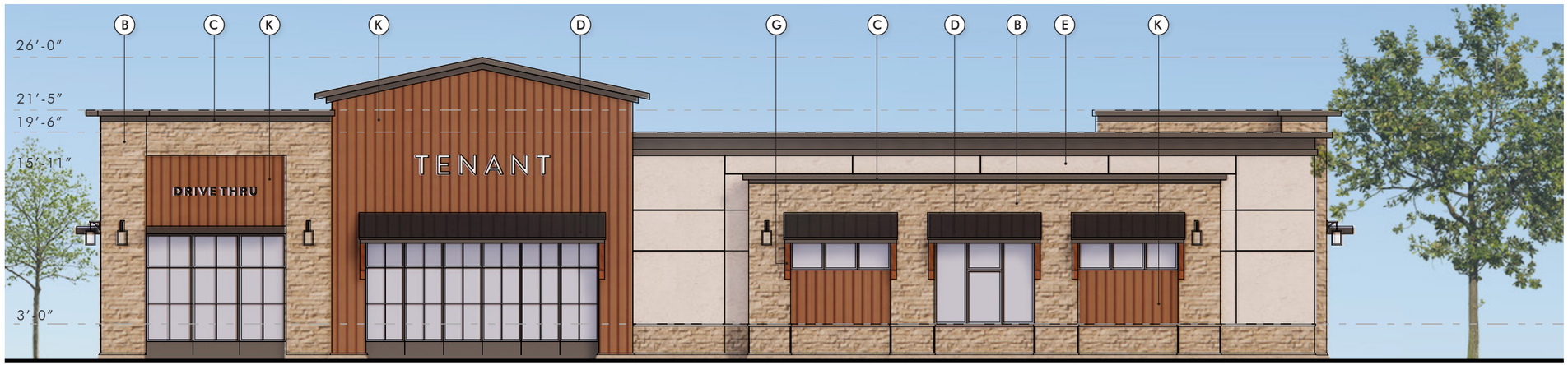


Site Key



Elevation A

Scale: 3/32"=1'-0"



Elevation B

Scale: 3/32"=1'-0"

Building Elevations

Building 3 - QSR (Drive-Thru)



Elevation C

Scale: 3/32″=1′-0″

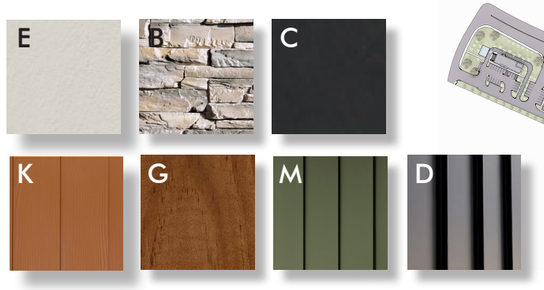


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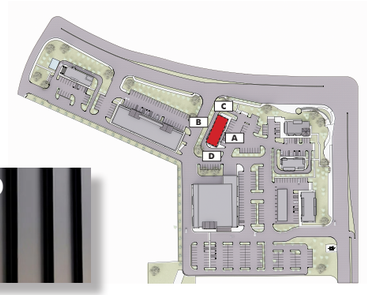
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3D View



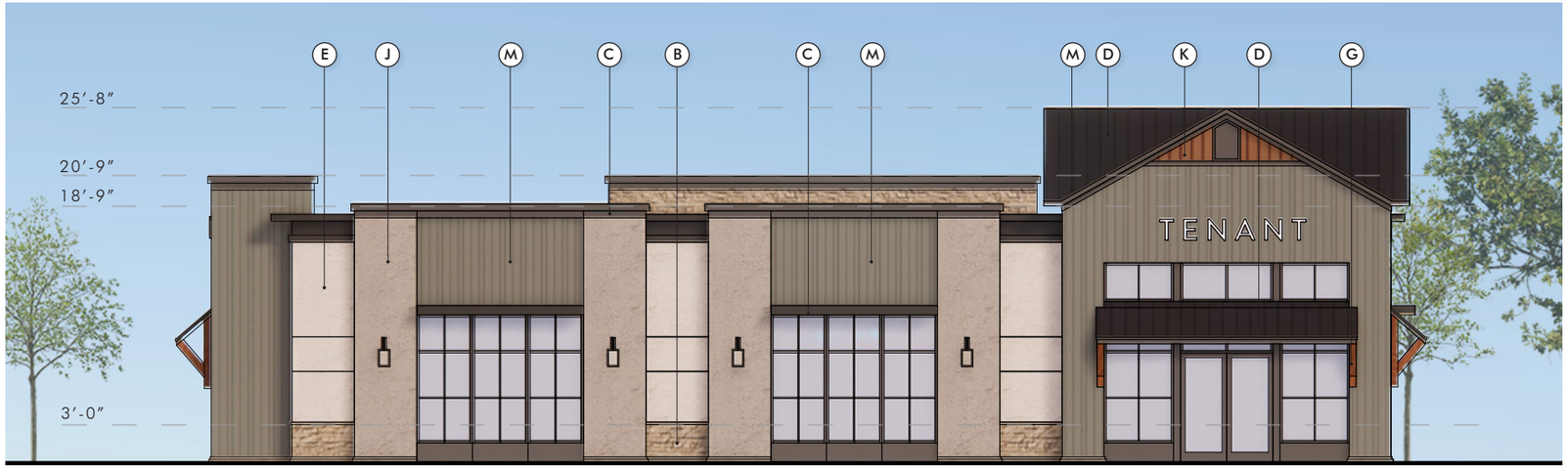
Materials



Site Key

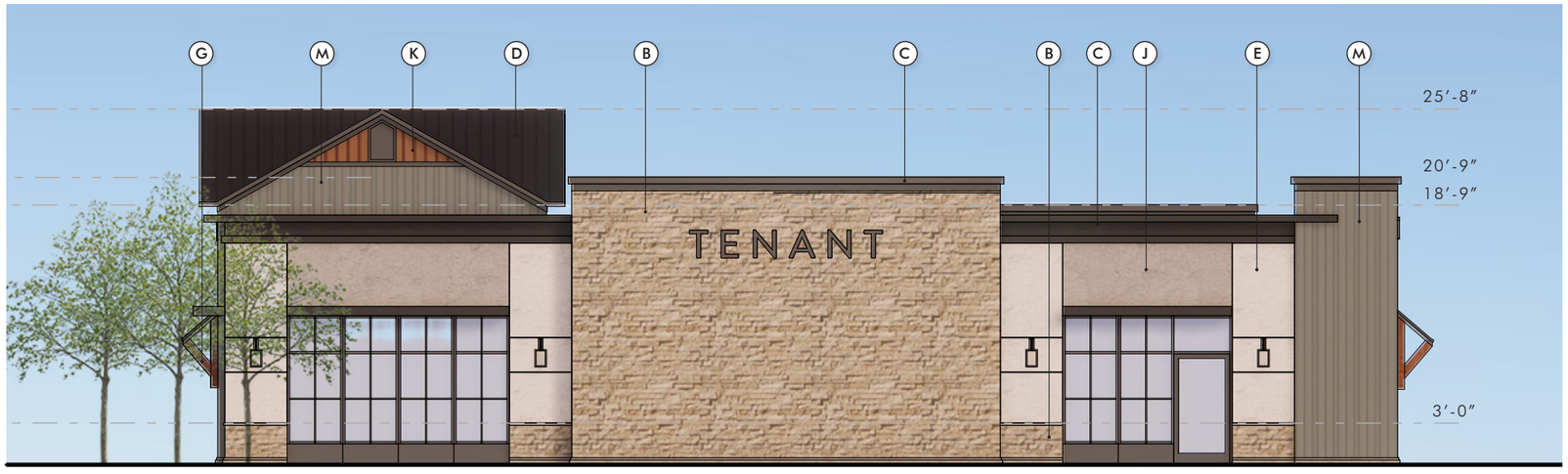
Building Elevations

Building 4 - Site Corner Retail



Elevation A

Scale: 3/32″=1′-0″

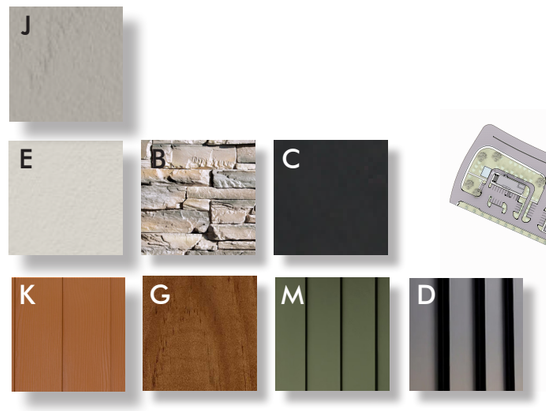


Elevation B

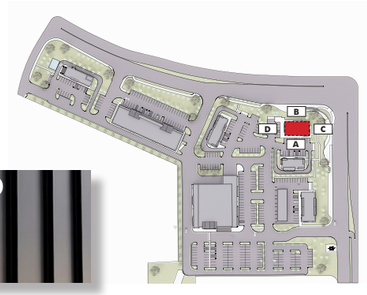
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3D View



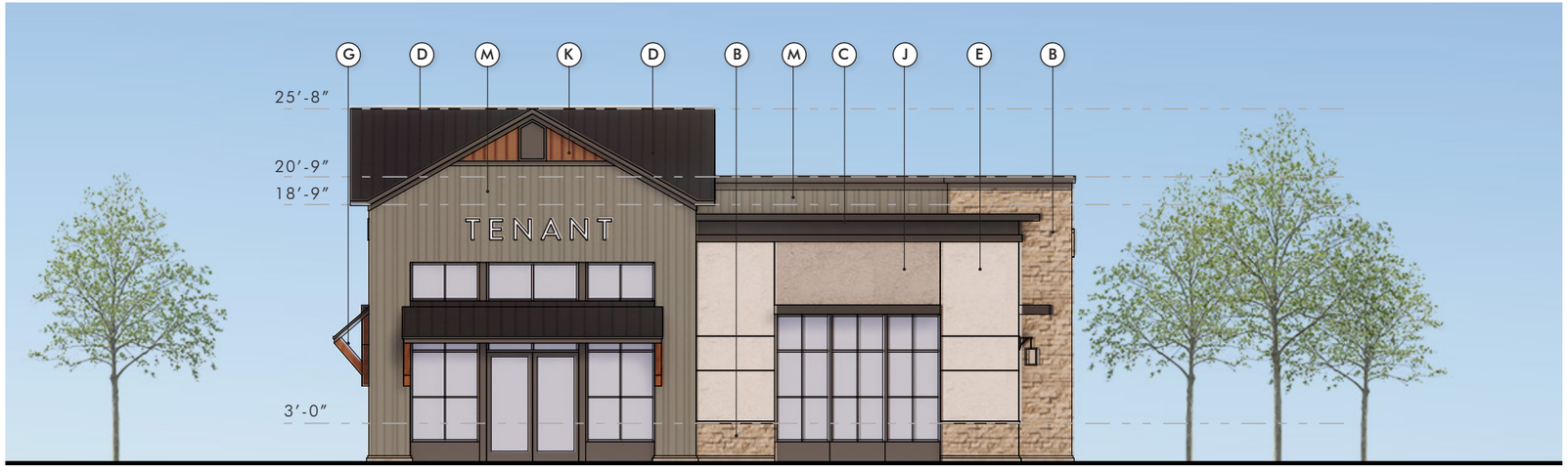
Materials



Site Key

Building Elevations

Building 4 - Site Corner Retail

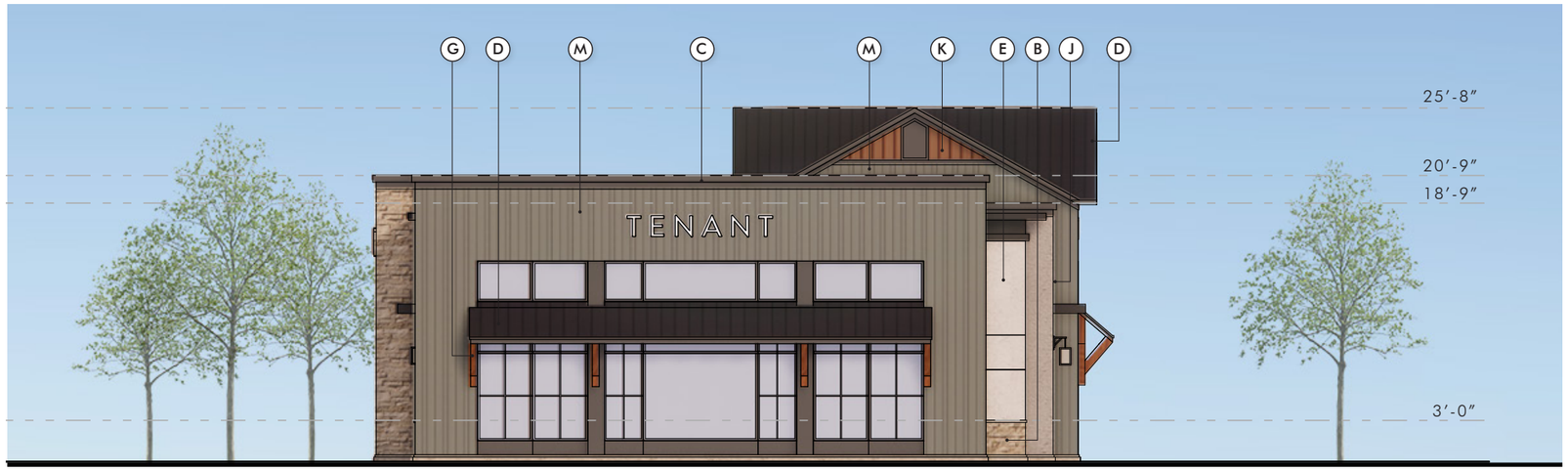


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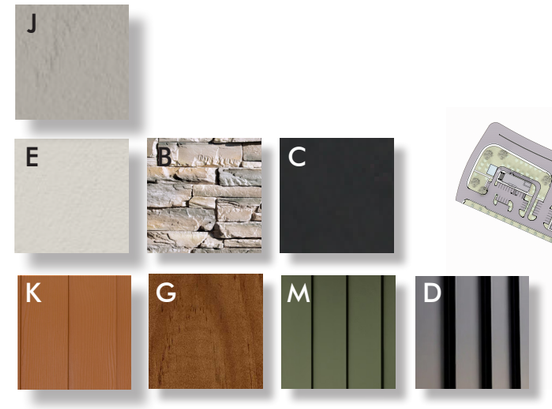


3D View

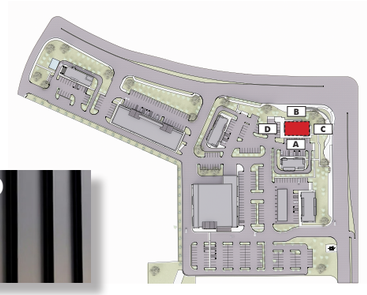


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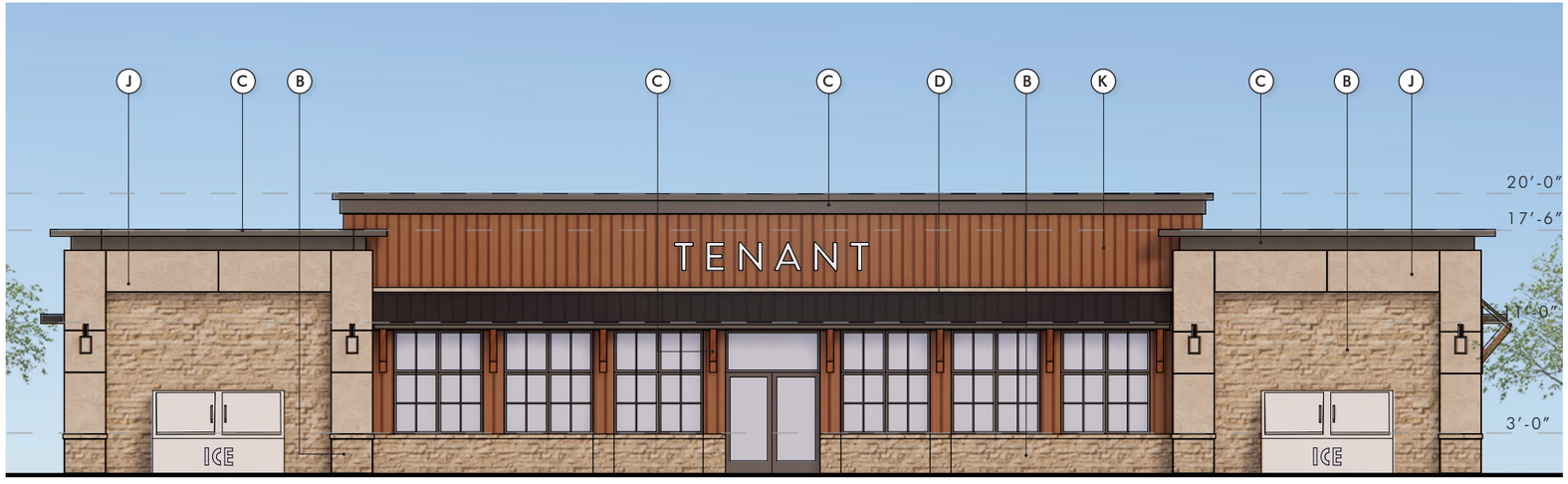
Materials



Site Key

Building Elevations

Building 5 - Gas Station

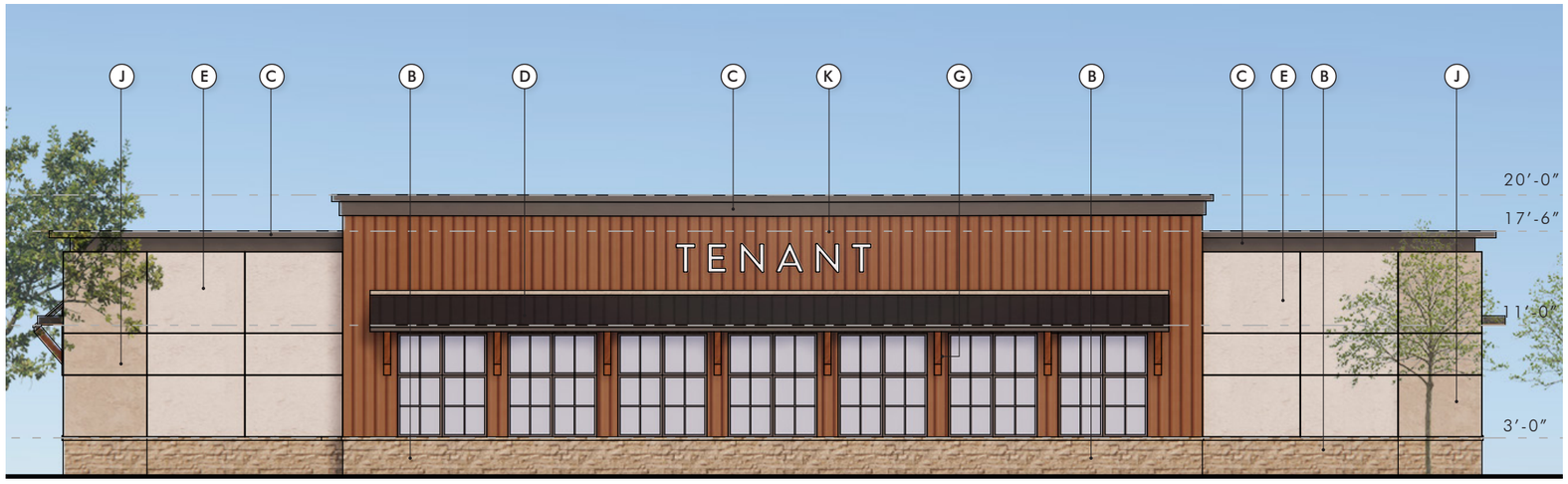


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3D View

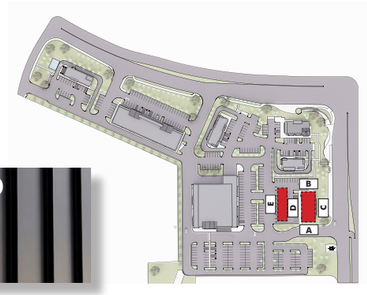


Elevation C

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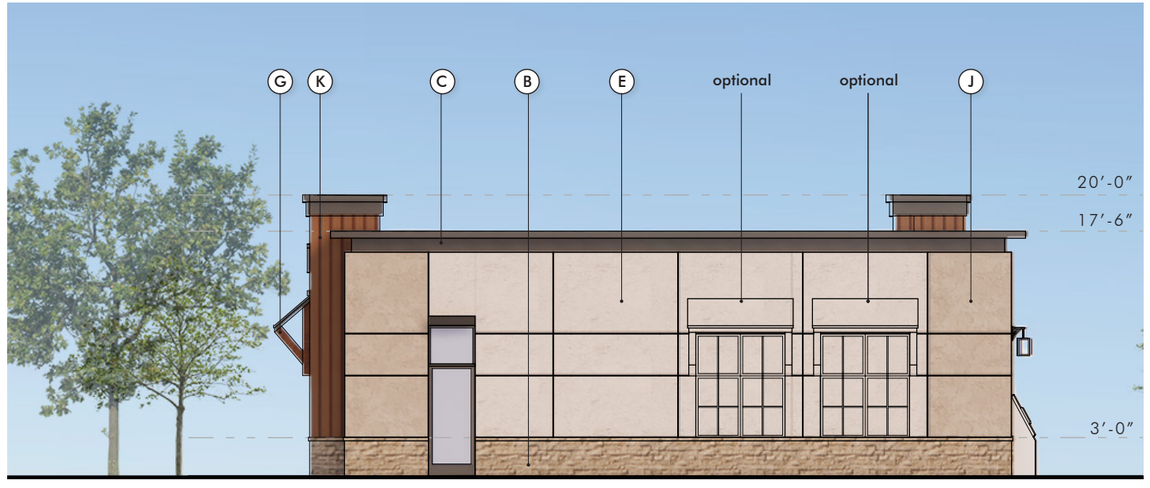
Materials



Site Key

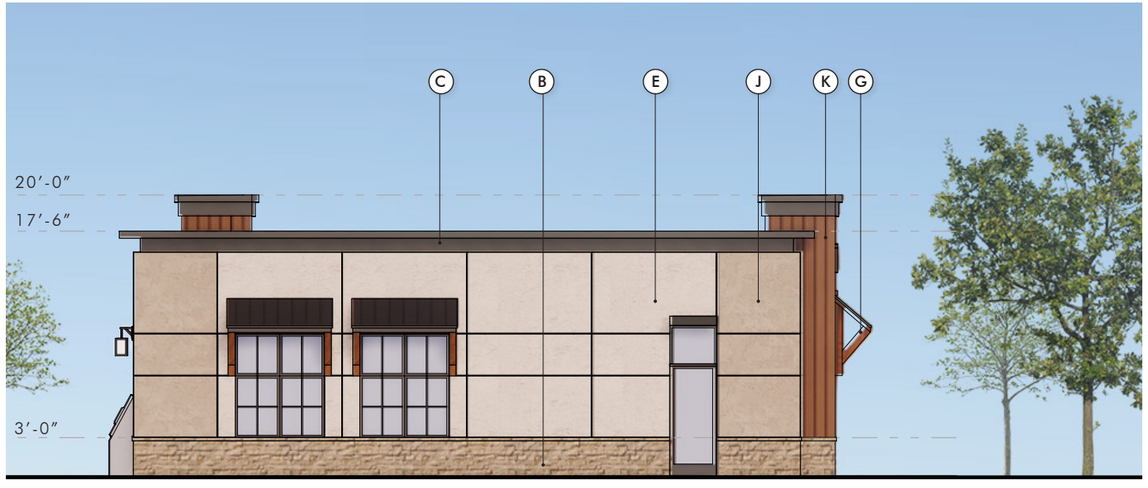
Building Elevations

Building 5 - Gas Station



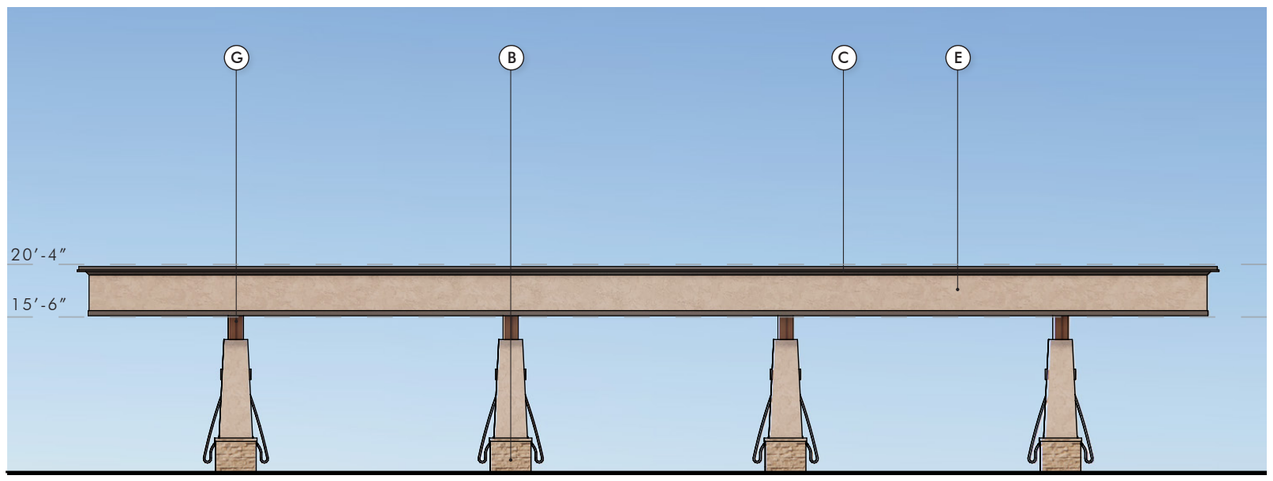
Elevation A & B (Similar)

Scale: 3/32″=1′-0″



Elevation A & B (Similar)

Scale: 3/32″=1′-0″

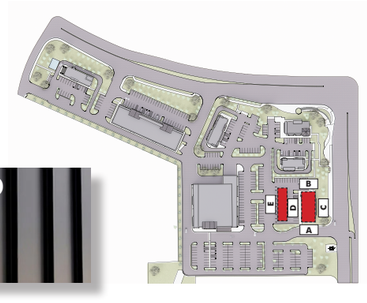


Elevation E

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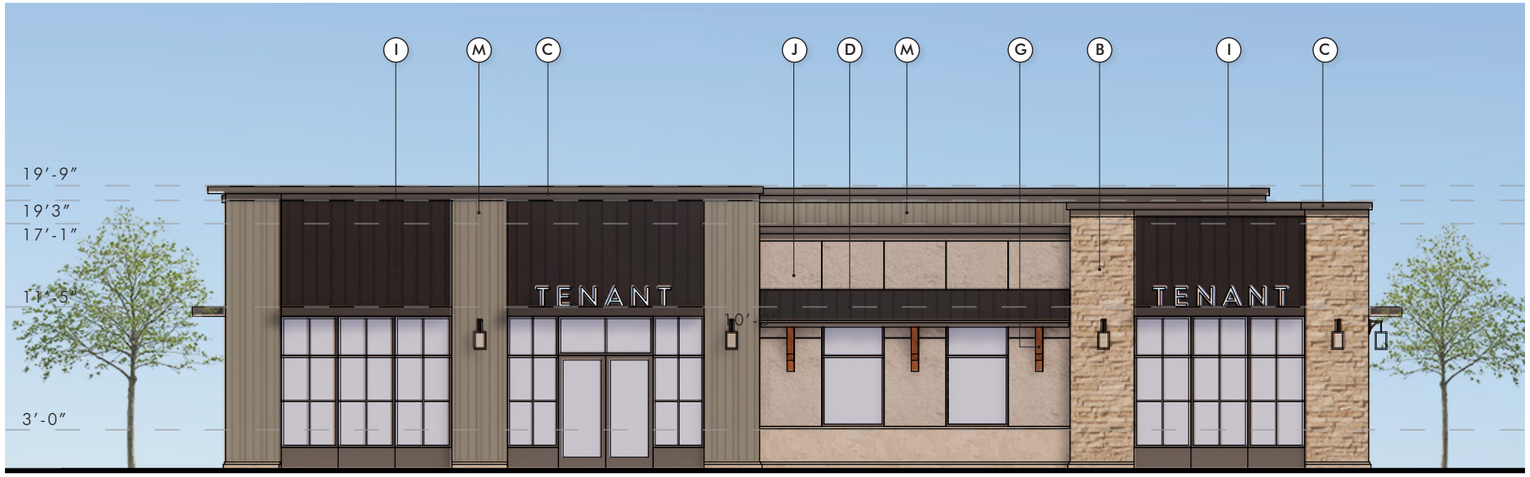
Materials



Site Key

Building Elevations

Building 6 - QSR (Drive-Thru)

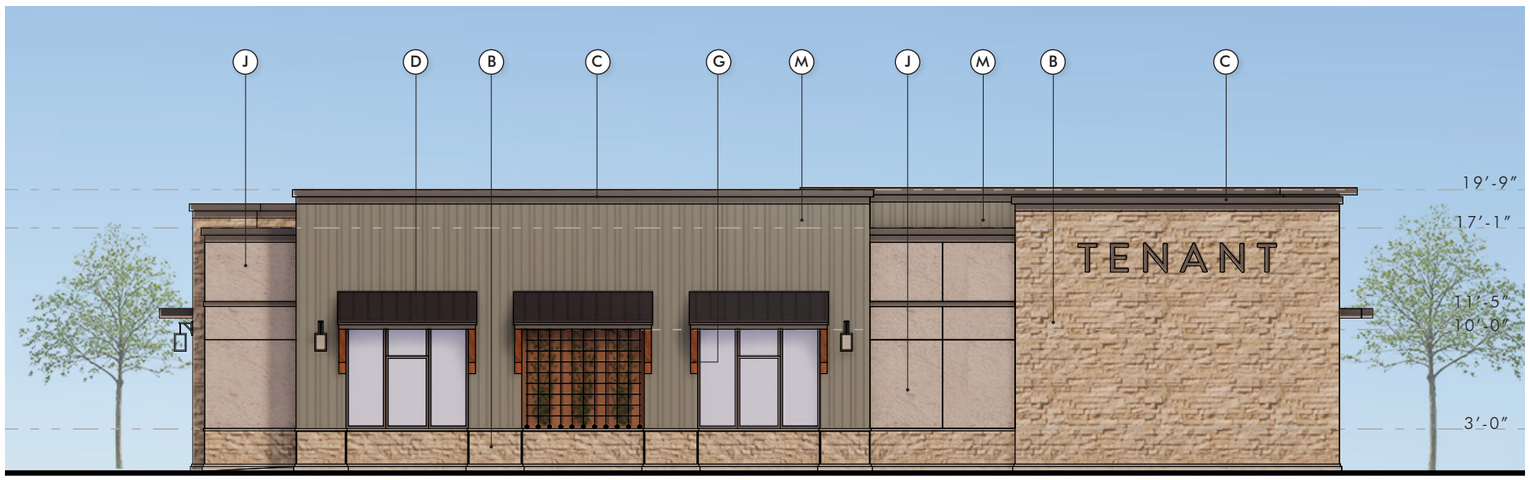


Elevation A

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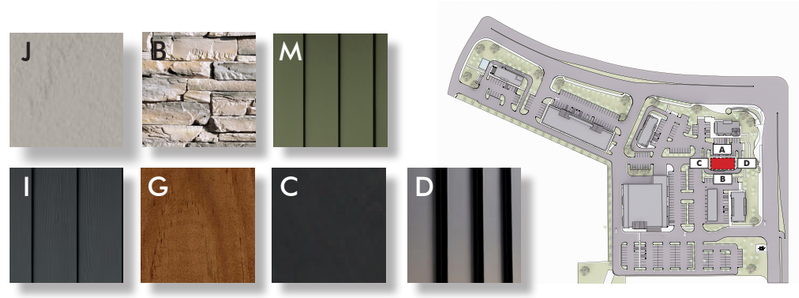


3D View



Elevation B

Scale: 3/32″=1′-0″

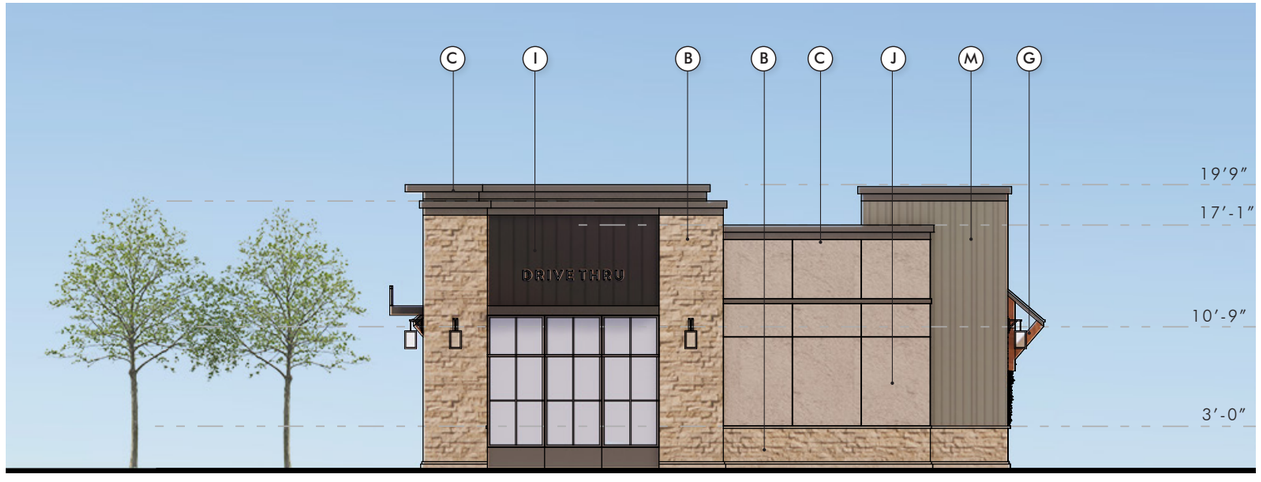


Materials

Site Key

Building Elevations

Building 6 - QSR (Drive-Thru)



Elevation C

Scale: 3/32"=1'-0"



Elevation D

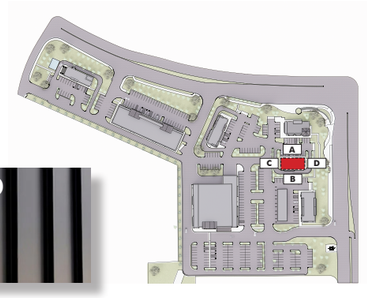
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3D View



Materials



Site Key

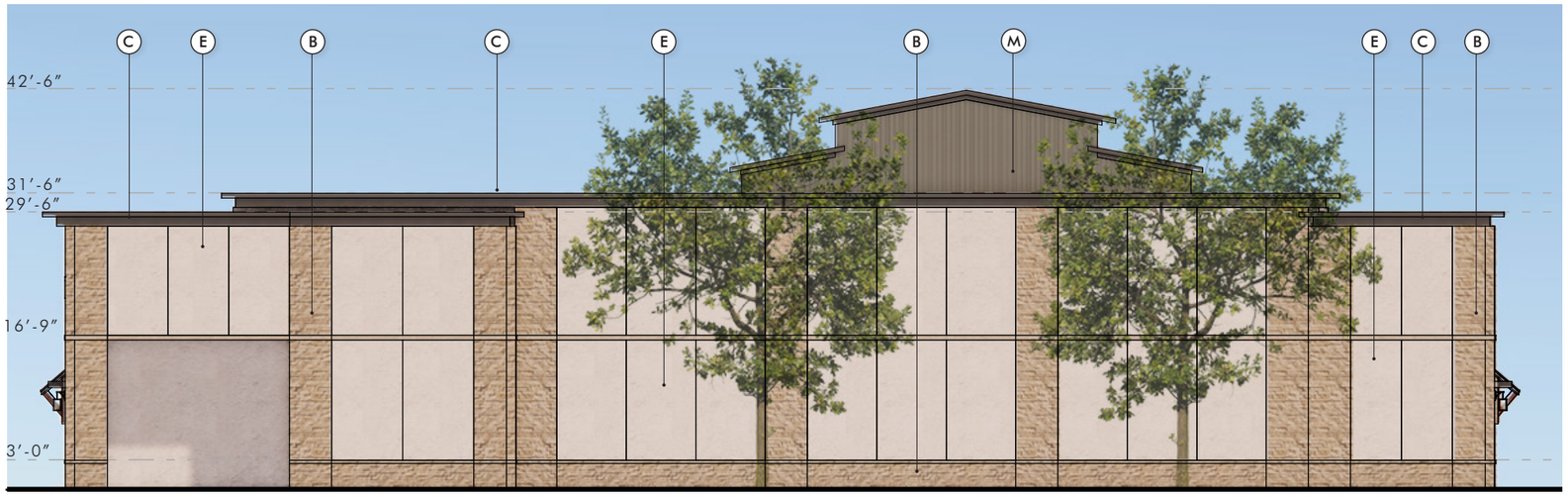
Building Elevations

Building 7 - Large Format Retail



Elevation A

Scale: 1/16″=1′-0″

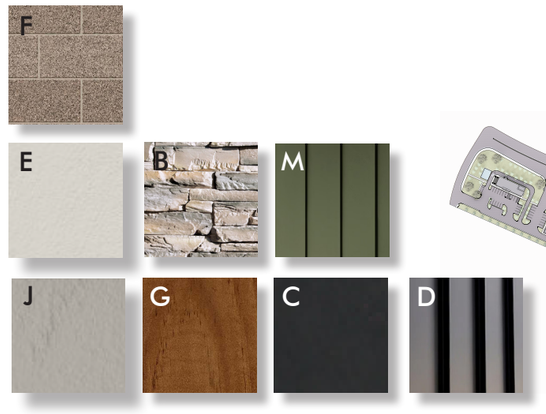


Elevation B

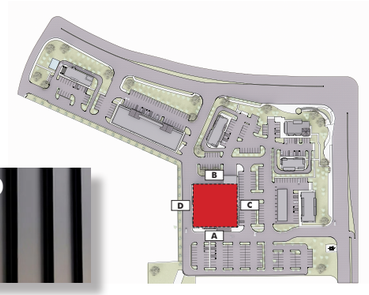
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3D View



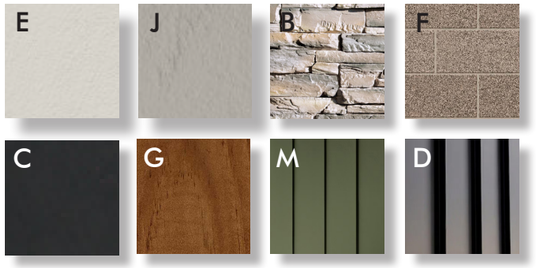
Materials



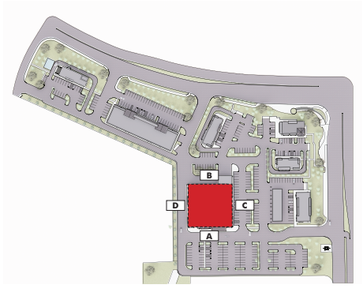
Site Key

Building Elevations

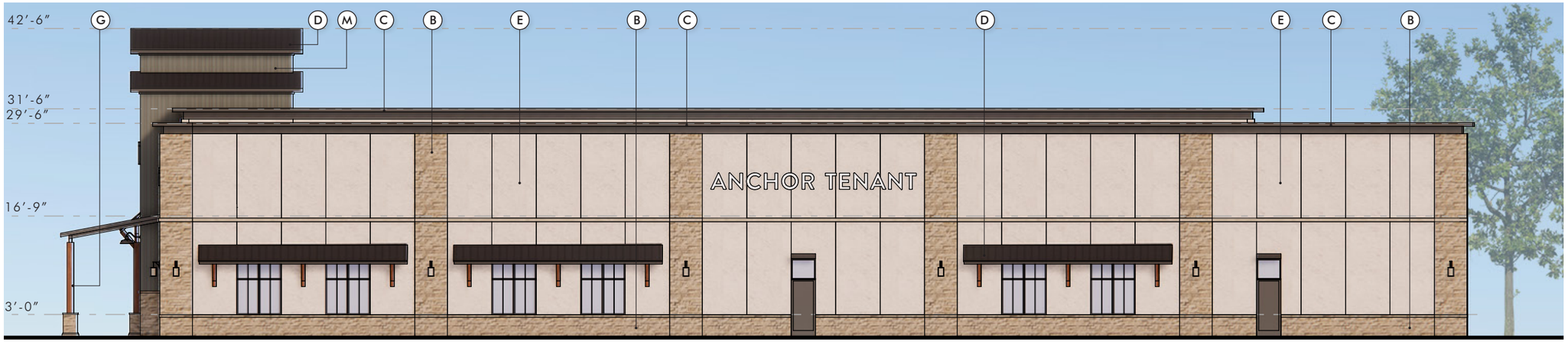
Building 7 - Large Format Retail



Materials

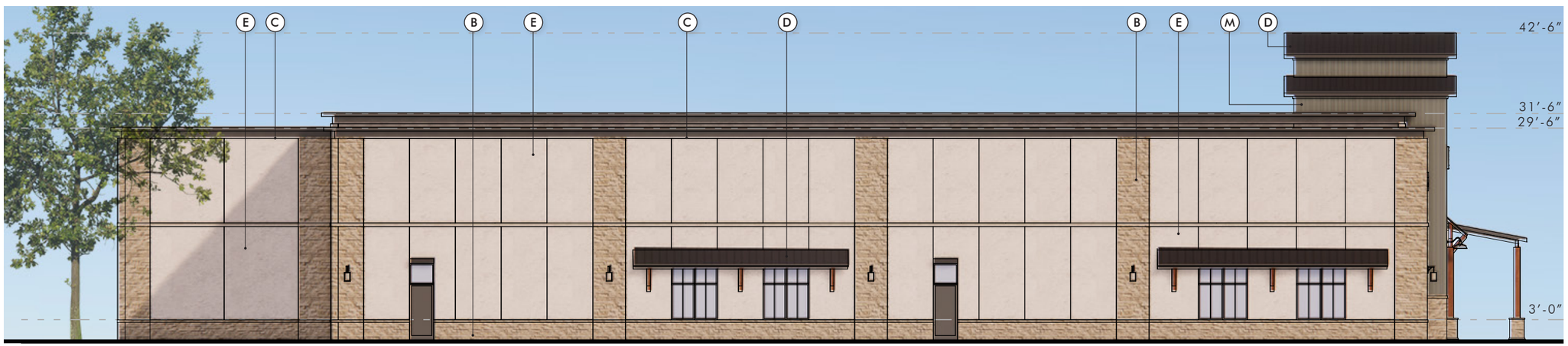


Site Key



Elevation C

Scale: 1/16″=1′-0″



Elevation D

Scale: 1/16″=1′-0″

Thank you!

Prepared by IA Interior Architects
04.10.2026

Sierra View Shopping Center (PL25-0496)
Project Description
June 10, 2026

The applicant proposes the 58,210 square foot Sierra Vista Shopping Center at the southwest corner of the Fiddyment Road and Pleasant Grove Boulevard intersection. The project will provide neighborhood-serving uses including a grocery store, retail spaces, fast food restaurants with drive-throughs, and a fuel station.

Location. The 14.5-acre (gross) project site at 1875 Pleasant Grove Boulevard is southwest of the Fiddyment Road and Pleasant Grove Boulevard intersection in west Roseville. Owned by SVC1 LLC, the property comprises twelve parcels (APNs 498-370-002 through -012 and 017-152-018). Most of the site (13.9 acres) is of Sierra Vista Specific Plan (SVSP) Parcel JM-41, and a small area (0.6 acres) in the site's northwest corner is West Roseville Specific Plan (WRSP) Parcel W-20.

Site Characteristics. The site fronts Fiddyment Road on the west and Pleasant Grove Boulevard on the north, with a short Upland Drive frontage on the west side. The site is vacant, relatively flat, and vegetated with annual grasslands. Aside from frontage landscaping, there are no trees. The site has undergone periodic disking and other ground disturbance, and no wetlands or other significant natural features are present.

Frontage improvements, including landscaping, sidewalks, streetlights, curb, and gutter are constructed adjacent to Pleasant Grove Boulevard and Fiddyment Road. A low-profile monument sign with landscaping identifying the Westpark community and landscaping are on the northeast corner, adjacent to the intersection. A 375-foot wide power line corridor, containing 230 kV power lines and transmission line towers, traverse from east to west through the south part of the site. The site is encumbered by several easements for power lines, transmission line towers, a gas line, landscape, and public utilities. Infrastructure (water, recycled water, sewer, drainage) and utilities are stubbed to the site.

Surrounding Uses. On the northeast corner of Fiddyment Road and Pleasant Grove Boulevard, the West Roseville Marketplace commercial center is under construction. The center is anchored by a Safeway grocery store with shops, a drive-through restaurant, and an eight-pump fuel station. A CVS drugstore is on the intersection's southeast corner and an open space corridor containing a power line corridor is farther south.

The Club at Westpark age-restricted residential community is north across Pleasant Grove Boulevard. A single-family residential neighborhood with one- and two-story units is to the south. The 192-unit affordable Sierra Vista Apartment project is approved on the 7.2-acre parcel (SVSP Parcel JM-30) west of the site and east of Upland Drive, and is under construction. Within the adjacent apartment project to the west, parking areas and a pickleball court are planned on the east, and three-story apartment buildings are planned on the north closest to the project. A single family residential neighborhood is south of the project on SVSP Parcel JM-2.

Proposed Project. The proposed Sierra View Shopping Center will feature 58,210 square feet (sf) of neighborhood- and community- serving uses including an anchor grocery store, two retail buildings, three fast food restaurants with drive-throughs, and a fuel station. Specific tenants are unknown at this time.

Building	Proposed Use	Square Footage
1	Restaurant (Drive-through) (Coffee)	3,000
2	Retail	16,742
3	Restaurant (Drive-through)	3,736
4	Retail	3,745
5	Fuel Station	4,700
6	Restaurant (Drive-through)	3,015
7	Retail (Grocery)	23,272
		58,210

The project proposes seven freestanding, single-story buildings facing the Fiddyment Road and Pleasant Grove Boulevard frontages, along with parking, landscaping, and lighting. The project consists of the following components:

- *Retail.* The project includes three retail buildings (Buildings 2, 4, and 7) totaling 43,759± sf. The primary retail building (Building 7) will be a 23,272± sf anchor grocery store on the site's south side. The building entry is planned on the south elevation, and the at-grade loading door and trash compactor on the north. The primary parking fields will be south and east of the building. The grocery store is projected to receive approximately ten heavy truck deliveries per week and fifteen medium truck deliveries per week. Most deliveries to the grocery store will be staggered during weekdays from 6 am to noon, with an occasional delivery between 12-7 pm on weekdays and Saturday.

  A 16,742± sf rectangular retail building (Building 2) will face Pleasant Grove Boulevard and accommodate multiple in-line retail and service tenants. Building 4 (3,745± sf), in the site's northeast corner near the intersection, is suitable for tenants such as a retailer or bank.

- *Restaurants.* Three fast food restaurant pads (Buildings 1, 3, 6) totaling 9,751± sf are planned. Each restaurant is designed with a drive-through lane wrapping around the building. The restaurants are located near the adjacent roadways to minimize impacts to adjacent uses. Building 1 is planned for a coffee tenant.

- *Fuel Station.* A fuel station is planned immediately north of the Fiddyment Road driveway access. The fuel station will feature four dispensers (eight pumps) under a covered canopy, and a 4,700± sf retail building (Building 5). The fuel station will be open 24 hours a day.

Access and Circulation. Ingress and egress for the project site will be provided by one driveway on Fiddyment Road, two driveways on Pleasant Grove Boulevard, and one driveway on Upland Drive. The Fiddyment Road driveway will be limited to right-in/right-out turn movements with a left turn in from a proposed northbound left turn lane. The two driveways on Pleasant Grove Boulevard are limited to right-in/right-out turn movements, and the Upland Drive driveway will accommodate full access. A deceleration lane and turn lane will be added to the south side of Pleasant Grove Boulevard adjacent to the site. A 300-foot left turn lane will be constructed in northbound Fiddyment Road to facilitate left turns into the site.

Drive aisles will provide efficient vehicular access from the driveways to the parking areas and through the site. Parking lot drive aisles will be a minimum of 24-feet wide. The driveways and primary drive aisles are designed to accommodate grocery store and gasoline delivery trucks and garbage collection. Six trash enclosures located through the site facilitate City garbage trucks access to the bins. Site circulation is intuitive and meets City standards.

Walkways are planned for project-wide pedestrian circulation and connections to Fiddyment Road and Pleasant Grove Boulevard. Public sidewalks are constructed adjacent to the site in the Pleasant Grove Boulevard and portions of Fiddyment Road and Upland Drive frontages, and the project will construct the remaining segments. Internal walkways are planned in routes where pedestrian traffic is most likely to occur. A bus turnout with shelter is planned on the Fiddyment Road frontage south of the intersection.

Parking. Based on the City's Zoning Ordinance parking standards (Roseville Municipal Code (RMC) 19.26.030), the project is required to provide 261 off-street parking spaces. The project provides a 327 off-street parking spaces (5.6 spaces per 1,000 sf), which exceeds the number of spaces required. The parking supply includes standard, compact, accessible, electric vehicle capable, and electric vehicle charging station spaces in multiple parking areas.

The parking spaces required for each use will be on the same parcel as the building[1]. A recorded private reciprocal parking and access agreement will allow access to parking for all users within the project. As spaces are leased, each tenant will utilize the applicable parking requirement for the use as outlined RMC 19.26.030.

Building	Zoning Code Use Type RMC 19.08.030	Square Footage	Parking Standard	Spaces Required	Spaces Proposed
1	Fast Food with Drive-Through	3,000	1 space/100 sf	30	30
2	Retail Sales and Services	16,742	1 space/300 sf	56	56
3	Fast Food with Drive-Through	3,736	1 space/100 sf	38	39
4	Retail Sales and Services	3,745	1 space/300 sf	13	13
5	Fuel Sales	4,700	1 space/300 sf	16	18
6	Fast Food with Drive-Through	3,015	1 space/100 sf	30	30
7	Food and Beverage Retail Sales	23,272	1 space/300 sf	78	141
		58,210		261	327

[1] The proposed Tentative Parcel Map modifies existing parcel lines and results in seven parcels so that each building, with parking area, area is on a separate parcel.

Architecture. The project is defined by a modern western highlands architectural influence with a blend of modern and traditional elements. The architectural design is modern and compatible with surrounding development. The building facades feature various rectangular forms and varied rooflines such as flat roofs and gabled forms with prominent standing seam metal roof accents. As a focal point near the intersection, retail Building 4 features a more elaborate gabled roof. Building heights range from approximately 20 feet for the fuel station and restaurants to 42'-6" on the grocery store's south elevation. The rooflines provide sufficient screening of mechanical rooftop equipment.

The buildings are well-articulated with varied building materials, such as a combination of exterior insulation and finish systems (EIFS)/stucco in several shades (dark, mid and light warm gray) and cement fiber siding in colors such as dark charcoal, warm tan, dark brown and sage green. Reveals in the EIFS and cement fiber siding create a grid pattern that interrupts wall surfaces. Stacked stone veneer and masonry stone block are used prominently at the building bases and on key vertical massing elements. Dark pine treated lumber creates wood accents, with contrasting blackened steel brake metal and white brake metal trim. Most buildings are designed with a storefront glazing system with black or dark bronze aluminum frames arranged in repetitive bays that align with the structural building grid.

Architecture for the restaurants, retail buildings, and fuel station is in the same style as the grocery anchor tenant with the same materials and colors. The proposed project design is consistent with the City's Community Design Guidelines (CDG).

Landscape Concept. The landscape concept features various Mediterranean-style, native, drought-tolerant, and low-fuel species to create layers of color and texture and complement the architectural style and setting. Proposed landscaping consists of low-profile vegetation, screening shrubs and trees, shade trees, and canopy trees.

Existing landscaping adjacent to the roadways will remain and landscaping (trees, shrubs, groundcover) will be added to create a 50-foot wide landscape corridor adjacent to Fiddyment Road and a 35-foot wide corridor on Pleasant Grove Boulevard. The project provides 55% parking lot shade with a mix of 24-inch box Red Maple, Zelkova, Elm, and Maidenhair trees, and smaller trees such as Strawberry, Carob, Golden Rain, Elm, and Zelkova varieties.

A six-foot masonry wall and a 16-foot landscape planter with screen trees (Cedar, Laurel, and Oak), shrubs, and groundcover are proposed along the site's south and west edges adjacent to the adjacent apartment project. Low-profile plants and groundcovers will be used in areas where landscaping is constrained by the gas pipeline and power line easements. The preliminary landscape plan is consistent with the SVSP Design Guidelines, CDG, and the Water Efficient Landscape Ordinance.

Lighting. Lighting will consist of parking lot lighting and building-mounted light fixtures that complement the center's architecture. Lighting is designed to comply with the CDG, which require a minimum of one foot-candle of lighting in parking areas and 0.5 foot-candles of lighting on pedestrian walkways. Visors will shield light fixtures to focus the light downward and on-site.

Fencing. A six-foot masonry wall is planned on the project's south and west property lines shared with the adjacent apartment project (JM-30).

Signage. The project includes freestanding monument signs and building wall signs to identify the project and tenants. Two freestanding monument signs are planned – one east of the east Pleasant Grove Boulevard driveway and the second north of the fuel station adjacent to Fiddyment Road. Signage for the fuel station will be provided as required by state law, and building wall signs will identify tenants. Signs will incorporate the project's building materials and colors. No changes are proposed to the Westpark entry monumentation on the northeast corner. Consistent with the Sign Ordinance, a Planned Sign Permit Program (RMC 17.08.210) will be processed for the project's proposed signage.

Grading and Construction. The site will be mass graded in a single phase. The estimated earthwork is 18,000 cubic yards (cy) cut and 9,500 cy fill, with approximately 8,500 cy of exported material. Building construction will be phased.

Interface with Adjacent Residential Uses. The project is designed to minimize impacts on adjacent residential uses. The 192-unit Sierra Vista Apartments (SVA) project is under construction on the High Density Residential (HDR) parcel south and west of the project site.

- *SVA Apartment Building to Project Building 2 (Retail).* The approximate distance from the closest residential unit in the SVA project north to Building 2 is 116 feet. The 116-foot section directly from the apartment building to Building 2 consists of sidewalk, parking, and landscape planter (72 feet) on the SVA site to the property line, a six-foot masonry wall on the property line, a landscape planter (18.5 feet), and drive aisle (20 feet), sidewalk (5.5') on the project site.

- *SVA Apartment Building to Project Building 7 (Grocery).* West of the grocery store pad (Building 7), the distance to the closest residential unit in the SVA project is approximately 134 feet. The 134-foot section consists of sidewalk, parking, and landscape planter (79 feet) on the SVA site to the property line, a six-foot masonry wall on the property line, a landscape planter (15.5 feet), drive aisle (34 feet), and sidewalk (5.5 feet) on the project site.

- *SVA Apartment Building to Project Building 7 (Grocery) Loading Door and Compactor.* The distance from the closest residential unit in the SVA project east to grocery store loading door and compactor is approximately 267 feet. The 267-foot section consists of) a sidewalk, parking, and landscape planter on the SVA site to the property line (107 feet) a six-foot masonry wall on the property line, a landscape planter (15.5 feet), drive aisle from the face of curb to edge of truck door (56.5 feet).[2]

The single-family residential subdivision on parcel JM-2 is approximately 253 feet south of the project site at its closest point.

[2] Sierra View Shopping Center Design Review Plans, April 15, 2026, Sheets C2.1, C2.2, and C4.3 and Sierra Vista Apartments Site Plan, July 14, 2025.

Land Use Designation and Zoning.

Land Use Designation. Most of the site (13.9 acres) consists of Sierra Vista Specific Plan (SVSP) Parcel JM-41, and a small area (0.6 acres) in the site's northwest corner is West Roseville Specific Plan (WRSP) Parcel W-20. The SVSP and WRSP are large specific plan areas covering a combined 5,500 acres on Roseville's west side with residential, non-residential, park, open space, and public facilities uses.

The SVSP and WRSP's land use designation for the site is Community Commercial (CC) which envisions a broad range of retail goods and services. The CC designation accommodates developments including conventional grocery-anchored neighborhood shopping centers and larger-scale commercial centers. CC uses are generally sited at major intersections with superior visibility and access to vehicular traffic. Parcel JM-41 is one of two parcels in the SVSP identified for a combination of commercial and business professional uses.

The CC designation allows a floor area ratio (FAR) up to 0.4, which could accommodate 252,648 sf of development on the site. The proposed project consisting of a 58,210 sf grocery-anchored commercial center has a FAR of 0.09. The proposed project is consistent with the CC land use designation.

Zoning. The site is zoned Community Commercial/Special Overlay (CC/SA). The Special Overlay (SA) component allows area-specific standards to supplement the City's Zoning Ordinance and CDG.

The proposed retail and grocery uses (Buildings 2, 4, and 7) are permitted in the CC zone. A conditional use permit (CUP) is required for fast food restaurants with drive-throughs, fuel sales establishments or electric vehicle charging centers contiguous to properties with a residential zoning designation (RMC Section 19.12.020).

Conditional use permits are required because the proposed fast food restaurants with drive-throughs (Buildings 1, 3, and 6) and the fuel station (Building 5) are in a project contiguous to a parcel designated for residential uses. Parcel JM-30 to the west is designated High Density Residential (HDR) and approved for the Sierra Vista Apartments project (under construction), and parcel JM-2 to the south is designated Low Density Residential (LDR) and developed with single-family homes.

Building	Proposed Use	Zoning Code Use Type RMC 19.08.030	CC Zone District Permitted or CUP
1	Restaurant (Drive-through) (Coffee)	Fast Food with Drive-Through	Conditional Use Permit
2	Retail	Retail Sales and Services	Permitted
3	Restaurant (Drive-through)	Fast Food with Drive-Through	Conditional Use Permit
4	Retail	Retail Sales and Services	Permitted
5	Fuel Station	Gasoline Sales	Conditional Use Permit
6	Restaurant (Drive-through)	Fast Food with Drive-Through	Conditional Use Permit
7	Retail (Grocery)	Food and Beverage Retail Sales	Permitted

Entitlements. The following entitlements are required for the project:

- Design Review Permit for a 58,210 sf commercial shopping center in the CC zone, including a 23,272 sf anchor grocery tenant, 20,487 sf of retail space, three fast food restaurants with drive-throughs (9,751 sf), and an eight-pump fuel station with a 4,700 sf convenience center building;

- Conditional Use Permit to allow fuel sales (Building 5) and drive-through establishments (Buildings 1, 3 and 6) contiguous to residential-zoned properties; and

- Tentative Subdivision Map to reconfigure parcels for the proposed project.

Tentative Subdivision Map. The project site consists of twelve parcels. A Tentative Subdivision Map is requested to eliminate four parcels and reconfigure the boundaries of eight parcels. The reconfigured parcels will be sized to accommodate each of the seven buildings with their corresponding parking areas. No development is proposed on the eighth parcel (3.0± acres) on the site's south side.

Development Agreement. The project site is subject to the development agreement by and between the City of Roseville and Mourier Investments, LLC and Computer Deductions, Inc. relative to the Sierra Vista Specific Plan (2010), as amended. The project does not propose amendments to the development agreement.

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

Notice is hereby given that, as Lead Agency, the City of Roseville, Development Services Department, Planning Division has prepared an Initial Study leading to a **Mitigated Negative Declaration** for the project referenced below. This Mitigated Negative Declaration is available for public review and comment.

Project Title/File#: WRSP PCL W-20 – Coffee Shack; File #PL20-0142
Project Location: 1875 Pleasant Grove Boulevard, Roseville, Placer County, CA; APN 017-152-018-000
Project Owner: Chris Winter, Pulte Home Company, LLC
Project Applicant: David Cobbs, Baker Williams Engineering Group
Project Planner: Kinarik Shallow, Associate Planner

Project Description: The proposed project is a 910-square-foot drive-through coffee kiosk with associated parking, lighting, and landscaping. The project entitlements include a General Plan Amendment and Specific Plan Amendment to modify the land use from Low Density Residential (LDR) to Community Commercial (CC), a Rezone from Single-Family Residential/Development Standards (R1/DS) to Community Commercial (CC), a Development Agreement Amendment to reflect the land use change, a Conditional Use Permit to allow a drive-through use contiguous to a residential zoned parcel, and a Design Review Permit to approve the building architecture and site design.

Document Review and Availability: The public review and comment period begins on January 15, 2021 and ends on February 4, 2021. The **Mitigated Negative Declaration** may be reviewed online at https://www.roseville.ca.us/cms/One.aspx?portalId=7964922&pageId=8774505.

Written comments on the adequacy of the Mitigated Negative Declaration may be submitted to Kinarik Shallow, Associate Planner, at kshallow@roseville.ca.us and must be received no later than 5:00 pm on February 4, 2021. Due to the currently in place Placer County Stay at Home Directive, physical correspondence will not be able to be considered during the review period.

This project will be scheduled for a public hearing before the City's Planning Commission. At this hearing, the Planning Commission will consider the **Mitigated Negative Declaration** and associated project entitlements. A separate notice will be published once a hearing is scheduled.

Greg Bitter
Planning Manager

Dated: January 14, 2021

Publish: January 15, 2021

MITIGATED NEGATIVE DECLARATION

Project Title/File Number:	WRSP PCL W-20 – Coffee Shack; File #PL20-0142
Project Location:	1875 Pleasant Grove Boulevard, Roseville, Placer County, CA; APN 017-152-018-000
Project Applicant:	David Cobbs, Baker Williams Engineering Group
Property Owner:	Chris Winter, Pulte Home Company, LLC
Lead Agency Contact Person:	Kinarik Shallow, Associate Planner - City of Roseville; (916) 746-1309
Date:	January 14, 2021

Project Description:

The proposed project is a 910-square-foot drive-through coffee kiosk with associated parking, lighting, and landscaping. The project entitlements include a General Plan Amendment and Specific Plan Amendment to modify the land use from Low Density Residential (LDR) to Community Commercial (CC), a Rezone from Single-Family Residential/Development Standards (R1/DS) to Community Commercial (CC), a Development Agreement Amendment to reflect the land use change, a Conditional Use Permit to allow a drive-through use contiguous to a residential zoned parcel, and a Design Review Permit to approve the building architecture and site design.

DECLARATION

The Planning Manager has determined that the above project will not have significant effects on the environment and therefore does not require preparation of an Environmental Impact Report. The determination is based on the attached initial study and the following findings:

A. The project will not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, reduce the number or restrict the range of rare or endangered plants or animals or eliminate important examples of the major periods of California history or prehistory.

B. The project will not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals.

C. The project will not have impacts, which are individually limited, but cumulatively considerable.

D. The project will not have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly.

E. No substantial evidence exists that the project may have a significant effect on the environment.

F. The project incorporates all applicable mitigation measures identified in the attached initial study.

G. This Mitigated Negative Declaration reflects the independent judgment of the lead agency.

CITY OF ROSEVILLE CALIFORNIA

DEVELOPMENT SERVICES DEPARTMENT–PLANNING DIVISION

311 Vernon St, Roseville, CA 95678 (916) 774-5276

INITIAL STUDY & ENVIRONMENTAL CHECKLIST

Project Title/File Number:	WRSP PCL W-20 – Coffee Shack; File #PL20-0142
Project Location:	1875 Pleasant Grove Boulevard, Roseville, Placer County, CA; APN 017-152-018-000
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Project Applicant:	David Cobbs, Baker Williams Engineering Group
Property Owner:	Chris Winter, Pulte Home Company, LLC
Lead Agency Contact:	Kinarik Shallow, Associate Planner; Phone (916) 746-1309

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

This document has been prepared to satisfy the California Environmental Quality Act (CEQA), (Public Resources Code, Section 21000 et seq.) and the State CEQA Guidelines (14 CCR 15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects.

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

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PROJECT DESCRIPTION

Project Location

The 0.61-acre project site is located at 1851 Pleasant Grove Boulevard, at the southeastern intersection of Upland Drive and Pleasant Grove Boulevard (see Figure 1). The site has frontage on both Pleasant Grove Boulevard and Upland Drive. The subject property is identified as Parcel W-20 of the West Roseville Specific Plan (WRSP) and has a zoning designation of Single-Family Residential/Development Standards (R1/DS) and a General Plan land use designation of Low Density Residential (LDR).

Figure 1: Project Location



Background

The WRSP was approved by City Council in February 2004. The WRSP area includes 3,162 acres in the northwest portion of the City, west of Fiddyment Road and generally north of Pleasant Grove Boulevard. An Environmental Impact Report (EIR) was certified with the WRSP (State Clearinghouse #2002082057), which examined the impacts of Specific Plan buildout. This addressed the major cumulative impacts of developing the Specific Plan as a whole, including the subject property (Parcel W-20). Although Parcel W-20 has a land use designation of LDR, the WRSP has not allocated any residential units to the site. The parcel was intended to be a landscape gateway for the Plan area.

Environmental Setting

The project site is a triangular parcel that is undeveloped with the exception of frontage and landscape improvements along Pleasant Grove Boulevard to the north and Upland Drive to the west. Frontage improvements consist of sidewalks, curb, and gutter. The landscape along the frontage consists of street trees, accent trees, shrubs and groundcover. Vegetation on the site consists of native and non-native grasses. Excluding the landscaped area, there are no trees on the site. The site is adjacent to single-family residential uses to the north and east across Pleasant Grove Boulevard, a vacant High Density Residential (HDR) parcel to the south, and single-family residential uses to the west across Upland Drive. Table 1 below identifies the land use designation and uses of the site and surrounding properties.

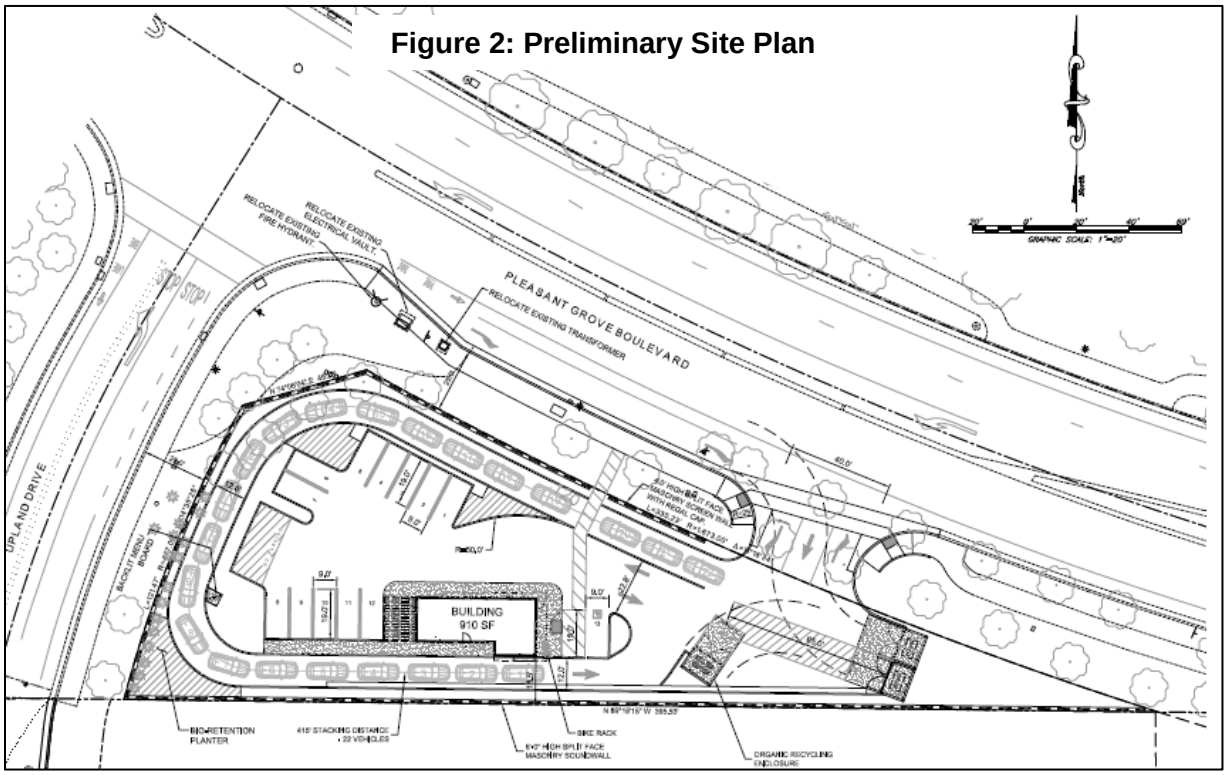
Table 1: Adjacent Zoning and Land Use

Location	Zoning	General Plan Land Use	Actual Use of Property
Site	Single-Family Residential/Development Standards (R1/DS)	Low Density Residential (LDR)	Vacant
North	Pleasant Grove Boulevard with RS/DS beyond	LDR-5	Single-Family Residential
South	Attached Housing (R3)	High Density Residential (HDR-21.2)	Vacant
East	Pleasant Grove Boulevard with RS/DS beyond	LDR-5	Single-Family Residential
West	R1/DS	LDR-4	Single-Family Residential

Proposed Project

The proposed project includes construction of a 910-square-foot building for a drive-through coffee shop with associated parking, lighting, and landscaping. The site will consist of a single drive-through lane and a walk-up window for customers. No indoor seating will be provided, however the project does include an outdoor seating area. A total of thirteen (13) parking spaces will be provided on-site. The drive-through lane has a stacking distance of 380 feet, measured from the entrance of the drive-through to the pick-up window, which amounts to a capacity of 19 vehicles. Access to the site will be provided by a new driveway on Pleasant Grove Boulevard that will allow for right-in/right-out turning movements, with two inbound lanes and one outbound lane. A new right-turn deceleration lane will also be provided eastbound on Pleasant Grove Boulevard for vehicles approaching the entrance to the site. Construction of the new driveway will require demolition and construction along the frontage of Pleasant Grove Boulevard.

Figure 2: Preliminary Site Plan



The site is currently zoned Single-Family Residential/Development Standards (R1/DS) and has a land use designation of Low Density Residential (LDR). Eating and drinking establishments, such as a drive-through coffee shop, is not a permitted use in the R1/DS zone. The project includes a General Plan Amendment, Specific Plan Amendment, and Rezone to amend the land use and zoning designation to Community Commercial (CC) to allow development of the drive-through coffee shop. The project also includes an Amendment to the Westpark Development Agreement to reflect the change in land use, a Conditional Use Permit to allow a drive-through use contiguous to a residential zoned parcel, and a Design Review Permit to approve the building architecture and site design.

CITY OF ROSEVILLE MITIGATION ORDINANCES, GUIDELINES, AND STANDARDS

For projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified, CEQA Guidelines section 15183(f)allows a lead agency to rely on previously adopted development policies or standards as mitigation for the environmental effects, when the standards have been adopted by the City, with findings based on substantial evidence, that the policies or standards will substantially mitigate environmental effects, unless substantial new information shows otherwise (CEQA Guidelines §15183(f)). The City of Roseville adopted CEQA Implementing Procedures (Implementing Procedures) which are consistent with this CEQA Guidelines section. The current version of the Implementing Procedures were adopted in April 2008, along with Findings of Fact, as Resolution 08-172. The below regulations and ordinances were found to provide uniform mitigating policies and standards, and are applicable to development projects. The City's Mitigating Policies and Standards are referenced, where applicable, in the Initial Study Checklist.

- City of Roseville 2035 General Plan
- City of Roseville Zoning Ordinance (RMC Title 19)
- City of Roseville Improvement Standards (Resolution 02-37)
- City of Roseville Construction Standards (Resolution 01-208)
- Subdivision Ordinance (RMC Title 18)
- Noise Regulation (RMC Ch.9.24)
- Flood Damage Prevention Ordinance (RMC Ch.9.80)
- Drainage Fees (Dry Creek [RMC Ch.4.49] and Pleasant Grove Creek [RMC Ch.4.48])
- West Placer Stormwater Quality Design Manual (Resolution 16-152)
- Urban Stormwater Quality Management and Discharge Control Ordinance (RMC Ch. 14.20)
- Traffic Mitigation Fee (RMC Ch.4.44)
- Highway 65 Joint Powers Authority Improvement Fee (Resolution 2008-02)
- South Placer Regional Transportation Authority Transportation and Air Quality Mitigation Fee (Resolution 09-05)
- Tree Preservation Ordinance (RMC Ch.19.66)
- Community Design Guidelines (Resolution 95-347)
- Specific Plan Design Guidelines:
    - West Roseville Specific Plan and Design Guidelines (Resolution 04-40)

OTHER ENVIRONMENTAL DOCUMENTS RELIED UPON

- Amoruso Ranch Specific Plan Final Environmental Impact Report, located online at: http://roseville.ca.us/cms/One.aspx?portalId=7964922&pageId=8774579

- West Roseville Specific Plan Environmental Impact Report (SCH #2002082057), located online at: http://roseville.ca.us/cms/One.aspx?portalId=7964922&pageId=8775152

Pursuant to CEQA Guidelines Section 15183, any project which is consistent with the development densities established by zoning, a Community Plan, or a General Plan for which an EIR was certified shall not require additional environmental review, except as may be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. The Amoruso Ranch Specific Plan EIR updated the City's General Plan to 2035, and updated Citywide analyses of traffic, water supply, water treatment, wastewater treatment, and waste disposal. The proposed project is consistent with the adopted land use designations examined within the environmental documents listed above. This Initial Study focuses on effects particular to the specific project site, impacts which were not analyzed within the EIR, and impacts which may require revisiting due to substantial new information. When applicable, the topical sections within the Initial Study summarize the findings within the environmental documents listed above. The analysis, supporting technical materials, and findings of the environmental document are incorporated by reference, and are available for review at the Civic Center, 311 Vernon Street, Roseville, CA.

EXPLANATION OF INITIAL STUDY CHECKLIST

The California Environmental Quality Act (CEQA) Guidelines recommend that lead agencies use an Initial Study Checklist to determine potential impacts of the proposed project on the physical environment. The Initial Study Checklist provides a list of questions concerning a comprehensive array of environmental issue areas potentially affected by this project. This section of the Initial Study incorporates a portion of Appendix G Environmental Checklist Form, contained in the CEQA Guidelines. Within each topical section (e.g. Air Quality) a description of the setting is provided, followed by the checklist responses, thresholds used, and finally a discussion of each checklist answer.

There are four (4) possible answers to the Environmental Impacts Checklist on the following pages. Each possible answer is explained below:

1) A "Potentially Significant Impact" is appropriate if there is enough relevant information and reasonable inferences from the information that a fair argument based on substantial evidence can be made to support a conclusion that a substantial, or potentially substantial, adverse change may occur to any of the physical conditions within the area affected by the project. When one or more "Potentially significant Impact" entries are made, an EIR is required.

2) A "Less Than Significant With Mitigation" answer is appropriate when the lead agency incorporates mitigation measures to reduce an impact from "Potentially Significant" to "Less than Significant." For example, floodwater impacts could be reduced from a potentially-significant level to a less-than-significant level by relocating a building to an area outside of the floodway. The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level. Mitigation measures are identified as MM followed by a number.

3) A "Less Than significant Impact" answer is appropriate if there is evidence that one or more environmental impacts may occur, but the impacts are determined to be less than significant, or the application of development policies and standards to the project will reduce the impact(s) to a less-than-significant level. For instance, the application of the City's Improvement Standards reduces potential erosion impacts to a less-than-significant level.

4) A "No Impact" answer is appropriate where it can be demonstrated that the impact does not have the potential to adversely affect the environment. For instance, a project in the center of an urbanized area with no agricultural lands on or adjacent to the project area clearly would not have an adverse effect on

agricultural resources or operations. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources cited in the Initial Study. Where a "No Impact" answer is adequately supported by the information sources cited in the Initial Study, further narrative explanation is not required. A "No Impact" answer is explained when it is based on project-specific factors as well as generous standards.

All answers must take account of the whole action involved, including off- and on-site, indirect, direct, construction, and operation impacts, except as provided for under State CEQA Guidelines.

INITIAL STUDY CHECKLIST

I. Aesthetics

The project site is a triangular-shaped parcel located in a typical urbanized setting within a residential zoned area of the City's West Roseville Specific Plan (WRSP) area. Public views of the site are from Pleasant Grove Boulevard to the north (a four-lane arterial roadway) and Upland Drive (a collector roadway) to the west, and their adjacent sidewalks. The foreground of the view includes completed landscaping, which includes street trees, groundcover, and shrubs. The site itself contains no distinct topography or other visual elements. Surrounding uses include a single-family subdivision to the north, east, and west, and an undeveloped High Density Residential parcel to the south.

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

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a 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	

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			X	

Thresholds of Significance and Regulatory Setting:

The significance of an environmental impact cannot always be determined through the use of a specific, quantifiable threshold. CEQA Guidelines Section 15064(b) affirms this by the statement "an ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting." This is particularly true of aesthetic impacts. As an example, a proposed parking lot in a dense urban center would have markedly different visual effects than a parking lot in an open space area. For the purpose of this study, the significance thresholds are as stated in CEQA Guidelines Appendix G, as shown in a–d of the checklist below. The Findings of the Implementing Procedures indicate that compliance with the Zoning Ordinance (e.g. building height, setbacks, etc.), Subdivision Ordinance (RMC Ch. 18), Community Design Guidelines (Resolution 95-347), and applicable Specific Plan Policies and/or Specific Plan Design Guidelines will prevent significant impacts in urban settings as it relates to items a and b, below.

Discussion of Checklist Answers:

a–b) There are no designated or eligible scenic vistas or scenic highways within or adjacent to the City of Roseville.

c) The project site is in an urban setting and has street frontage along the northern and western property lines, with low density residential uses to the north, east, and west, and a future high density residential parcel to the south. The City of Roseville has adopted Community Design Guidelines (CDG) to establish common design elements and expectations for development within the City. The CDG includes provisions related to architectural design, site design and landscape design, to enhance the visual character of the urban environment. The project has been reviewed by City staff and was found to be consistent with the goals and policies of the CDG, the WRSP, and applicable zoning regulations. As such, impacts of the project related to this criterion are less than significant.

d) The project involves nighttime lighting to provide for the security and safety of project users. However, the project is already located within an urbanized setting with many existing lighting sources. Lighting for the project is conditioned to comply with City standards (i.e., Community Design Guidelines) to limit the height of light standards and to require cut-off lenses and glare shields to minimize light and glare impacts. The project will not create a new source of substantial light. None of the project elements are highly reflective, and therefore the project will not contribute to an increased source of glare. Impacts of the project are less than significant.

II. Agricultural & Forestry Resources

The State Department of Conservation oversees the Farmland Mapping and Monitoring Program, which was established to document the location, quality, and quantity of agricultural lands, and the conversion of those lands over time. The primary land use classifications on the maps generated through this program are: Urban and Built Up Land, Grazing Land, Farmland of Local Importance, Unique Farmland, Farmland of Statewide Importance, and Prime Farmland. According to the current California Department of Conservation Placer County Important Farmland Map (2012), the majority of the City of Roseville is designated as Urban and Built Up Land and most of the open space areas of the City are designated as Grazing Land. There are a few areas designated

as Farmland of Local Importance and two small areas designated as Unique Farmland located on the western side of the City along Baseline Road. The current Williamson Act Contract map (2013/2014) produced by the Department of Conservation shows that there are no Williamson Act contracts within the City, and only one (on PFE Road) that is adjacent to the City. None of the land within the City is considered forest land by the Board of Forestry and Fire Protection.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Thresholds of Significance and Regulatory Setting:

Unique Farmland, Farmland of Statewide Importance, and Prime Farmland are called out as protected farmland categories within CEQA Guidelines Appendix G. Neither the City nor the State has adopted quantified significance thresholds related to impacts to protected farmland categories or to agricultural and forestry resources. For the purpose of this study, the significance thresholds are as stated in CEQA Guidelines Appendix G, as shown in a–e of the checklist above.

Discussion of Checklist Answers:

a–e) The project site is not used for agricultural purposes, does not include agricultural zoning, is not within or adjacent to one of the areas of the City designated as a protected farmland category on the Placer County Important Farmland map, is not within or adjacent to land within a Williamson Act Contract, and is not considered forest land. Given the foregoing, the proposed project will have no impact on agricultural resources.

III. Air Quality

The City of Roseville, along with the south Placer County area, is located in the Sacramento Valley Air Basin (SVAB). The SVAB is within the Sacramento Federal Ozone Non-Attainment Area. Under the Clean Air Act, Placer County has been designated a "serious non-attainment" area for the federal 8-hour ozone standard, “non-attainment” for the state ozone standard, and a "non-attainment" area for the federal and state PM_{10} standard (particulate matter less than 10 microns in diameter). Within Placer County, the Placer County Air Pollution Control District (PCAPCD) is responsible for ensuring that emission standards are not violated.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			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	

Thresholds of Significance and Regulatory Setting:

In responding to checklist items a, b, and d, project-related air emissions would have a significant effect if they would result in concentrations that either violate an ambient air quality standard or contribute to an existing air quality violation. To assist in making this determination, the PCAPCD adopted thresholds of significance, which were developed by considering both the health-based ambient air quality standards and the attainment strategies outlined in the State Implementation Plan. The PCAPCD-recommended significance threshold for reactive organic gases (ROG) and nitrogen oxides (NO_x) is 82 pounds daily during construction and 55 pounds daily during operation, and for particulate matter (PM) is 82 pounds per day during both construction and operation. For all other constituents, significance is determined based on the concentration-based limits in the Federal and State Ambient Air Quality Standards. Toxic Air Contaminants (TAC) are also of public health concern, but no thresholds or standards are provided because they are considered to have no safe level of exposure. Analysis of TAC is based on the *Air Quality and Land Use Handbook – A Community Health Perspective (*April 2005, California Air Resources Board), which lists TAC sources and recommended buffer distances from sensitive uses. For checklist item c, the PCAPCD's *CEQA Air Quality Handbook* (*Handbook*) recommends that the same thresholds used for the project analysis be used for the cumulative impact analysis.

With regard to checklist item d, there are no quantified significance thresholds for exposure to objectionable odors. Significance is determined after taking into account multiple factors, including screening distances from odor sources (as found in the PCAPCD CEQA Handbook), the direction and frequency of prevailing winds, the time of day when odors are present, and the nature and intensity of the odor source.

Discussion of Checklist Answers:

a-c) Analyses are not included for sulfur dioxide, lead, and other constituents because there are no mass emission thresholds; these are concentration-based limits in the Federal and State Ambient Air Quality Standards which require substantial, point-source emissions (e.g. refineries, concrete plants, etc) before exceedance will occur, and the SVAB is in attainment for these constituents. Likewise, carbon monoxide is not analyzed because the SVAB is in attainment for this constituent, and it requires high localized concentrations (called carbon monoxide "hot spots") before the ambient air quality standard would be exceeded. "Hot spots" are typically associated with heavy traffic congestion occurring at high-volume roadway intersections. The Amoruso Ranch EIR analysis of Citywide traffic indicated that 198 out of 226 signalized intersections would operate at level of service C or better—that is, they will not experience heavy traffic congestion. It further indicated that analyses of existing CO concentrations at the most congested intersections in Roseville show that CO levels are well below federal and state ambient air quality standards. The discussions below focus on emissions of ROG**,** NO_x, or PM. A project-level analysis has been prepared to determine whether the project will, on a singular level, exceed the established thresholds.

The PCAPCD recommends that lead agencies use the California Emissions Estimator Model (CalEEMod) to quantify a project's construction and operational emissions for criterial air pollutants (NOX, ROG, and PM). The results are then compared to the significance thresholds established by the district, as detailed above. According to PCAPCD's published screening table, general commercial projects smaller than 249,099 square feet will not result in NOX emissions that exceed 55 lbs/day. Typically, NOX emissions are substantially higher than ROG and PM10; therefore, it can be assumed that projects that do not exceed the NOX threshold will not exceed the ROG and PM10 thresholds, and will not result in a significant impact related to operational emissions.

The project proposes the construction of a 910-square-foot building, which is well below PCAPCD's modeled example. Given its small size, the project is not expected to result in construction or operational emissions that would exceed the district's thresholds for significance. To substantiate this assumption, the proposed project's emissions were modeled using CalEEMod (version 2016.3.2). The CalEEMod was run using the model defaults as well as project specific information such as land use and building square footage. The results are included as Attachment 2 and are summarized in Table 2 below. The modeled emissions for the project do not exceed

the construction and operational thresholds of significance. Therefore, the project will not result in a significant impact related to construction or operational emissions. Impacts are less than significant.

Table 2: CalEEMod Results

Pollutant	Project Emissions (lbs/day)	Significance Threshold (lbs/day)	Exceeds Threshold?
Construction Emissions			
ROG	1.9	82	No
NO_x	7.9	82	No
PM_{10}	1.24	82	No
Operational Emissions			
ROG	1.03	55	No
NO_x	5.29	55	No
PM_{10}	1.33	82	No

The project must also comply with all applicable PCAPCD rules and regulations. The project would not substantially contribute to the region's nonattainment status for ozone or particulate matter, and implementation of the project will not violate an air quality standard or contribute to an existing or projected air quality violation. In addition, because the proposed project would not produce substantial emissions of criteria air pollutants, adjacent residents or businesses would not be exposed to significant levels of pollutant concentrations during construction or operation. Therefore, implementation of the proposed project would result in less-than-significant impacts.

With regard to TAC, there are hundreds of constituents which are considered toxic, but they are typically generated by stationary sources like gas stations, facilities using solvents, and heavy industrial operations. The proposed project is not a TAC-generating use, nor is it within the specified buffer area of a TAC-generating use, as established in the *Air Quality and Land Use Handbook – A Community Health Perspective*. Impacts are less than significant.

d) Diesel fumes from construction equipment and delivery trucks are often found to be objectionable; however, construction is temporary and diesel emissions are minimal and regulated. Typical urban projects such as residences and retail businesses generally do not result in substantial objectionable odors when operated in compliance with City Ordinances (e.g. proper trash disposal and storage). The Project is a typical urban development that lacks any characteristics that would cause the generation of substantial unpleasant odors. Thus, construction and operation of the proposed project would not result in the creation of objectionable odors affecting a substantial number of people. A review of the project surroundings indicates that there are no substantial odor-generating uses near the project site; the project location meets the recommended screening distances from odor-generators provided by the PCAPCD. Impacts related to odors are less than significant.

IV. Biological Resources

The project site is undeveloped with the exception of frontage and landscape improvements along Pleasant Grove Boulevard to the north and Upland Drive to the west. Frontage improvements consist of sidewalks, curb, and gutter. The landscape along the frontage consists of street trees, accent trees, shrubs and groundcover. Vegetation on the site consists of native and non-native grasses. Excluding the landscaped area, there are no trees on the site. There are no existing wetland features or designated open space areas on the site. The site is adjacent to single-family residential uses to the north and east across Pleasant Grove Boulevard, a vacant High Density Residential (HDR) parcel to the south, and single-family residential uses to the west across Upland Drive.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			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

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

Thresholds of Significance and Regulatory Setting:

There is no ironclad definition of significance as it relates to biological resources. Thus, the significance of impacts to biological resources is defined by the use of expert judgment supported by facts, and relies on the policies, codes, and regulations adopted by the City and by regulatory agencies which relate to biological resources (as cited and described in the Discussion of Checklist Answers section). Thresholds for assessing the significance of environmental impacts are based on the CEQA Guidelines checklist items a–f, above. Consistent with CEQA Guidelines Section 15065, a project may have a significant effect on the environment if:

> The project has 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; [or] substantially reduce the number or restrict the range of an endangered, rare or threatened species . . .

Various agencies regulate impacts to the habitats and animals addressed by the CEQA Guidelines checklist. These include the United States Fish and Wildlife Service, National Oceanic and Atmospheric Administration–Fisheries, United States Army Corps of Engineers, Central Valley Regional Water Quality Control Board, and California Department of Fish and Wildlife. The primary regulations affecting biological resources are described in the sections below.

Checklist item a addresses impacts to special status species. A “special status” species is one which has been identified as having relative scarcity and/or declining populations. Special status species include those formally listed as threatened or endangered, those proposed for formal listing, candidates for federal listing, and those classified as species of special concern. Also included are those species considered to be “fully protected” by the California Department of Fish and Wildlife (California Fish and Wildlife), those granted “special animal” status for tracking and monitoring purposes, and those plant species considered to be rare, threatened, or endangered

in California by the California Native Plant Society (CNPS). The primary regulatory protections for special status species are within the Federal Endangered Species Act, California Endangered Species Act, California Fish and Game Code, and the Federal Migratory Bird Treaty Act (MBTA).

Checklist item b addresses all "sensitive natural communities" that may be affected by local, state, or federal regulations/policies while checklist item c focuses specifically on one type of such a community: federally-protected wetlands. Focusing first on wetlands, there are two questions to be posed in examining wet habitats: the first is whether the wetted area meets the technical definition of a wetland, making it subject to checklist item b, and the second is whether the wetland is subject to federal jurisdiction, making it subject to checklist item c. The 1987 Army Corps Wetlands Delineation Manual is used to determine whether an area meets the technical criteria for a wetland. A delineation verification by the Army Corps verifies the size and condition of the wetlands and other waters in question, and determines the extent of government jurisdiction as it relates to Section 404 of the Federal Clean Water Act and Section 401 of the State Clean Water Act.

The Clean Water Act protects all "navigable waters", which are defined as traditional navigable waters that are or were used for commerce, or may be used for interstate commerce; tributaries of covered waters; and wetlands adjacent to covered waters, including tributaries. Non-navigable waters are called isolated wetlands, and are not subject to either the Federal or State Clean Water Act. Thus, isolated wetlands are not subject to federal wetland protection regulations. However, in addition to the Clean Water Act, the State also has jurisdiction over impacts to surface waters through the Porter-Cologne Water Quality Control Act (Porter-Cologne), which does not require that waters be "navigable". For this reason, isolated wetlands are regulated by the State of California pursuant to Porter-Cologne. The City of Roseville General Plan also provides protection for wetlands, including isolated wetlands, pursuant to the General Plan Open Space and Conservation Element. Federal, State and City regulations/policies all seek to achieve no net loss of wetland acreage, values, or function.

Aside from wetlands, checklist item b also addresses other "sensitive natural communities," which includes any habitats protected by local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. The City of Roseville General Plan Open Space and Conservation Element includes policies for the protection of riparian areas (streamside habitat) and floodplain areas; these are Vegetation and Wildlife section Policies 2 and 3. Policy 4 also directs preservation of additional area around stream corridors and floodplain if there is sensitive woodland, grassland, or other habitat which could be made part of a contiguous open space area. Other than wetlands, which were already discussed, US Fish and Wildlife and California Department of Fish and Wildlife habitat protections generally result from species protections, and are thus addressed via checklist item a.

For checklist item d, there are no regulations specific to the protection of migratory corridors. This item is addressed by an analysis of the habitats present in the vicinity and analyzing the probable effects on access to those habitats which will result from a project.

The City of Roseville Tree Preservation ordinance (RMC Ch.19.66) requires protection of native oak trees, and compensation for oak tree removal. The Findings of the Implementing Procedures indicate that compliance with the City of Roseville Tree Preservation ordinance (RMC Ch.19.66) will prevent significant impacts related to loss of native oak trees, referenced by item e, above.

Regarding checklist item f, there are no adopted Habitat Conservation Plans within the City of Roseville.

Discussion of Checklist Answers:

a-b) A Biological Resource Assessment was prepared as part of the WRSP. The assessment included a list of species with the potential to occur within the WRSP plan area based on surveys conducted by the project biologists. A review of this list determined that the project site contains potential foraging habitat for Swainson's hawks. Strategies for preserving on-site grasslands as raptor and migratory bird foraging habitat were addressed

in the Operations & Maintenance Plan prepared pursuant to the Clean Water Act Section 404 Permit obtained for the WRSP. Mitigation for Swainson's hawk foraging habitat would concurrently mitigate for loss of habitat for a number of other wildlife species in the region such as burrowing owl, red-tailed hawk, white-tailed kite, northern harrier, and loggerhead shrike among many others. The WRSP EIR included a Swainson's hawk Grassland Habitat Mitigation Plan that was developed based upon consultation with California Department of Fish and Wildlife (CDFW), to mitigate for the loss of grassland foraging habitat. Pursuant to the WRSP EIR Mitigation Measure 4.7-8, the Swainson's hawk Grassland Habitat Mitigation Program shall be implemented by the project applicants prior to approval of grading permits. As this is a requirement of the specific plan, no mitigation is required. This measure will ensure that no special status species are impacted during grading and ground disturbing activities. Although the site lacks habitat, construction activities have potential to disrupt offsite nesting species. **Mitigation Measure BIO-1** is required to ensure that special status migratory birds and raptors are not harmed. Ground disturbing activities shall not occur during the active nesting season. However, if it is necessary to conduct such activities during the nesting season, preconstruction surveys and mitigation as described in **Mitigation Measure BIO-1** would be required to ensure that fully protected bird and raptor species are not injured or disturbed by construction in the vicinity of nesting habitat. With implementation of this measure, impacts are less than significant.

c) No wetland features are present on the subject property; thus, the project will have no impact with regard to this criterion.

d) The City includes an interconnected network of open space corridors and preserves located throughout the City, to ensure that the movement of wildlife is not substantially impeded as the City develops. The development of the project site will not negatively impact these existing and planned open space corridors, nor is the project site located in an area that has been designated by the City, United States Fish and Wildlife, or California Department of Fish and Wildlife as vital or important for the movement of wildlife or the use of native wildlife nursery sites.

e) There are no biological resources on the project site which are protected by City policies or ordinances.

f) There are no Habitat Conservation Plans; Natural Community Conservation Plans; or other approved local, regional, or state habitat conservation plans that apply to the project site.

V. Cultural Resources

As described within the Open Space and Conservation Element of the City of Roseville General Plan, the Roseville region was within the territory of the Nisenan (also Southern Maidu or Valley Maidu). Two large permanent Nisenan habitation sites have been identified and protected within the City's open space (in Maidu Park). Numerous smaller cultural resources, such as midden deposits and bedrock mortars, have also been recorded in the City. The gold rush which began in 1848 marked another settlement period, and evidence of Roseville's ranching and mining past are still found today. Historic features include rock walls, ditches, low terraces, and other remnants of settlement and activity. A majority of documented sites within the City are located in areas designated for open space uses.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of an historic resource pursuant to Section 15064.5?			X	

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?			X	
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	

Thresholds of Significance and Regulatory Setting:

The significance of impacts to cultural resources is based directly on the CEQA Guidelines checklist items a–e listed above. The Archaeological, Historic, and Cultural Resources section of the City of Roseville General Plan also directs the proper evaluation of and, when feasible, protection of significant resources (Policies 1 and 2). There are also various federal and State regulations regarding the treatment and protection of cultural resources, including the National Historic Preservation Act and the Antiquities Act (which regulate items of significance in history), Section 7050.5 of the California Health and Safety Code, Section 5097.9 of the California Public Resources Code (which regulates the treatment of human remains) and Section 21073 et seq. of the California Public Resources Code (regarding Tribal Cultural Resources). The CEQA Guidelines also contains specific sections, other than the checklist items, related to the treatment of effects on historic resources.

Pursuant to the CEQA Guidelines, if it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts to be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that they cannot be left undisturbed, mitigation measures are required (Section 21083.2 (a), (b), and (c)). A *historical resource* is a resource listed, or determined to be eligible for listing, in the California Register of Historical Resources (CRHR) (Section 21084.1); a resource included in a local register of historical resources (Section 15064.5(a)(2)); or any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant (Section 15064.5 (a)(3)). Public Resources Code Section 5024.1 requires evaluation of historical resources to determine their eligibility for listing on the CRHR.

Discussion of Checklist Answers:

a–c) No cultural resources are known to exist on the project site per the WRSP EIR; however, standard mitigation measures apply which are designed to reduce impacts to cultural resources, should any be found on-site (WRSP MM 4.8-1 and MM 4.8-10, listed below). The measures requires an immediate cessation of work, and contact with the appropriate agencies to address the resource before work can resume. This mitigation need not be applied herein, as it is already applicable and required of the project pursuant to the WRSP. The project will not result in any new impacts beyond those already discussed and disclosed in the WRSP EIR. Compliance with policies intended to protect cultural resources will ensure that project-specific impacts are less than significant.

2004 WRSP EIR MM 4.8-1: Cease Work and Consult with Qualified Archaeologist: Should any cultural resources, such as structural features, any amount of bone or shell, artifacts, human remains, or architectural remains be encountered during any subsurface development activities, work shall be suspended within 100 feet of the find, and the City of Roseville shall be immediately notified. At that time, the City shall coordinate any necessary investigation of the site with qualified archaeologists as needed to assess the resource and provide

proper management recommendations. Possible management recommendations for important resources could include resource avoidance or data recovery excavations. The contractor shall implement any measures deemed necessary for the protection of the cultural resources. In addition, pursuant to section 5097.98 of the State Public Resources Code, and section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.

2004 WRSP EIR MM 4.8-10: Cease Work Until Review Conducted by Qualified Paleontologist and Recommendations Implemented: Should any evidence of paleontological resources (e.g., fossils) be encountered during grading or excavation, work shall be suspended within 100 feet of the find, and the City of Roseville shall be immediately notified. At that time, the City shall coordinate any necessary investigation of the site with a qualified paleontologist to assess the resource and provide proper management recommendations. Possible management recommendations for important resources could include resource avoidance or data recovery excavations. The contractor shall implement any measures deemed necessary by the paleontologist for the protection of the paleontological resources.

VI. Energy

Roseville Electric provides electrical power in the City and Pacific Gas and Electric (PG&E) provides natural gas. The City purchases wholesale electrical power from both the Western Area Power Administration (WAPA), which is generated by the federal government's Central Valley Project, which produces 100 percent hydroelectric energy sources from a system of dams, reservoirs, and power plants within central and northern California. In addition, up to 50 percent of the City's power is generated at the City-owned Roseville Energy Park (REP). The REP is a 160 megawatt natural-gas-fired power plant that uses a combined cycle gas turbine technology. The City also owns the 48 megawatt combustion-turbine Roseville Power Plant 2 (REP 2), which is used for peaking energy. The City's electric power mix varies from year-to-year, but according to the most recent Citywide energy analysis (the Amoruso Ranch Environmental Impact Report), the mix in 2013/2014 was 25% eligible renewable (geothermal, small hydroelectric, and wind), 14% hydroelectric, 48% natural gas, and 13% from other sources (power purchased by contract).

Would the project:

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

Thresholds of Significance and Regulatory Setting:

Established in 2002, California's Renewable Portfolio Standard (RPS) currently requires that 33 percent of electricity retail sales by served by renewable energy resources by 2020, and 50 percent by 2030. The City published a Renewables Portfolio Standard Procurement Plan in June 2018, and continues to comply with the

RPS reporting and requirements and standards. There are no numeric significance thresholds to define "wasteful, inefficient, or unnecessary" energy consumption, and therefore significance is based on CEQA Guidelines checklist items a and b, above, and by the use of expert judgment supported by facts, relying on the policies, codes, and regulations adopted by the City and by regulatory agencies which relate to energy. The analysis considers compliance with regulations and standards, project design as it relates to energy use (including transportation energy), whether the project will result in a substantial unplanned demand on the City's energy resources, and whether the project will impede the ability of the City to meet the RPS standards.

Discussion of Checklist Answers:

a-b) The project would consume energy both during project construction and during project operation. During construction, fossil fuels, electricity, and natural gas would be used by construction vehicles and equipment. However, the energy consumed during construction would be temporary, and would not represent a significant demand on available resources. There are no unusual project characteristics that would necessitate the use of construction equipment or methods that would be less energy-efficient or which would be wasteful.

The completed project would consume energy related to building operation, exterior lighting, landscape irrigation and maintenance, and vehicle trips to and from the use. In accordance with California Energy Code Title 24, the project would be required to meet the Building Energy Efficiency Standards. This includes standards for water and space heating and cooling equipment; insulation for doors, pipes, walls, and ceilings; and appliances, to name a few. The project would also be eligible for rebates and other financial incentives from both the electric and gas providers for the purchase of energy-efficient appliances and systems, which would further reduce the operational energy demand of the project. The project was distributed to both PG&E and Roseville Electric for comments, and was found to conform to the standards of both providers; energy supplies are available to serve the project.

VII. Geology and Soils

As described in the Safety Element of the City of Roseville General Plan, there are three inactive faults (Volcano Hill, Linda Creek, and an unnamed fault) in the vicinity, but there are no known active seismic faults within Placer County. The last seismic event recorded in the South Placer area occurred in 1908, and is estimated to have been at least a 4.0 on the Richter Scale. Due to the geographic location and soil characteristics within the City, the General Plan indicates that soil liquefaction, landslides, and subsidence are not a significant risk in the area.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
i) Ruptures 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	
• Strong seismic ground shaking?			X	
• Seismic-related ground failure, including liquefaction?			X	
• Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located in a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial 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	

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to geology and soils is based directly on the CEQA Guidelines checklist items a–e listed above. Regulations applicable to this topic include the Alquist-Priolo Act, which addresses earthquake safety in building permits, and the Seismic Hazards Mapping Act, which requires the state to gather and publish data on the location and risk of seismic faults.

The Findings of the Implementing Procedures indicate that compliance with the Flood Damage Prevention Ordinance (RMC Ch.9.80) and Design/Construction Standards (Resolution 07-107) will prevent significant impacts related to checklist item b. The Ordinance and standards include permit requirements for construction and development in erosion-prone areas and ensure that grading activities will not result in significant soil erosion or loss of topsoil. The use of septic tanks or alternative waste systems is not permitted in the City of Roseville, and therefore no analysis of criterion e is necessary.

Discussion of Checklist Answers:

a) The project will not expose people or structures to potential substantial adverse effects involving seismic shaking, ground failure or landslides.

i–iii) According to United States Geological Service mapping and literature, active faults are largely considered to be those which have had movement within the last 10,000 years (within the Holocene or Historic time periods)[1] and there are no major active faults in Placer County. The California Geological Survey has prepared a map of the state which shows the earthquake shaking potential of areas throughout California based primarily on an area's distance from known active faults. The map shows that the City lies in a relatively low-intensity ground-shaking zone. Commercial, institutional, and residential buildings as well as all related infrastructure are required, in conformance with Chapter 16, *Structural Design Requirements*, Division IV, *Earthquake Design* of the California Building Code, to lessen the exposure to potentially damaging vibrations through seismic-resistant design. In compliance with the Code, all structures in the Project area would be well-built to withstand ground shaking from possible earthquakes in the region; impacts are less than significant.

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

b) Grading activities will result in the disruption, displacement, compaction and over-covering of soils associated with site preparation (grading and trenching for utilities). Grading activities for the project will be limited to the project site. Grading activities require a grading permit from the Engineering Division. The grading permit is reviewed for compliance with the City's Improvement Standards, including the provision of proper drainage, appropriate dust control, and erosion control measures. Grading and erosion control measures will be incorporated into the required grading plans and improvement plans. Therefore, the impacts associated with disruption, displacement, and compaction of soils associated with the project are less than significant.

c, d) A review of the Natural Resources Conservation Service Soil Survey for Placer County, accessed via the Web Soil Survey (http://websoilsurvey.nrcs.usda.gov/app/), indicates that the soils on the site are Cometa-Fiddyment complex, 1 to 5 percent slopes, and San Joaquin-Cometa sandy loams, 1 to 5 percent slopes which are not listed as geologically unstable or sensitive. Therefore, the project has no impacts related to this criteria.

[1] United States Geological Survey, http://earthquake.usgs.gov/learn/glossary/?term=active%20fault, Accessed January 2016

f) No paleontological resources are known to exist on the project site per the WRSP EIR; however, standard mitigation measures apply which are designed to reduce impacts to such resources, should any be found on-site. The measure requires an immediate cessation of work, and contact with the appropriate agencies to address the resource before work can resume. With these measures in place, project-specific impacts are less than significant.

VIII. Greenhouse Gases

Greenhouse gases trap heat in the earth's atmosphere. The principal greenhouse gases (GHGs) that enter the atmosphere because of human activities are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated gases. As explained by the United States Environmental Protection Agency[2], global average temperature has increased by more than 1.5 degrees Fahrenheit since the late 1800s, and most of the warming of the past half century has been caused by human emissions. The City has taken proactive steps to reduce greenhouse gas emissions, which include the introduction of General Plan policies to reduce emissions, changes to City operations, and climate action initiatives.

Would the project:

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

Thresholds of Significance and Regulatory Setting:

In Assembly Bill 32 (the California Global Warming Solutions Act), signed by Governor Schwarzenegger of California in September 2006, the legislature found that climate change resulting from global warming was a threat to California, and directed that "the State Air Resources Board design emissions reduction measures to meet the statewide emissions limits for greenhouse gases . . .". The target established in AB 32 was to reduce emissions to 1990 levels by the year 2020. CARB subsequently prepared the *Climate Change Scoping Plan* (Scoping Plan) for California, which was approved in 2008. The Scoping Plan provides the outline for actions to reduce California's GHG emissions. CARB's updated August 2011 Scoping Plan calculated a reduction needed of 21.7% from future "Business As Usual" (BAU) conditions in the year 2020. The current Scoping Plan (adopted May 2014) indicates that statewide emissions of GHG in 1990 amounted to 431 million metric tons, and that the 2020 "Business As Usual" (BAU) scenario is estimated as 509[3] million metric tons, which would require a reduction of 15.3% from 2020 BAU. In addition to this, Senate Bill 32 was signed by the Governor on September 8, 2016, to establish a reduction target of 40 percent below 1990 levels by 2030. The Air Resources Board is currently updating the Scoping Plan to reflect this target.

[2] http://www3.epa.gov/climatechange/science/overview.html, Accessed January 2016

[3] Includes Pavely and Renewables Portfolio Standard reduction

The Placer County Air Pollution Control District (PCAPCD) recommends that thresholds of significance for GHG be related to AB 32 reduction goals, and has adopted thresholds of significance which take into account the 2030 reduction target. The thresholds include a de minimis and a bright-line maximum threshold. Any project emitting less than 1,100 metric tons of carbon dioxide equivalents per year (MT CO_2e/yr) during construction or operation results in less than significant impacts. The PCAPCD considers any project with emissions greater than the bright-line cap of 10,000 MT CO_2e/yr to have significant impacts. For projects exceeding the de minimum threshold but below the bright-line threshold, comparison to the appropriate efficiency threshold is recommended. The significance thresholds are shown in Table 3 below.

Table 3: GHG Significance Thresholds

Bright-line Threshold 10,000 MT CO_2e/yr			
Residential Efficiency (MT CO_2e/capita[1])		**Non-Residential Efficiency (MT CO_2e/ksf[2])**	
Urban	**Rural**	**Urban**	**Rural**
4.5	5.5	26.5	27.3
De Minimis Threshold 1,100 MT CO_2e/yr			

1. Per Capita = per person
2. Per ksf = per 1,000 square feet of building

Discussion of Checklist Answers:

a–b) Greenhouse gases are primarily emitted as a result of vehicle operation associated with trips to and from a project, and energy consumption from operation of the buildings. Greenhouse gases from vehicles is assessed based on the vehicle miles traveled (VMT) resulting from a project, on a Citywide basis. Residential projects, destination centers (such as a regional mall), and major employers tend to increase VMT in a study area, either by adding new residents traveling in an area, or by encouraging longer trip lengths and drawing in trips from a broader regional area. However, non-residential projects and neighborhood-serving uses (e.g. neighborhood parks) tend to lower VMT in a study area because they do not generate new trips within the study area, they divert existing trips. These trips are diverted because the new use location is closer to home, on their way to another destination (e.g. work), or is otherwise more convenient.

The proposed project is a 910-square-foot drive-through coffee shop. As further discussed and evaluated in Section XVII (Transportation) of this Initial Study, the project is considered a locally-serving use that does not include any unique characteristics which would draw in regional traffic, or which would prompt longer trips. The project is presumed to have a less-than-significant impact to the transportation system on the basis of project-generated VMT. Therefore, the focus of this analysis is on the emissions which would result from the construction and operation of the project.

As detailed in Attachment 2, CalEEMod (version 2016.3.2) was used to model the project's construction related and operational related GHG emissions (CO_2e). Construction-related GHG emissions occur at one point in time and are therefore not typically expected to significantly contribute to climate change. Climate change is a cumulative effect that occurs over time, as emissions increase on a year-to-year basis due to increases in developed area and other factors; construction emissions are a one-time emission source, which end once the project is built. The CalEEMod results indicate the project would result in annual construction emissions of 60.87 CO_2e in the most active construction year, which is below the PCAPCD de minimis threshold of 1,100 MT CO_2e/yr. Thus, the project-generated GHG emissions would not result in significant construction emissions of GHG.

The operational emissions of the project include energy to run the building, area emissions such as landscape equipment to maintain the site, and water and wastewater energy demands. According to the CalEEMod results,

the project would result in annual operational emissions of 272.42 MT CO2e, which is below the de minimis threshold of 1,100 MT CO2e. Therefore, the proposed project would not result in significant operational emissions of GHG.

Based on the evaluation above, project-generated GHG emissions would not conflict with, and are consistent with, the State goals listed in AB32 and policies and regulation adopted by the California Air Resources Board pursuant to AB32. This impact is considered less than significant.

IX. Hazards and Hazardous Materials

There are no hazardous cleanup sites of record within 1,000 feet of the site according to both the State Water Resources Control Envirostor database (http://geotracker.waterboards.ca.gov/) and the Department of Toxic Substances Control Envirostor database (http://www.envirostor.dtsc.ca.gov/public/). The project is not located on a site where existing hazardous materials have been identified, and the project does not have the potential to expose individuals to hazardous materials.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment though reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X

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

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to hazardous materials is based directly on the CEQA Guidelines checklist items a–h listed above. A material is defined as hazardous if it appears on a list of hazardous materials prepared by a federal, state or local regulatory agency, or if it has characteristics defined as hazardous by such an agency. The determination of significance based on the above criteria depends on the probable frequency and severity of consequences to people who might be exposed to the health hazard, and the degree to which Project design or existing regulations would reduce the frequency of or severity of exposure. As an example, products commonly used for household cleaning are classified as hazardous when transported in large quantities, but one would not conclude that the presence of small quantities of household cleaners at a home would pose a risk to a school located within ¼-mile.

Many federal and State agencies regulate hazards and hazardous substances, including the United States Environmental Protection Agency (US EPA), California Department of Toxic Substances Control (DTSC), Central Valley Regional Water Quality Control Board (Regional Water Board), and the California Occupational Safety and Health Administration (CalOSHA). The state has been granted primacy (primary responsibility for oversight) by the US EPA to administer and enforce hazardous waste management programs. State regulations also have detailed planning and management requirements to ensure that hazardous materials are handled, stored, and disposed of properly to reduce human health risks. California regulations pertaining to hazardous waste management are published in the California Code of Regulations (see 8 CCR, 22 CCR, and 23 CCR).

The project is not within an airport land use plan or within two miles of a public or public use airport. Therefore, no further discussion is provided for items e.

Discussion of Checklist Answers:

a-b) Standard construction activities would require the use of hazardous materials such as fuels, oils, lubricants, glues, paints and paint thinners, soaps, bleach, and solvents. These are common household and commercial materials routinely used by both businesses and average members of the public. The materials only pose a hazard if they are improperly used, stored, or transported either through upset conditions (e.g. a vehicle accident) or mishandling. In addition to construction use, the operational project would result in the use of common hazardous materials as well, including bleach, solvents, and herbicides. Regulations pertaining to the transport of materials are codified in 49 Code of Federal Regulations 171–180, and transport regulations are enforced and monitored by the California Department of Transportation and by the California Highway Patrol. Specifications for storage on a construction site are contained in various regulations and codes, including the California Code of Regulations, the Uniform Fire Code, and the California Health and Safety Code. These same codes require that all hazardous materials be used and stored in the manner specified on the material packaging. Existing regulations and programs are sufficient to ensure that potential impacts as a result of the use or storage of hazardous materials are reduced to less than significant levels.

c) The project is not located within a ¼-mile of an existing or proposed school, and thus there is no impact with respect to this criterion.

d) The project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5[4]; therefore, no impact will occur.

f) This project is located within an area currently receiving City emergency services and development of the site has been anticipated and incorporated into emergency response plans. As such, the project will cause a less than significant impact to the City's Emergency Response or Management Plans. Furthermore, the project will be required to comply with all local, State and federal requirements for the handling of hazardous materials, which will ensure less-than-significant impacts. These will require the following programs:

- A Risk Management and Prevention Program (RMPP) is required of uses that handle toxic and/or hazardous materials in quantities regulated by the California Health and Safety Code and/or the City.

- Businesses that handle toxic or hazardous materials are required to complete a Hazardous Materials Management Program (HMMP) pursuant to local, State, or federal requirements.

g) The California Department of Forestry and Fire Protection (CAL FIRE) is the state agency responsible for wildland fire protection and management. As part of that task, CAL FIRE maintains maps designating Wildland Fire Hazard Severity zones. The City is not located within a Very High Fire Hazard Severity Zone, and is not in a CAL FIRE responsibility area; fire suppression is entirely within local responsibility. The project site is in an urban area, and therefore would not expose people to any risk from wildland fire. There would be no impact with regard to this criterion.

X. Hydrology and Water Quality

As described in the Open Space and Conservation Element of the City of Roseville General Plan, the City is located within the Pleasant Grove Creek Basin and the Dry Creek Basin. Pleasant Grove Creek and its tributaries drain most of the western and central areas of the City and Dry Creek and its tributaries drain the remainder of the City. Most major stream areas in the City are located within designated open space.

[4] http://www.calepa.ca.gov/SiteCleanup/CorteseList/SectionA.htm

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements 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:			X	
i. result in 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 off-site;			X	
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater systems or provide substantial additional sources of polluted runoff; or			X	
iv. impede or redirect flood flows?				X
d) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
e) In flood hazard, tsunami, or seiches zones, risk release of pollutants due to project innundation?				X

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to hydrology and water quality is based directly on the CEQA Guidelines checklist items a–e listed above. For checklist item a, c (i), d, and e, the Findings of the Implementing Procedures indicate that compliance with the City of Roseville Design/Construction Standards (Resolution 07-107), Urban Stormwater Quality Management and Discharge Control Ordinance (RMC Ch. 14.20), and Stormwater Quality Design Manual (Resolution 16-152) will prevent significant impacts related to water quality or erosion. The standards require preparation of an erosion and sediment control plan for construction activities and includes designs to control pollutants within post-construction urban water runoff. Likewise, it is indicated that the Drainage Fees for the Dry Creek and Pleasant Grove Watersheds (RMC Ch.4.48) and City of Roseville Design/Construction Standards (Resolution 07-107) will prevent significant impacts related to checklist items c (ii) and c (iii). The ordinance and standards require the collection of drainage fees to fund improvements that mitigate potential flooding impacts, and require the design of a water drainage system that will adequately convey anticipated stormwater flows without increasing the rate or amount of surface runoff. These same ordinances and standards prevent impacts related to groundwater (items a and d), because developers are required to treat and detain all stormwater onsite using stormwater swales and other methods which slow flows and preserve infiltration. Finally, it is indicated that compliance with the Flood Damage Prevention Ordinance (RMC Ch. 9.80) will prevent significant impacts related to items c (iv) and e. The Ordinance includes standard requirements for all new construction, including regulation of development with the potential to impede or redirect flood flows, and prohibits development within flood hazard areas. Impacts from tsunamis and seiches were screened out of the analysis (item e) because the project is not located near a water body or other feature that would pose a risk of such an event.

Discussion of Checklist Answers:

a,c (i),d, e) The project will involve the disturbance of on-site soils and the construction of impervious surfaces, such as asphalt paving. Disturbing the soil can allow sediment to be mobilized by rain or wind, and cause displacement into waterways. To address this and other issues, the developer is required to receive approval of a grading permit and/or improvement plants prior to the start of construction. The permit or plans are required to incorporate mitigation measures for dust and erosion control. In addition, the City has a National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit issued by the Central Valley Regional Water Quality Control Board which requires the City to reduce pollutants in stormwater to the maximum extent practicable. The City does this, in part, by means of the City's 2016 Design/Construction Standards, which require preparation and implementation of a Stormwater Pollution Prevention Plan. All permanent stormwater quality control measures must be designed to comply with the City's Manual for Stormwater Quality Control Standards for New Development, the City's 2016 Design/Construction Standards, Urban Stormwater Quality Management and Discharge Control Ordinance, and Stormwater Quality Design Manual. For these reasons, impacts related to water quality are less than significant.

b, d) The project does not involve the installation of groundwater wells. The City maintains wells to supplement surface water supplies during multiple dry years, but the effect of groundwater extraction on the aquifer was addressed in the Water Supply Assessment of the Amoruso Ranch Specific Plan EIR, which included a Citywide water analysis. Although the project site has an existing land use designation of Low Density Residential, it does not have any residential units allocated to the site. Therefore, the City-defined baseline water usage for the site

is 0 acre-feet per year (AFY). The project involves a change in land use to Community Commercial, which would increase water demand for the site by 1.1 AFY. The City's Environmental Utilities Department determined this increase is not significant and there are sufficient water supplies available to allocate the additional water demand. Project impacts related to groundwater extraction are less than significant. Furthermore, all permanent stormwater quality control measures must be designed to comply with the Stormwater Quality Design Manual, which requires the use of bioswales and other onsite detention and infiltration methods. These standards ensure that stormwater will continue to infiltrate into the groundwater aquifer.

c (ii and iii)) The project has been reviewed by City Engineering staff for conformance with City ordinances and standards. The project includes adequate and appropriate facilities to ensure no net increase in the amount or rate of stormwater runoff from the site, and which will adequately convey stormwater flows.

c (iv) and e) The project has been reviewed by City Engineering staff for conformance with City ordinances and standards. The project is not located within either the Federal Emergency Management Agency floodplain or the City's Regulatory Floodplain (defined as the floodplain which will result from full buildout of the City). Therefore, the project will not impede or redirect flood flows, nor will it be inundated. The proposed project is located within an area of flat topography and is not near a waterbody or other feature which could cause a seiche or tsunami. There would be no impact with regard to these criterion.

XI. Land Use and Planning

The project site has a General Plan and Specific Plan land use designation of Low Density Residential (LDR). The zoning designation is Single-Family Residential/Development Standards (R1/DS). As mentioned, the WRSP does not have any residential units allocated to Parcel W-20. The site is intended to consist of a landscape gateway feature for the Plan area. Surrounding properties have residential land use and zoning designations, as described in the Environmental Setting section of this Initial Study.

Would the project:

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

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to land use is based directly on the CEQA Guidelines checklist items a–c listed above. Consistency with applicable City General Plan policies, Improvement Standards, and design standards is already required and part of the City's processing of permits and plans, so these requirements do not appear as mitigation measures. Land use regulations applicable to the site include the City's General Plan 2035, the Zoning Ordinance, and the WRSP. The WRSP contains general design guidelines and policies for development within the WRSP as a whole.

Discussion of Checklist Answers:

a) The project area has been planned for development, including adequate roads, pedestrian paths, and bicycle paths to provide connections within the community. The project involves frontage improvements including a new driveway and a pedestrian path. As such, the project will not physically divide an established community.

b) The project includes an amendment to the General Plan to change the land use from Low Density Residential (LDR) to Community Commercial (CC), and a Rezone to change the zoning designation from Single-Family Residential/Development Standards (R1/DS) to Community Commercial (CC), in order to facilitate construction of the proposed drive-through coffee shop. The City's Design Review standards, as well as City-required Conditions of Approval would ensure that the proposed project would be developed in conformance with all applicable land use plans and ordinances, and would not conflict with any agency's plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Impacts are less than significant.

XII. Mineral Resources

The Surface Mining and Reclamation Act (SMARA) of 1975 requires the State Geologist to classify land into Mineral Resource Zones (MRZ's) based on the known or inferred mineral resource potential of that land. The California Division of Mines and Geology (CDMG) was historically responsible for the classification and designation of areas containing—or potentially containing—significant mineral resources, though that responsibility now lies with the California Geological Survey (CGS). CDMG published Open File Report 95-10, which provides the mineral classification map for Placer County. A detailed evaluation of mineral resources has not been conducted within the City limits, but MRZ's have been identified. There are four broad MRZ categories (MRZ-1 through MRZ-4), and only MRZ-2 represents an area of known significant mineral resources. The City of Roseville General Plan EIR included Exhibit 4.1-3, depicting the location of MRZ's in the City limits. There is only one small MRZ-2 designation area, located at the far eastern edge of the City.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to mineral resources is based directly on the CEQA Guidelines checklist items a and b listed above.

Discussion of Checklist Answers:

a–b) The project site is not in the area of the City known to include any mineral resources that would be of local, regional, or statewide importance; therefore, the project has no impacts on mineral resources.

XIII. Noise

The project site is currently undeveloped and is surrounded by existing and future residential uses, which typically do not generate substantial noise volumes. The site is located adjacent to Pleasant Grove Boulevard and Upland Drive. According to the City's General Plan Noise Element, Pleasant Grove Boulevard is identified as a transportation noise source while Upland Drive is not. The project site is within the existing 65 dB L_{dn} noise contour line and the future 2035 70 dB L_{dn} noise contour line of Pleasant Grove Boulevard (City of Roseville General Plan 2035 Noise Element, Figure IX-1 and Figure IX-2). The nearest sensitive receptors are the future residents of the undeveloped High Density Residential parcel located immediately south of the site. The nearest existing residents are located within the residential area to the west of this site, across Upland Drive. These residential uses are also located within the same roadway noise contour lines as the project site. The nearest home is approximately 100 feet west of the site. A six-foot tall masonry sound wall is located along the western side of Upland Drive, behind the landscaping area and sidewalk, for the protection of the residential neighborhood from roadway and other noise.

Would the project result in:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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 ground borne vibration of ground borne 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

Thresholds of Significance and Regulatory Setting:

Standards for transportation noise and non-transportation noise affecting existing or proposed land uses are established within the City of Roseville General Plan Noise Element Table IX-1, and these standards are used as the thresholds to determine the significance of impacts related to items a and c. The significance of other noise impacts is based directly on the CEQA Guidelines checklist items b and c listed above. The Findings of the Implementing Procedures indicate that compliance with the City Noise Regulation (RMC Ch. 9.24) will prevent significant non-transportation noise as it relates to items a and b. The Ordinance establishes noise exposure standards that protect noise-sensitive receptors from a variety of noise sources, including non-transportation/fixed noise, amplified sound, industrial noise, and events on public property. The project is not within an airport land use plan, within two miles of a public or public use airport and there are also no private airstrips in the vicinity of the project area. Therefore, item c has been ruled out from further analysis.

Discussion of Checklist Answers:

a) The overall noise goal for the City is to protect the health and welfare of the community by promoting community development that is compatible with noise level criteria. The Noise Element identifies noise level standards for transportation-related noise sources. For most nose-sensitive land uses (such as residential uses), a 60 dB Ldn exterior noise level standard and 45 dB Ldn interior noise level standard is established. The proposed project is a drive-through coffee shop, which is considered a commercial use and not a noise-sensitive land use.

Residential uses are considered sensitive receptors and as mentioned, the project site is immediately adjacent to future residential uses to the south. The site is also adjacent to existing residential uses that are located to the west across Upland Drive and to the north across Pleasant Grove Boulevard. Table 1 of the City's Noise Ordinance (Chapter 9.24) identifies the sound limits for sensitive receptors for non-transportation and fixed noise sources. The table is included as Figure 3 below. As identified, fixed noise sources are not to exceed 50 dBA L_{eq} and 70 dBA L_{max} during daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA L_{eq} and 65 dBA L_{max} during nighttime hours (10:00 p.m. to 7:00 a.m.) as measured at the property line of noise sensitive land uses. These standards apply to permanent increases in noise, not to construction noise, which is instead regulated by the City's Health and Safety Ordinance and is evaluated within checklist item b.

Figure 3: Noise Ordinance Table 1

Table 1
SOUND LEVEL STANDARDS
(for non-transportation or fixed sound sources)

Sound Level Descriptor	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Hourly l_{eq}, dB	50	45
Maximum level, dB	70	65

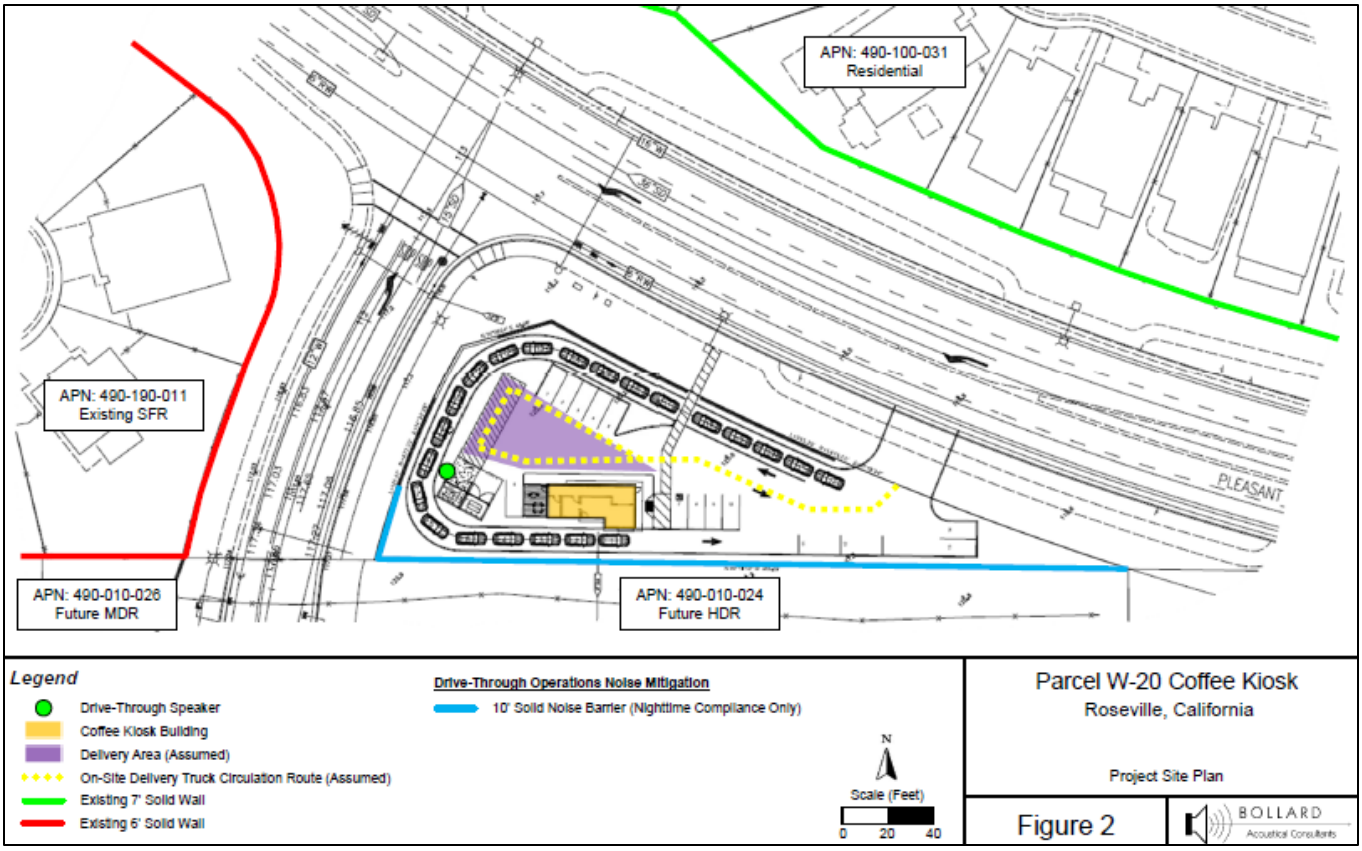
An Environmental Noise Assessment (ENA) was prepared for the project by Bollard Acoustical Consultants, Inc. (BAC) to evaluate noise levels associated with project operations (see Attachment 3). The assessment identifies the following as the primary noise sources of the project: 1.) drive-through operations (e.g., drive-through menu speaker board, post and vehicle idling, passbys); 2.) delivery truck loading area activities; 3.) delivery truck on-site circulation; and 4.) rooftop mechanical equipment (HVAC). The assessment concluded that noise from drive-through operations could potentially exceed the applicable noise level limits at the nearest residential uses.

As such, noise mitigation measures are required in order to comply with the General Plan noise standards, and to ensure impacts are less than significant. Noise from delivery truck loading area activities, delivery truck on-site circulation, and rooftop mechanical equipment is not expected to exceed the noise limits, provided that the requirements identified in WRSP EIR Mitigation Measure (MM) 4.5-3 are met. Each of these noise sources and related mitigation measures are addressed separately, below.

Drive-Through Operations

The ENA evaluated expected noise levels from the use of an amplified speaker menu board in the drive-through. The location of the menu board is shown in Figure 4 below. The assessment concluded that the project drive-through operations are predicted to satisfy the applicable daytime hourly average and maximum noise level standards at the nearest existing and future residential property lines. However, noise levels from drive-through operations are predicted to exceed the nighttime hourly average noise level standards at the future High Density Residential property line to the south, if the hours of operation extend into nighttime hours (10:00 p.m. to 7:00 a.m.). Therefore, in order to avoid exceeding General Plan noise standards, **Mitigation Measure NOI-1** is included which requires either the construction of a 10-foot solid noise barrier along the southern project property boundary (as shown in blue on Figure 4), or to limit all drive-through operations to daytime hours only (7:00 a.m. to 10:00 p.m.). With mitigation, impacts related to noise will be less than significant.

Figure 4: Environmental Noise Assessment Figure 2



Truck Delivery Activities

The primary noise sources associated with delivery activities are trucks stopping (air brakes), trucks backing into position (back-up alarms), and pulling away from the loading/unloading area (revving engines). The project site plan does not propose a loading dock. For purposes of the noise analysis, it was assumed that deliveries would

occur on the north side of the building, as illustrated in Figure 4 above. Pursuant to WRSP EIR MM 4.5-3(a)(1), commercial truck deliveries shall be limited to daytime hours (7:00 a.m. to 10:00 p.m.). Given this, the ENA compared truck delivery activity noise to daytime noise level standards only. The assessment concluded that project truck delivery activity noise exposure is predicted to satisfy the applicable City of Roseville General Plan daytime hourly average (L_{eq}) and maximum (L_{max}) noise level standards at the nearest existing and future residential uses. As a result, additional noise mitigation measures are not warranted for this aspect of the project.

On-Site Delivery Truck Circulation

The project on-site delivery truck circulation noise exposure is predicted to satisfy the applicable daytime hourly average (L_{eq}) and maximum (L_{max}) noise level standards at the nearest existing and future residential uses. In addition, project on-site delivery truck circulation noise levels are also predicted to satisfy the hourly average and maximum noise level standards identified in MM 4.5-3 of the WRSP EIR Mitigation Monitoring Program. As a result, additional noise mitigation measures are not warranted for this aspect of the project.

Mechanical Equipment (HVAC)

Pursuant to WRSP EIR MM 4.5-3(b), roof-top HVAC equipment shall be oriented away from residential areas and systems shall not produce noise levels that exceed 50 dB at a distance of 25 feet. In addition, rooftop parapets shall block line-of-sight of HVAC equipment from noise-sensitive uses. Provided that the project complies with these requirements, the ENA concluded that additional noise mitigation measures are not warranted for this aspect of the project.

b) Surrounding uses may experience short-term increases in groundborne vibration, groundborne noise, and airborne noise levels during construction. However, these increases would only occur for a short period of time. When conducted during daytime hours, construction activities are exempt from Noise Ordinance standards, but the standards do apply to construction occurring during nighttime hours. While the noise generated may be a minor nuisance, the City Noise Regulation standards are designed to ensure that impacts are not unduly intrusive. Based on this, the impact is less than significant.

XIV. Population and Housing

The project site is located within the City's West Roseville Specific Plan (WRSP) area. The site has a zoning designation of Single-Family Residential/Development Standards (R1/DS) and a land use designation of Low Density Residential (LDR). The WRSP includes unit allocations and population projections for the Plan Area. The WRSP does not have any residential units allocated to the project site. Would the project:

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

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to population and housing is based directly on the CEQA Guidelines checklist items a–c listed above.

Discussion of Checklist Answers:

a) The CEQA Guidelines identify several ways in which a project could have growth-inducing impacts (Public Resources Code Section 15126.2), either directly or indirectly. Growth-inducement may be the result of fostering economic growth, fostering population growth, providing new housing, or removing barriers to growth. Growth inducement may be detrimental, beneficial, or of no impact or significance under CEQA. An impact is only deemed to occur when it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be shown that the growth will significantly affect the environment in some other way.

The project will change the zoning on the site and introduce a small, locally-serving retail use. The previous zoning and WRSP anticipated low density residential uses on the site, which would have had some level of growth inducing impacts. Therefore, while the project in question will induce some level of growth, this growth was already identified and its effects disclosed and mitigated within the West Roseville Specific Plan EIR. The project will not result in additional infrastructure that will lead to additional growth nor will the project negatively affect the City's ability to provide public services. Therefore, the impact of the project is less than significant.

b) The project site is currently vacant and no housing exists on the project site. There would be no impact with respect to this criterion.

XV. Public Services

Fire protection, police protection, park services, and library services are provided by the City. The project is located within the Roseville Elementary School District and the Roseville Joint Unified High School District.

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 government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

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

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to public services is based directly on the CEQA Guidelines checklist items a–e listed above. The EIR for the Amoruso Ranch Specific Plan, which updated Citywide analyses, addressed the level of public services which would need to be provided in order to serve planned growth in the community. Development Agreements and other conditions have been adopted in all proposed growth areas of the City which identify the physical facilities needed to serve growth, and the funding needed to provide for the construction and operation of those facilities and services. Although the project involves a General Plan Amendment, the City's Fire, Police, Parks, and Utilities Departments have all reviewed the project plans and have not identified any significant impacts to City services. In addition, the project has been routed to the various public service agencies, both internal and external, to ensure that the project meets the agencies' design standards (where applicable) and to provide an opportunity to recommend appropriate conditions of approval.

a) Existing City codes and regulations require adequate water pressure in the water lines, and construction must comply with the Uniform Fire and Building Codes used by the City of Roseville. Additionally, the applicant is required to pay a fire service construction tax, which is used for purchasing capital facilities for the Fire Department. Existing codes, regulations, funding agreements, and facilities plans are sufficient to ensure less than significant impacts.

b) Sales taxes and property taxes resulting from development will add revenue to the General Fund, which provides funding for police services. Existing codes, regulations, funding agreements, and facilities plans are sufficient to ensure less than significant impacts.

c) Project applicants are required to pay school impact fees at a rate determined by the local school districts. School fees will be collected prior to the issuance of building permits, consistent with City requirements. Existing codes, regulations, funding agreements, and facilities plans are sufficient to ensure less than significant impacts.

d) Future park and recreation sites and facilities have already been identified as part of the Specific Plan process. Existing codes, regulations, funding agreements, and facilities plans are sufficient to ensure less than significant impacts.

e) The City charges fees for end-users for other services, such as garbage and greenwaste collection, in order to fund those services. Existing codes, regulations, funding agreements, and facilities plans are sufficient to ensure less than significant impacts.

XVI. Recreation

There are no parks or recreation facilities immediately adjacent to the project site. The nearest developed recreation areas are Robert P. "Bob" Mahan Park and Nela Luken Park at the Village Center, both located approximately one (1) mile northwest of the site. The project is also located within 0.3-mile of land to the southwest that is designated as Parks and Recreation according to the General Plan and Sierra Vista Specific Plan.

Would the project:

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

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to recreation services is based directly on the CEQA Guidelines checklist items a–b listed above.

Discussion of Checklist Answers:

a) The WRSP EIR addressed the level of park services—including new construction, maintenance, and operations—which would need to be provided in order to serve planned growth in the community. The project has the potential to increase the use of existing neighborhood and recreational facilities, but the increase is not anticipated to be substantial or result in accelerated physical deterioration of existing recreational facilities. Existing codes, regulations, funding agreements, and facilities plans are sufficient to ensure less than significant impacts.

b) Park sites and other recreational facilities were identified within the WRSP, and the plan-level impacts of developing those facilities were addressed within the Final EIR for the Specific Plan. The project does not include recreational facilities nor will it require additional recreational facilities. Thus, the project will not cause any unforeseen or new impacts related to the construction or expansion of recreational facilities.

XVII. Transportation

The project site is located at the southeast corner of the Pleasant Grove Boulevard and Upland Drive intersection, approximately 750 feet west of Fiddyment Road. Pleasant Grove Boulevard, along the north of the site, is a four-lane roadway that is considered a minor arterial within the vicinity of the project site. Upland Drive is a two-lane collector roadway located to the west. Upland Drive will eventually extend south into the Sierra Vista Specific Plan area, but is currently a stub street ending approximately 180 feet south of Pleasant Grove Boulevard. The Pleasant Grove Boulevard/Upland Drive intersection is side-street stop controlled and includes left-turn lanes in the northbound and westbound directions. The intersection is planned for signalization in the future. Sidewalks and Class II bike lanes are provided on both sides of the roadways within the project site vicinity.

Would the project:

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

Thresholds of Significance and Regulatory Setting:

CEQA Guidelines Section 15064.3 indicates that a project's effect on automobile delay cannot be considered a significant impact, and directs transportation system analysis to focus on vehicle miles traveled (VMT), per checklist item b. However, the CEQA Guidelines also include consistency with a program, plan, or policy addressing transportation systems as an area of potential environmental effects (checklist item a). The City has adopted the following plans, ordinances, or policies applicable to this checklist item: Pedestrian Master Plan, Bicycle Master Plan, Short-Range Transit Plan, and General Plan Circulation Element. The project is evaluated for consistency with these plans and the policies contained within them, which includes an analysis of delay as a potential policy impact. The Circulation Element of the General Plan establishes Level of Service C or better as an acceptable operating condition at all signalized intersections during a.m. and p.m. peak hours. Exceptions to this policy may be made by the City Council, but a minimum of 70% of all signalized intersections must maintain LOS C. The Findings of the Implementing Procedures indicate that compliance with the Traffic Mitigation Fee (RMC Ch. 4.44) will fund roadway projects and improvements necessary to maintain the City's Level of Service standards for projects consistent with the General Plan and related Specific Plan. An existing plus project conditions (short-term) traffic impact study may be required for projects with unique trip generation or distribution characteristics, in areas of local traffic constraints, or to study the proposed project access. A cumulative plus project conditions (long-term) study is required if a project is inconsistent with the General Plan or Specific Plan and would generate more than 50 p.m. peak-hour trips. The guidelines for traffic study preparation are found in the City of Roseville Design and Construction Standards–Section 4.

For checklist item b, the CEQA Guidelines Section 15064.3 establishes a detailed process for evaluating the significance of transportation impacts. In accordance with this section, the analysis must focus on the generation

of VMT. Projects within one-half mile of either an existing major transit stop[5] or a stop along an existing high quality transit corridor[6] should be presumed to have less than significant impacts, as should any project which will decrease VMT when compared with the existing conditions. VMT may be analyzed qualitatively if existing models or methods are not available to estimate VMT for a particular project; this will generally be appropriate for discussions of construction traffic VMT.

Impacts with regard to items c and d are assessed based on the expert judgment of the City Engineer and City Fire Department, as based upon facts and consistency with the City's Design and Construction Standards.

Discussion of Checklist Answers:

a) The City of Roseville has adopted a Pedestrian Master Plan, Bicycle Master Plan, and Short-Range Transit Plan. The project was reviewed for consistency with these documents. All facilities identified in these plans for this area are already installed, and the project does not impact or conflict with these planning documents.

Fehr & Peers, a transportation engineering consultant, prepared a traffic study for the proposed project (Attachment 4), which included a trip generation estimate. Pass-by trips are trips already on the network that are diverted to and from a commercial or retail land use, and therefore would not be considered as new trips generated by the project. Pass-by trips were estimated from data presented in the *Trip Generation Handbook, 3rd Edition* (Institute of Transportation Engineers, 2017). After accounting for pass-by trip reductions, the traffic study estimated the project would generate an estimated 54 net new external vehicle trips during the a.m. peak hour and 48 net new vehicle trips during the p.m. peak hour.

The traffic study evaluated the effects of the project on LOS under both Existing Plus Project and Cumulative Plus Project conditions. The Existing Plus Project scenario considers the development of the project without any additional changes to the surrounding land use and transportation characteristics. The Cumulative Plus Project scenarios considers the development of the project alongside land use and transportation system changes through 2035 as identified in the City of Roseville General Plan. This scenario includes the extension of Upland Drive south into the Sierra Vista Specific Plan area as well as the signalization of the Pleasant Grove Boulevard/Upland Drive intersection. The study concluded the Pleasant Grove Boulevard/Upland Drive intersection would operate at LOS C or better during the a.m. and p.m. peak hours under both Existing Plus Project and Cumulative Plus Project conditions.

The study also evaluated the drive-through queue storage using queue observations at comparable drive-through coffee businesses, such as the existing Dutch Bros locations in Roseville, located at 1225 Baseline Road and 715 Sunrise Avenue. The study determined the proposed drive-through lane would provide 380 feet of storage, for up to 19 vehicles, when measured at the drive-through lane entry point and the service window. The maximum drive-through queue observed at the Sunrise Avenue Dutch Bros store was 13 vehicles and the maximum drive-through queue observed at the Baseline Road Dutch Bros store was 21 vehicles. Therefore, if the project would be expected to generate levels of customer activity (and on-site employee order fulfillment efficiency) similar to the Sunrise Avenue Dutch Bros store, the project would provide sufficient drive-through storage to accommodate the maximum queue. However, if the project would be expected to generate levels of customer activity similar to the Baseline Road Dutch Bros store, the maximum drive-through queue would exceed the available storage by two vehicles.

[5] A site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. (Public Resources Code Section 21064.3)
[6] A corridor with fixed route bus service at service intervals of 15 minutes or less during peak commute hours.

Vehicles that exceed the drive-through queue storage would impede the path of travel for vehicles entering the project site. Fehr & Peers notes that the Baseline Road Dutch Bros store exceeded 19 vehicles (the available drive-through storage for the proposed project) for only two five-minute intervals during the entirety of the 7:00 a.m. to 7:00 p.m. observation period. This represents just over one percent of the 145 five-minute intervals recorded during the maximum drive-through queue observations. Therefore, while it is conceivable that the maximum drive-through queue would exceed the available drive-through storage for the proposed project, this condition would likely occur only during brief periods of heavy visitation and would not persist for extended periods of time. Moreover, sufficient space is available such that a maximum drive-through queue of 21 vehicles would not spill back into travel lanes on Pleasant Grove Boulevard.

The traffic study determined the following modifications to the project are needed to improve project access and on-site circulation design:

1. Construct a right-turn deceleration lane on eastbound Pleasant Grove Boulevard approaching the project driveway that is 135 feet in length plus a 60-foot taper.

2. Construct the driveway as a Type A-7 driveway (refer to Detail ST-22) with a corner radius of 25 feet to accommodate large truck maneuvers in/out of the project site.

3. Widen the project driveway to a width of 40 feet and provide two inbound lanes and one outbound lane. Install “Drive Thru” pavement markings in the westerly inbound lane.

4. Maintain the existing median landscaping on the west leg of the Pleasant Grove Boulevard/Upland Drive intersection and routinely prune the existing trees and vegetation to maintain a six-inch to six-foot clear line of sight within the green area shown on Figure 4 of Attachment 4.

5. Eliminate parking stalls #10, #11, and #12 shown on the project site plan.

These modifications have been incorporated into the preliminary site plan (see Figure 2 in the Project Description section of this Initial Study). Therefore, based on the traffic study and the evaluation above, impacts to traffic and level of service have been determined to be less than significant.

b) Traffic analyses focus on the number of trips traveling in specified areas during peak periods, in order to quantify impacts as specific intersections. However, there is no direct relationship between the number of trips and the amount of VMT generated by a use. Projects which substantially increase trips to a specific area may in fact decrease VMT in the City. As an example, if a new grocery store is added to an area, customers who go to that store were already going to a grocery store elsewhere, and are most likely to choose the new store because it is closer to home or on their way to another location (e.g. work). So while the store would generate additionalnew trips, it would lower Citywide VMT. Unless a project includes unique characteristics, non-residential projects do not increase VMT; they divert existing trips into a similar or more efficient pathway.

The proposed project is a 910-square-foot drive-through coffee shop. The project does not include any unique characteristics which would draw in regional traffic, or which would prompt longer trips. The project would locate services and employment in proximity to existing developed areas. As referenced in the traffic study prepared by Fehr & Peers, the Governor’s Office of Planning and Research (OPR) produced the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018), which generally describes retail development including stores less than 50,000 square feet as locally-serving. In the context of CEQA, it concludes that locally-serving retail may be found to cause less-than-significant transportation impacts. The proposed project falls well below this building size threshold. Moreover, given the prevalence of coffee stores (drive-through and walk-in) throughout the City of Roseville and the broad distribution of these coffee stores throughout the City’s residential and employment areas, it is expected that the project would similarly cater to local residents and employees and function as a locally-serving establishment. For these reasons, the project is presumed to have a less-than-

significant impact to the transportation system on the basis of project-generated VMT, pursuant to guidance provided in the *Technical Advisory.*

c-d) The project has been reviewed by the City Engineering and City Fire Department staff, and has been found to be consistent with the City's Design Standards. Furthermore, standard conditions of approval added to all City project require compliance with Fire Codes and other design standards. Compliance with existing regulations ensure that impacts are less than significant.

XVIII. Tribal Cultural Resources

As described within the Open Space and Conservation Element of the City of Roseville General Plan, the Roseville region was within the territory of the Nisenan (also Southern Maidu or Valley Maidu). Two large permanent Nisenan habitation sites have been identified and protected within the City's open space (in Maidu Park). Numerous smaller cultural resources, such as midden deposits and bedrock mortars, have also been recorded in the City. A majority of documented sites within the City are located in areas designated for open space uses.

Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource as 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:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?			X	
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

Thresholds of Significance and Regulatory Setting:

In addition to archeological resources, tribal cultural resources are also given particular treatment. Tribal cultural resources are defined in Public Resources Code Section 21074, as either 1) a site, feature, place, geographically-defined cultural landscape, sacred place, or object with cultural value to a California Native American Tribe, that is listed or eligible for listing on the California Register or Historical Resources, or on a local register of historical resources or as 2) a resource determined by the lead agency, supported by substantial evidence, to be significant according to the historical register criteria in Public Resources Code section 5024.1(c), and considering the significance of the resource to a California Native American Tribe.

Discussion of Checklist Answers:

a) The WRSP EIR included a historic and cultural resources study, which concluded there were no listed or eligible sites documented in the project area. However, the WRSP EIR includes standard mitigation measures which are designed to reduce impacts to any previously undiscovered resources should any be found on site. Language included in the measure requires an immediate cessation of work, and the requirement to contact the appropriate agencies to address the resource before work can resume. The project will not result in any new impacts beyond those already discussed and disclosed in the WRSP EIR; therefore, project-specific impacts are less than significant.

b) Notice of the proposed project was mailed to tribes which had requested such notice pursuant to Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18) on September 1, 2020. No request for consultation was received within the AB 52 30-day consultation period and the SB 18 90-day consultation period. As discussed in item a, above, no resources are known to occur in the area. However, standard mitigation measures apply which are designed to reduce impacts to resources, should any be found on-site. The measure requires an immediate cessation of work, and the requirement to contact the appropriate agencies to address the resource before work can resume. The project will not result in any new impacts beyond those already discussed and disclosed in the WRSP EIR; therefore, project-specific impacts are less than significant.

XIX. Utilities and Service Systems

Water and sewer services will be provided by the City of Roseville. The developer will be responsible for extending new lines onto the site in order to serve the project. Storm water will be collected on-site and transferred via the existing storm drain system into an off-site storm drain system. Solid waste will be collected by the City of Roseville's Refuse Department. The City of Roseville will provide electric service to the site, while natural gas will be provided by PG&E. Comcast will provide cable. The project has been reviewed by the City's Engineering Division, Environmental Utilities, Roseville Electric and PG&E. Adequate services are available for the project.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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 the project that it has adequate capacity to serve the project's projected demand in addition of the provider's existing commitments?			X	
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	

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to utilities and service systems is based directly on the CEQA Guidelines checklist items a–g listed above.

Discussion of Checklist Answers:

a) The major utility infrastructure to serve this area is already installed, which includes a looped sewer line and looped water line system in the streets surrounding the site, and stormwater lines. Minor additional infrastructure will be constructed within the project site to tie the project into the major systems, but these facilities will be constructed in locations where site development is already occurring as part of the overall project; there are no additional substantial impacts specific or particular to the minor infrastructure improvements.

b) The City of Roseville 2015 Urban Water Management Plan (UWMP), adopted May 2016, estimates water demand and supply for the City through the year 2040, based on existing land use designations and population projections. In addition, the Amoruso Ranch Water Supply Assessment (AR WSA, Appendix E of the Amoruso Ranch FEIR), dated May 2016, estimates water demand and supply for ultimate General Plan buildout. The UWMP indicates that existing water supply sources are sufficient to meet all near term needs, estimating an annual water demand of 45,475 acre-feet per year (AFY) by the year 2020 and existing surface and recycled water supplies in the amount of 70,421 AFY. The AR WSA estimates a Citywide buildout demand of 64,370 AFY when including recycled water, and of 59,657 AFY of potable water. The AR WSA indicates that surface water supply is sufficient to meet demand during normal rainfall years, but is insufficient during single- and multiple-dry years. However, the City's UWMP establishes mandatory water conservation measures and the use of groundwater to offset reductions in surface water supplies. Both the UWMP and AR WSA indicate that these measures, in combination with additional purchased water sources, will ensure that supply meets projected demand. The project involves a change in land use from Low Density Residential to Community Commercial, which would increase water demand for the site by 1.1 AFY. The City's Environmental Utilities Department determined this to be a de minimis amount of water and there are sufficient water supplies available to allocate the additional water demand; the project would not require new or expanded water supply entitlements.

c) The proposed project would be served by the Pleasant Grove Wastewater Treatment Plant (PGWWTP). The Central Valley Regional Water Quality Control Board (RWQCB) regulates water quality and quantity of effluent discharged from the City's wastewater treatment facilities. The Pleasant Grove WWTP has the capacity to treat 12 million gallons per day (mgd) and is currently treating 7.0 mgd. The volume of wastewater generated by the proposed project could be accommodated by the facility; the proposed project will not contribute to an exceedance of applicable wastewater treatment requirements. The impact would be less than significant.

d,e) The Western Placer Waste Management Authority is the regional agency handling recycling and waste disposal for Roseville and surrounding areas. The regional waste facilities include a Material Recovery Facility (MRF) and the Western Regional Sanitary Landfill (WRSL). Currently, the WRSL is permitted to accept up to 1,900 tons of municipal solid waste per day. According to the solid waste analysis of the Amoruso Ranch Specific Plan FEIR, under current projected development conditions the WRSL has a projected lifespan extending through 2058. The project is consistent with the existing land use designation, and therefore there is sufficient existing capacity to serve the proposed project. Though the project will contribute incrementally to an eventual need to find other means of waste disposal, this impact of City buildout has already been disclosed and mitigation applied as part of each Specific Plan the City has approved, including the most recent Amoruso Ranch Specific Plan. All residences and business in the City pay fees for solid waste collection, a portion of which is collected to fund eventual solid waste disposal expansion. The project will not result in any new impacts associated with major infrastructure. Environmental Utilities staff has reviewed the project for consistency with policies, codes, and regulations related to waste disposal and waste reduction regulations and policies and has found that the project design is in compliance.

XX. Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

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

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to utilities and service systems is based directly on the CEQA Guidelines checklist items a–d listed above. The California Department of Forestry and Fire Protection (CAL FIRE) is the state agency responsible for wildland fire protection and management. As part of that task, CAL FIRE maintains maps designating Wildland Fire Hazard Severity zones. The City is not located within a Very High Fire Hazard Severity Zone, and is not in a CAL FIRE responsibility area; fire suppression is entirely within local responsibility.

Discussion of Checklist Answers:

a–d) Checklist questions a–d above do not apply, because the project site is not within a Very High Fire Hazard Severity Zone and is not in a CAL FIRE responsibility area.

XXI. Mandatory Findings of Significance

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
e) 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 an endangered, threatened or rare species, or eliminate important examples of the major periods of California history or prehistory?			X	
f) Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
g) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Significance Criteria and Regulatory Setting:

The significance of impacts related to mandatory findings of significance is based directly on the CEQA Guidelines checklist items a–c listed above.

Discussion of Checklist Answers:

a–c) Long term environmental goals are not impacted by the proposed project. The cumulative impacts do not deviate beyond what was contemplated in the WRSP EIR, and mitigation measures have already been incorporated. With implementation of the City's Mitigating Ordinances, Guidelines, and Standards and best

management practices, mitigation measures described in this chapter, and permit conditions, the proposed project will not have a significant impact on the habitat of any plant or animal species. Based on the foregoing, the proposed project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of any wildlife species, or create adverse effects on human beings.

ENVIRONMENTAL DETERMINATION:

In reviewing the site specific information provided for this project and acting as Lead Agency, the City of Roseville, Development Services Department, Planning Division has analyzed the potential environmental impacts created by this project and determined that with mitigation the impacts are less than significant. As demonstrated in the initial study checklist, there are no "project specific significant effects which are peculiar to the project or site" that cannot be reduced to less than significant effects through mitigation (CEQA Section 15183) and therefore an EIR ***is not*** *required. Therefore,* ***on the basis of the foregoing initial study:***

[**X**] I find that the proposed project COULD, but with mitigation agreed to by the applicant, clearly will not have a significant effect on the environment and a *MITIGATED NEGATIVE DECLARATION* has been prepared.

Initial Study Prepared by:

Kinarik Shallow

Kinarik Shallow, Associate Planner
City of Roseville, Development Services – Planning Division

Attachments:

1. Mitigation Monitoring & Reporting Program
2. CalEEMod Results
3. Environmental Noise Assessment, prepared by Bollard Acoustical Consultants
4. Traffic Study, prepared by Fehr & Peers

CITY OF ROSEVILLE CALIFORNIA

DEVELOPMENT SERVICES DEPARTMENT – PLANNING DIVISION
311 Vernon Street, Roseville, CA 95678 (916) 774-5276

MITIGATION MONITORING AND REPORTING PROGRAM

Project Title/File Number:	WRSP PCL W-20 – Coffee Shack; File #PL20-0142
Project Location:	1875 Pleasant Grove Boulevard, Roseville, Placer County, CA; APN 017-152-018-000
Project Description:	The proposed project is a 910-square-foot drive-through coffee kiosk with associated parking and landscaping. The project entitlements include a General Plan Amendment and Specific Plan Amendment to modify the land use from Low Density Residential (LDR) to Community Commercial (CC), a Rezone from Single-Family Residential/Development Standards (R1/DS) to Community Commercial (CC), a Development Agreement Amendment to reflect the land use change, a Conditional Use Permit to allow a drive-through use contiguous to a residential zoned parcel, and a Design Review Permit to approve the building architecture and site design.
Environmental Document	Mitigated Negative Declaration
Project Applicant:	David Cobbs, Baker Williams Engineering Group
Property Owner:	Chris Winter, Pulte Home Company, LLC
Lead Agency Contact Person:	Kinarik Shallow, Associate Planner; Phone (916) 746-1309

Section 21081.6 of the California Public Resources Code requires public agencies to "adopt a reporting and monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment." This Mitigation Monitoring and Reporting Program has been adopted for the purpose of avoiding environmental impacts

MONITORING PROCESS: Existing monitoring mechanisms are in place that assist the City of Roseville in meeting the intent of CEQA. These existing monitoring mechanisms eliminate the need to develop new monitoring processes for each mitigation measure. These mechanisms include grading plan review and approval, improvement/building plan review and approval and on-site inspections by City Departments. Given that these monitoring processes are requirements of the project, they are not included in the mitigation monitoring program.

It shall be the responsibility of the project applicant/owner to provide written notification to the City using the Mitigation Verification Cover Sheet and Forms, in a timely manner, of the completion of each Mitigation Measure as identified on the following pages. The City will verify that the project is in compliance with the adopted Mitigation Monitoring and Reporting Program. Any non-compliance will be reported by the City to the applicant/owner, and it shall be the project applicant's/owner's responsibility to rectify the situation by bringing the project into compliance. The purpose of this program is to ensure diligent and good faith compliance with the Mitigation Measures which have been adopted as part of the project.

TABLE OF MITIGATION MEASURES

Mitigation Measure	Implementation	Timing	Reviewing Party	Documents to be Submitted to City	Staff Use Only
BIO-1: Avoid nesting sites To ensure that fully protected bird and raptor species are not injured or disturbed by construction in the vicinity of nesting habitat, the project applicant shall implement the following measures: (a) When feasible, all tree removal shall occur between August 30 and February 15 to avoid the breeding season of any raptor species that could be using the area, and to discourage hawks from nesting in the vicinity of an upcoming construction area. This period may be modified with the authorization of the DFG; or (b) Prior to the beginning of mass grading, including grading for major infrastructure improvements, during the period between February 15 and August 30, all trees and potential burrowing owl habitat within 350 feet of any grading or earthmoving activity shall be surveyed for active raptor nests or burrows by a qualified biologist no more than 30 days prior to disturbance. If active raptor nests or burrows are found, and the site is within 350 feet of potential construction activity, a fence shall be erected around the tree or burrow(s) at a distance of up to 350 feet, depending on the species, from the edge of the canopy to prevent construction disturbance and intrusions on the nest area. The appropriate buffer shall be determined by the City in consultation with CDFG. (c) No construction vehicles shall be permitted within restricted areas (i.e., raptor protection zones), unless directly related to the management or protection of the legally protected species. (d) In the event that a nest is abandoned, despite efforts to minimize disturbance, and if the nestlings are still alive, the developer shall contact CDFG and, subject to CDFG approval, fund the recovery and hacking (controlled release of captive reared young) of the nestling(s). (e) If a legally protected species nest is located in a tree designated for removal, the removal shall be deferred until after August 30th, or until the adults and young of the year are no longer dependent on the nest site as determined by a qualified biologist. (f) The project applicant, in consultation with the CDFG, shall conduct a pre-construction survey within the phases of the project site that are scheduled for construction activities. The survey shall be conducted by a qualified biologist to determine if burrowing owls are occupying the project site. The survey shall be conducted no more than three weeks prior to grading of the project site. If the above survey does not identify burrowing owls on the project site, then no further mitigation would be required. However, should burrowing owls be found on the project site, the following measures shall be required: (g) The applicant shall avoid all potential burrowing owl burrows that may be disturbed by project construction during the breeding season between February 15 and August 30 (the period when nest burrows are typically occupied by adults with eggs or young). Avoidance shall include the establishment of a 350-foot diameter non-disturbance buffer zone around any occupied burrows. The buffer zone shall be delineated by highly visible temporary construction fencing. Disturbance of any occupied burrows shall only occur outside of the breeding season (August 30 through February 15). Based on approval by the CDFG, preconstruction and nonbreeding season exclusion measures may be implemented to preclude burrowing owl occupation of the project site prior to project-related disturbance (such as grading). Burrowing owls may be passively excluded from burrows in the construction area by placing one-way doors in the burrows according to current CDFG protocol. The one-way doors must be in place for a minimum of three days. All burrows that may be occupied by burrowing owls, regardless of whether they exhibit signs of occupation, must be cleared. Burrows that have been cleared through the use of the one-way doors shall then be closed or backfilled to prevent owls from entering the burrow. The one-way doors shall not be used more than two weeks before construction to ensure that owls do not recolonize the area of construction.	Results of preconstruction surveys shall be submitted prior to the issuance of a grading permit or Improvement Plans. Applicable construction restrictions shall be reflected within plans. The applicants shall prepare annual reports on the status and success of mitigation and shall submit these reports to USFWS and CDFG. The applicants shall coordinate with USFWS and CDFG to modify as necessary any mitigation plans in an effort to attain mitigation success.	*Pre-Construction and Construction*: Surveys required prior to construction. If surveys are positive for birds, then remainder of mitigation steps are required prior to construction. Add as note on Improvement Plans.	Engineering	Nesting bird surveys	

NOI-1: Commercial Noise Control For all commercial uses within 150 feet of residential uses, implement the following or equally effective measures: (a) For commercial loading docks and on-site truck circulation areas that are planned to be within 150 feet of sensitive receptors (including backyards), the following measures shall be implemented: (1) Loading docks and on-site truck circulation routes shall be designed to ensure that noise levels do not exceed 70 dB Lmax or 50 dB hourly Leq at the nearest residence. An acoustic analysis shall demonstrate that the loading area design, including any noise attenuation features (e.g., covering, sound walls, orientation) would be adequate to achieve this standard; and, (2) Deliveries shall generally be limited to the hours between 7:00 A.M. and 10:00 P.M. (b) For all commercial buildings, roof-top HVAC shall be oriented away from residential areas and systems shall not produce noise levels that exceed 50 dB at a distance of 25 feet. In addition, roof-top parapets shall block line-of-sight from noise-sensitive uses to HVAC equipment. (c) Setbacks or enhanced barriers (e.g., 8 feet tall) as needed to achieve City standards. (d) In order to satisfy the applicable City of Roseville General Plan nighttime hourly average noise level standards, one of the following specific noise mitigation measures are recommended: 1. The construction of a 10' solid noise barrier along the southern project property boundary. The solid barrier could consist of either masonry or precast concrete panels. OR 2. Limit drive-through operations to the hours between 7:00 A.M. to 10:00 P.M. An acoustical analysis shall be conducted to demonstrate that City noise standards would be achieved by these measures. Additional measures shall be implemented, if needed, to meet the standards.	Project plans will be reviewed for compliance. The applicants shall submit site-specific acoustical analyses to the Chief Building Inspector for review.	*Pre-Construction:* Prior to issuance of Improvement Plans and/or Building Permits Add as note on Improvement Plans and Building Plans	Engineering will review Improvement Plans for compliance with wall and noise requirements. Building will review Building Plans for compliance with HVAC requirements.	An Acoustical Study	
MM 4.8-1: Cease Work and Consult with Qualified Archaeologist Should any cultural resources, such as structural features, any amount of bone or shell, artifacts, human remains, or architectural remains be encountered during any subsurface development activities, work shall be suspended within 100 feet of the find, and the City of Roseville shall be immediately notified. At that time, the City shall coordinate any necessary investigation of the site with qualified archaeologists as needed to assess the resource and provide proper management recommendations. Possible management recommendations for important resources could include resource avoidance or data recovery excavations. The contractor shall implement any measures deemed necessary for the protection of the cultural resources. In addition, pursuant to section 5097.98 of the State Public Resources Code, and section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.	This condition shall be reflected in all construction and building plans, and construction site workers shall be advised by the site manager of this measure.	*Construction*: Measure applies if resources are discovered during construction. Add as note on Improvement Plans and Building Plans.	Engineering and Building	None	
MM 4.8-10: Cease Work Until Review Conducted by Qualified Paleontologist and Recommendations Implemented Should any evidence of paleontological resources (e.g., fossils) be encountered during grading or excavation, work shall be suspended within 100 feet of the find, and the City of Roseville shall be immediately notified. At that time, the City shall coordinate any necessary investigation of the site with a qualified paleontologist to assess the resource and provide proper management recommendations. Possible management recommendations for important resources could include resource avoidance or data recovery excavations. The contractor shall implement any measures deemed necessary by the paleontologist for the protection of the paleontological resources.	This condition shall be reflected in all construction and building plans, and construction site workers shall be advised by the site manager of this measure.	*Construction*: Measure applies if resources are discovered during construction. Add as note on Improvement Plans and Building Plans.	Engineering and Building	None	

CITY OF ROSEVILLE CALIFORNIA

DEVELOPMENT SERVICES DEPARTMENT
311 Vernon Street, Roseville, CA 95678 (916) 774-5276

MITIGATION VERIFICATION SUBMITTAL COVER SHEET

Project Title/Planning File # _____

Project Address _____

Property Owner _____

Planning Division Contact _____

SUMMARY OF VERIFICATION MATERIALS INCLUDED IN THIS SUBMITTAL

Mitigation Measure	Supporting Attachments Included	Date Complete

I HAVE ATTACHED THE FOLLOWING REQUIRED ITEMS:

☐ Table of Applicable Mitigation Measures

☐ Mitigation Verification Form(s)

☐ Specific supporting documentation required by measure(s), if applicable (e.g. biologist's report)

I hereby certify under penalty of perjury under the laws of the State of California that I am the property owner or an agent of the property owner and am authorized to submit this Mitigation Verification Form. I also certify that the above-listed mitigation measures have been completed in the manner required, and that all of the information in this submittal is true and correct, to the best of my knowledge:

Signature and Date	Print Name	Contact Number

MITIGATION VERIFICATION FORM

Mitigation Measure

Description of Monitoring and Verification Work Performed. The following information is a required part of the description: dates, personnel names or titles, and the stage/phase of construction work. Additional notes sheets may be attached, if necessary, or the below may simply reference a separate attachment that provides the required information.

INSTRUCTIONS

COVER SHEET:

A Cover Sheet for the project/development is prepared by City staff, with the top portion filled out. Each time Mitigation Verification Forms(s) are being submitted, a Cover Sheet completed by the Developer, Contractor, or Designee is required. An example of a completed summary table is provided below. The signature on the Cover Sheet must be *original wet ink*.

EXAMPLE MITIGATION VERIFICATION SUBMITTAL COVER SHEET

Project Title/Planning File #	New Coffee Shop, PL15-0000
Project Address	10 Justashort Street
Property Owner	Jane Owner
Planning Division Contact	Joe Planner, Associate Planner, (916) 774-####

SUMMARY OF VERIFICATION MATERIALS INCLUDED IN THIS SUBMITTAL

Mitigation Measure	Supporting Attachments Included	Date Complete
MM-3	Copy of survey report signed by biologist	5/10/2016
MM-4	All information included in Mitigation Verification Form	5/12/2016
MM-5	E-mail from Air District approving Dust Control Plan	5/05/2016

MITIGATION VERIFICATION FORM:

A Mitigation Verification Form is provided by City staff, along with the Cover Sheet and Table of Applicable Mitigation Measures. A form is filled in and submitted for each mitigation measure by the Developer, Contractor, or Designee. The form needs only the mitigation number to be filled in, along with the Description of Monitoring and Verification Work Performed. Multiple forms may be submitted simultaneously, under one cover sheet. It is also permissible to submit a form for each part of a measure, on separate dates. For instance, in the example measure MM-4 in the table above, the actual mitigation requires informing construction workers *and* retaining a qualified archeologist if resources are uncovered. Thus, a developer may submit a form in May certifying that construction workers have been informed, and also submit a second copy of the form in July because resources were discovered and additional actions had to be undertaken.

Each mitigation measure specifies the type of supporting documentation required; this must be submitted in order for the City to accept the mitigation as complete. An example of a completed Mitigation Verification Form is provided below.

EXAMPLE
MITIGATION VERIFICATION FORM

Mitigation Measure MM3

Description of Monitoring and Verification Work Performed. The following information is a required part of the description: dates, personnel names or titles, and the stage/phase of construction work. Additional notes sheets may be attached, if necessary, or the below may simply reference a separate attachment that provides the required information.

The mitigation measure text is included on the Improvement Plans General Notes page (Improvement Plan EN15-0001). On May 4, 2016, prior to any ground-disturbing activities (the pre-construction phase), a site meeting was held. At this meeting, workers on the site were informed of the potential to unearth remains, and were instructed to cease work and notify their supervisor immediately if any resources were observed.

W-20 Coffee Shack

Placer-Sacramento County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Fast Food Restaurant with Drive Thru	0.91	1000sqft	0.02	910.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2022
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Start of construction and operational year are estimated.

Land Use - Proposed use is a drive thru coffee shop.

Energy Use -

Table Name	Column Name	Default Value	New Value

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0508	0.4675	0.4354	6.9000e-004	1.8600e-003	0.0261	0.0280	6.7000e-004	0.0241	0.0248	0.0000	60.4036	60.4036	0.0182	0.0000	60.8594
Maximum	**0.0508**	**0.4675**	**0.4354**	**6.9000e-004**	**1.8600e-003**	**0.0261**	**0.0280**	**6.7000e-004**	**0.0241**	**0.0248**	**0.0000**	**60.4036**	**60.4036**	**0.0182**	**0.0000**	**60.8594**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0508	0.4675	0.4354	6.9000e-004	1.8600e-003	0.0261	0.0280	6.7000e-004	0.0241	0.0248	0.0000	60.4035	60.4035	0.0182	0.0000	60.8593
Maximum	**0.0508**	**0.4675**	**0.4354**	**6.9000e-004**	**1.8600e-003**	**0.0261**	**0.0280**	**6.7000e-004**	**0.0241**	**0.0248**	**0.0000**	**60.4035**	**60.4035**	**0.0182**	**0.0000**	**60.8593**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-1-2021	8-31-2021	0.2840	0.2840
2	9-1-2021	9-30-2021	0.0939	0.0939
		Highest	0.2840	0.2840

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.9800e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Energy	5.4000e-004	4.8800e-003	4.1000e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	15.5851	15.5851	4.8000e-004	1.8000e-004	15.6492
Mobile	0.1067	0.7111	0.8355	2.7100e-003	0.1691	2.3700e-003	0.1715	0.0455	2.2200e-003	0.0477	0.0000	250.1873	250.1873	0.0151	0.0000	250.5645
Waste						0.0000	0.0000		0.0000	0.0000	2.1274	0.0000	2.1274	0.1257	0.0000	5.2704
Water						0.0000	0.0000		0.0000	0.0000	0.0876	0.5604	0.6480	9.0200e-003	2.2000e-004	0.9381
Total	**0.1112**	**0.7159**	**0.8396**	**2.7400e-003**	**0.1691**	**2.7400e-003**	**0.1719**	**0.0455**	**2.5900e-003**	**0.0481**	**2.2150**	**266.3328**	**268.5478**	**0.1503**	**4.0000e-004**	**272.4223**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.9800e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Energy	5.4000e-004	4.8800e-003	4.1000e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	15.5851	15.5851	4.8000e-004	1.8000e-004	15.6492
Mobile	0.1067	0.7111	0.8355	2.7100e-003	0.1691	2.3700e-003	0.1715	0.0455	2.2200e-003	0.0477	0.0000	250.1873	250.1873	0.0151	0.0000	250.5645
Waste						0.0000	0.0000		0.0000	0.0000	2.1274	0.0000	2.1274	0.1257	0.0000	5.2704
Water						0.0000	0.0000		0.0000	0.0000	0.0876	0.5604	0.6480	9.0200e-003	2.2000e-004	0.9381
Total	**0.1112**	**0.7159**	**0.8396**	**2.7400e-003**	**0.1691**	**2.7400e-003**	**0.1719**	**0.0455**	**2.5900e-003**	**0.0481**	**2.2150**	**266.3328**	**268.5478**	**0.1503**	**4.0000e-004**	**272.4223**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

W-20 Coffee Shack - Placer-Sacramento County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2021	6/14/2021	5	10	
2	Site Preparation	Site Preparation	6/15/2021	6/15/2021	5	1	
3	Grading	Grading	6/16/2021	6/17/2021	5	2	
4	Building Construction	Building Construction	6/18/2021	11/4/2021	5	100	
5	Paving	Paving	11/5/2021	11/11/2021	5	5	
6	Architectural Coating	Architectural Coating	11/12/2021	11/18/2021	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,365; Non-Residential Outdoor: 455; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

W-20 Coffee Shack - Placer-Sacramento County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.9800e-003	0.0363	0.0379	6.0000e-005		2.0400e-003	2.0400e-003		1.9400e-003	1.9400e-003	0.0000	5.2047	5.2047	9.7000e-004	0.0000	5.2289
Total	**3.9800e-003**	**0.0363**	**0.0379**	**6.0000e-005**		**2.0400e-003**	**2.0400e-003**		**1.9400e-003**	**1.9400e-003**	**0.0000**	**5.2047**	**5.2047**	**9.7000e-004**	**0.0000**	**5.2289**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.1000e-004	1.1900e-003	0.0000	3.9000e-004	0.0000	4.0000e-004	1.0000e-004	0.0000	1.1000e-004	0.0000	0.3270	0.3270	1.0000e-005	0.0000	0.3272
Total	**1.6000e-004**	**1.1000e-004**	**1.1900e-003**	**0.0000**	**3.9000e-004**	**0.0000**	**4.0000e-004**	**1.0000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3270**	**0.3270**	**1.0000e-005**	**0.0000**	**0.3272**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.9800e-003	0.0363	0.0379	6.0000e-005		2.0400e-003	2.0400e-003		1.9400e-003	1.9400e-003	0.0000	5.2047	5.2047	9.7000e-004	0.0000	5.2289
Total	**3.9800e-003**	**0.0363**	**0.0379**	**6.0000e-005**		**2.0400e-003**	**2.0400e-003**		**1.9400e-003**	**1.9400e-003**	**0.0000**	**5.2047**	**5.2047**	**9.7000e-004**	**0.0000**	**5.2289**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.1000e-004	1.1900e-003	0.0000	3.9000e-004	0.0000	4.0000e-004	1.0000e-004	0.0000	1.1000e-004	0.0000	0.3270	0.3270	1.0000e-005	0.0000	0.3272
Total	**1.6000e-004**	**1.1000e-004**	**1.1900e-003**	**0.0000**	**3.9000e-004**	**0.0000**	**4.0000e-004**	**1.0000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3270**	**0.3270**	**1.0000e-005**	**0.0000**	**0.3272**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2000e-004	3.9100e-003	2.0100e-003	0.0000		1.5000e-004	1.5000e-004		1.4000e-004	1.4000e-004	0.0000	0.4276	0.4276	1.4000e-004	0.0000	0.4310
Total	**3.2000e-004**	**3.9100e-003**	**2.0100e-003**	**0.0000**	**2.7000e-004**	**1.5000e-004**	**4.2000e-004**	**3.0000e-005**	**1.4000e-004**	**1.7000e-004**	**0.0000**	**0.4276**	**0.4276**	**1.4000e-004**	**0.0000**	**0.4310**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0164	0.0164	0.0000	0.0000	0.0164
Total	**1.0000e-005**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0164**	**0.0164**	**0.0000**	**0.0000**	**0.0164**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2000e-004	3.9100e-003	2.0100e-003	0.0000		1.5000e-004	1.5000e-004		1.4000e-004	1.4000e-004	0.0000	0.4276	0.4276	1.4000e-004	0.0000	0.4310
Total	**3.2000e-004**	**3.9100e-003**	**2.0100e-003**	**0.0000**	**2.7000e-004**	**1.5000e-004**	**4.2000e-004**	**3.0000e-005**	**1.4000e-004**	**1.7000e-004**	**0.0000**	**0.4276**	**0.4276**	**1.4000e-004**	**0.0000**	**0.4310**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0164	0.0164	0.0000	0.0000	0.0164
Total	**1.0000e-005**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0164**	**0.0164**	**0.0000**	**0.0000**	**0.0164**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.0000e-004	7.2500e-003	7.5700e-003	1.0000e-005		4.1000e-004	4.1000e-004		3.9000e-004	3.9000e-004	0.0000	1.0409	1.0409	1.9000e-004	0.0000	1.0458
Total	**8.0000e-004**	**7.2500e-003**	**7.5700e-003**	**1.0000e-005**	**7.5000e-004**	**4.1000e-004**	**1.1600e-003**	**4.1000e-004**	**3.9000e-004**	**8.0000e-004**	**0.0000**	**1.0409**	**1.0409**	**1.9000e-004**	**0.0000**	**1.0458**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.4000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0654	0.0654	0.0000	0.0000	0.0654
Total	**3.0000e-005**	**2.0000e-005**	**2.4000e-004**	**0.0000**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0654**	**0.0654**	**0.0000**	**0.0000**	**0.0654**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.0000e-004	7.2500e-003	7.5700e-003	1.0000e-005		4.1000e-004	4.1000e-004		3.9000e-004	3.9000e-004	0.0000	1.0409	1.0409	1.9000e-004	0.0000	1.0458
Total	**8.0000e-004**	**7.2500e-003**	**7.5700e-003**	**1.0000e-005**	**7.5000e-004**	**4.1000e-004**	**1.1600e-003**	**4.1000e-004**	**3.9000e-004**	**8.0000e-004**	**0.0000**	**1.0409**	**1.0409**	**1.9000e-004**	**0.0000**	**1.0458**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.4000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0654	0.0654	0.0000	0.0000	0.0654
Total	**3.0000e-005**	**2.0000e-005**	**2.4000e-004**	**0.0000**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0654**	**0.0654**	**0.0000**	**0.0000**	**0.0654**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0388	0.3993	0.3632	5.7000e-004		0.0224	0.0224		0.0206	0.0206	0.0000	50.0410	50.0410	0.0162	0.0000	50.4456
Total	**0.0388**	**0.3993**	**0.3632**	**5.7000e-004**		**0.0224**	**0.0224**		**0.0206**	**0.0206**	**0.0000**	**50.0410**	**50.0410**	**0.0162**	**0.0000**	**50.4456**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0388	0.3993	0.3632	5.7000e-004		0.0224	0.0224		0.0206	0.0206	0.0000	50.0410	50.0410	0.0162	0.0000	50.4456
Total	**0.0388**	**0.3993**	**0.3632**	**5.7000e-004**		**0.0224**	**0.0224**		**0.0206**	**0.0206**	**0.0000**	**50.0410**	**50.0410**	**0.0162**	**0.0000**	**50.4456**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.8000e-003**	**0.0168**	**0.0177**	**3.0000e-005**		**8.8000e-004**	**8.8000e-004**		**8.2000e-004**	**8.2000e-004**	**0.0000**	**2.3481**	**2.3481**	**6.8000e-004**	**0.0000**	**2.3652**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.0000e-004	1.0700e-003	0.0000	3.5000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.2943	0.2943	1.0000e-005	0.0000	0.2944
Total	**1.5000e-004**	**1.0000e-004**	**1.0700e-003**	**0.0000**	**3.5000e-004**	**0.0000**	**3.6000e-004**	**9.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.2943**	**0.2943**	**1.0000e-005**	**0.0000**	**0.2944**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.8000e-003**	**0.0168**	**0.0177**	**3.0000e-005**		**8.8000e-004**	**8.8000e-004**		**8.2000e-004**	**8.2000e-004**	**0.0000**	**2.3481**	**2.3481**	**6.8000e-004**	**0.0000**	**2.3652**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.0000e-004	1.0700e-003	0.0000	3.5000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.2943	0.2943	1.0000e-005	0.0000	0.2944
Total	**1.5000e-004**	**1.0000e-004**	**1.0700e-003**	**0.0000**	**3.5000e-004**	**0.0000**	**3.6000e-004**	**9.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.2943**	**0.2943**	**1.0000e-005**	**0.0000**	**0.2944**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.2200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.5000e-004	3.8200e-003	4.5400e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
Total	**4.7700e-003**	**3.8200e-003**	**4.5400e-003**	**1.0000e-005**		**2.4000e-004**	**2.4000e-004**		**2.4000e-004**	**2.4000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6394**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.2200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.5000e-004	3.8200e-003	4.5400e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
Total	**4.7700e-003**	**3.8200e-003**	**4.5400e-003**	**1.0000e-005**		**2.4000e-004**	**2.4000e-004**		**2.4000e-004**	**2.4000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6394**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1067	0.7111	0.8355	2.7100e-003	0.1691	2.3700e-003	0.1715	0.0455	2.2200e-003	0.0477	0.0000	250.1873	250.1873	0.0151	0.0000	250.5645
Unmitigated	0.1067	0.7111	0.8355	2.7100e-003	0.1691	2.3700e-003	0.1715	0.0455	2.2200e-003	0.0477	0.0000	250.1873	250.1873	0.0151	0.0000	250.5645

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant with Drive Thru	451.47	657.05	493.88	454,919	454,919
Total	451.47	657.05	493.88	454,919	454,919

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Fast Food Restaurant with Drive	9.50	7.30	7.30	2.20	78.80	19.00	29	21	50

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant with Drive Thru	0.499712	0.039404	0.220288	0.124864	0.021993	0.006021	0.030614	0.046741	0.001428	0.001188	0.005840	0.000765	0.001142

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	10.2720	10.2720	3.8000e-004	8.0000e-005	10.3045
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	10.2720	10.2720	3.8000e-004	8.0000e-005	10.3045
NaturalGas Mitigated	5.4000e-004	4.8800e-003	4.1000e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	5.3131	5.3131	1.0000e-004	1.0000e-004	5.3446
NaturalGas Unmitigated	5.4000e-004	4.8800e-003	4.1000e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	5.3131	5.3131	1.0000e-004	1.0000e-004	5.3446

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Fast Food Restaurant with Drive Thru	99563.1	5.4000e-004	4.8800e-003	4.1000e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	5.3131	5.3131	1.0000e-004	1.0000e-004	5.3446
Total		**5.4000e-004**	**4.8800e-003**	**4.1000e-003**	**3.0000e-005**		**3.7000e-004**	**3.7000e-004**		**3.7000e-004**	**3.7000e-004**	**0.0000**	**5.3131**	**5.3131**	**1.0000e-004**	**1.0000e-004**	**5.3446**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Fast Food Restaurant with Drive Thru	99563.1	5.4000e-004	4.8800e-003	4.1000e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	5.3131	5.3131	1.0000e-004	1.0000e-004	5.3446
Total		**5.4000e-004**	**4.8800e-003**	**4.1000e-003**	**3.0000e-005**		**3.7000e-004**	**3.7000e-004**		**3.7000e-004**	**3.7000e-004**	**0.0000**	**5.3131**	**5.3131**	**1.0000e-004**	**1.0000e-004**	**5.3446**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Fast Food Restaurant with Drive Thru	28528.5	10.2720	3.8000e-004	8.0000e-005	10.3045
Total		**10.2720**	**3.8000e-004**	**8.0000e-005**	**10.3045**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Fast Food Restaurant with Drive Thru	28528.5	10.2720	3.8000e-004	8.0000e-005	10.3045
Total		**10.2720**	**3.8000e-004**	**8.0000e-005**	**10.3045**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.9800e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Unmitigated	3.9800e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	4.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.5500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Total	**3.9700e-003**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**2.0000e-005**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	4.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.5500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Total	**3.9700e-003**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**2.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.6480	9.0200e-003	2.2000e-004	0.9381
Unmitigated	0.6480	9.0200e-003	2.2000e-004	0.9381

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant with Drive Thru	0.276216 / 0.0176308	0.6480	9.0200e-003	2.2000e-004	0.9381
Total		**0.6480**	**9.0200e-003**	**2.2000e-004**	**0.9381**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant with Drive Thru	0.276216 / 0.0176308	0.6480	9.0200e-003	2.2000e-004	0.9381
Total		**0.6480**	**9.0200e-003**	**2.2000e-004**	**0.9381**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	2.1274	0.1257	0.0000	5.2704
Unmitigated	2.1274	0.1257	0.0000	5.2704

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	10.48	2.1274	0.1257	0.0000	5.2704
Total		**2.1274**	**0.1257**	**0.0000**	**5.2704**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	10.48	2.1274	0.1257	0.0000	5.2704
Total		**2.1274**	**0.1257**	**0.0000**	**5.2704**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

W-20 Coffee Shack

Placer-Sacramento County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Fast Food Restaurant with Drive Thru	0.91	1000sqft	0.02	910.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2022
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Start of construction and operational year are estimated.

Land Use - Proposed use is a drive thru coffee shop.

Energy Use -

Table Name	Column Name	Default Value	New Value

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.9060	7.9850	7.8385	0.0128	0.8349	0.4475	1.2428	0.4356	0.4117	0.8246	0.0000	1,226.4174	1,226.4174	0.3568	0.0000	1,231.8084
Maximum	**1.9060**	**7.9850**	**7.8385**	**0.0128**	**0.8349**	**0.4475**	**1.2428**	**0.4356**	**0.4117**	**0.8246**	**0.0000**	**1,226.4174**	**1,226.4174**	**0.3568**	**0.0000**	**1,231.8084**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.9060	7.9850	7.8385	0.0128	0.8349	0.4475	1.2428	0.4356	0.4117	0.8246	0.0000	1,226.4174	1,226.4174	0.3568	0.0000	1,231.8084
Maximum	**1.9060**	**7.9850**	**7.8385**	**0.0128**	**0.8349**	**0.4475**	**1.2428**	**0.4356**	**0.4117**	**0.8246**	**0.0000**	**1,226.4174**	**1,226.4174**	**0.3568**	**0.0000**	**1,231.8084**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0218	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-004	2.0000e-004	0.0000		2.1000e-004
Energy	2.9400e-003	0.0267	0.0225	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003		32.0913	32.0913	6.2000e-004	5.9000e-004	32.2820
Mobile	1.0014	5.2262	6.0915	0.0213	1.3106	0.0173	1.3279	0.3512	0.0162	0.3675		2,170.8611	2,170.8611	0.1183		2,173.8190
Total	**1.0262**	**5.2530**	**6.1141**	**0.0215**	**1.3106**	**0.0193**	**1.3299**	**0.3512**	**0.0182**	**0.3695**		**2,202.9525**	**2,202.9525**	**0.1189**	**5.9000e-004**	**2,206.1012**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0218	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-004	2.0000e-004	0.0000		2.1000e-004
Energy	2.9400e-003	0.0267	0.0225	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003		32.0913	32.0913	6.2000e-004	5.9000e-004	32.2820
Mobile	1.0014	5.2262	6.0915	0.0213	1.3106	0.0173	1.3279	0.3512	0.0162	0.3675		2,170.8611	2,170.8611	0.1183		2,173.8190
Total	**1.0262**	**5.2530**	**6.1141**	**0.0215**	**1.3106**	**0.0193**	**1.3299**	**0.3512**	**0.0182**	**0.3695**		**2,202.9525**	**2,202.9525**	**0.1189**	**5.9000e-004**	**2,206.1012**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2021	6/14/2021	5	10	
2	Site Preparation	Site Preparation	6/15/2021	6/15/2021	5	1	
3	Grading	Grading	6/16/2021	6/17/2021	5	2	
4	Building Construction	Building Construction	6/18/2021	11/4/2021	5	100	
5	Paving	Paving	11/5/2021	11/11/2021	5	5	
6	Architectural Coating	Architectural Coating	11/12/2021	11/18/2021	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,365; Non-Residential Outdoor: 455; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

W-20 Coffee Shack - Placer-Sacramento County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**		**0.4073**	**0.4073**		**0.3886**	**0.3886**		**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0361**	**0.0191**	**0.2694**	**7.9000e-004**	**0.0822**	**5.1000e-004**	**0.0827**	**0.0218**	**4.7000e-004**	**0.0223**		**78.9836**	**78.9836**	**1.8000e-003**		**79.0287**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**		**0.4073**	**0.4073**		**0.3886**	**0.3886**	**0.0000**	**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0361**	**0.0191**	**0.2694**	**7.9000e-004**	**0.0822**	**5.1000e-004**	**0.0827**	**0.0218**	**4.7000e-004**	**0.0223**		**78.9836**	**78.9836**	**1.8000e-003**		**79.0287**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003		0.2995	0.2995		0.2755	0.2755		942.5842	942.5842	0.3049		950.2055
Total	**0.6403**	**7.8204**	**4.0274**	**9.7300e-003**	**0.5303**	**0.2995**	**0.8297**	**0.0573**	**0.2755**	**0.3328**		**942.5842**	**942.5842**	**0.3049**		**950.2055**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0181	9.5700e-003	0.1347	4.0000e-004	0.0411	2.5000e-004	0.0413	0.0109	2.3000e-004	0.0111		39.4918	39.4918	9.0000e-004		39.5143
Total	**0.0181**	**9.5700e-003**	**0.1347**	**4.0000e-004**	**0.0411**	**2.5000e-004**	**0.0413**	**0.0109**	**2.3000e-004**	**0.0111**		**39.4918**	**39.4918**	**9.0000e-004**		**39.5143**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003		0.2995	0.2995		0.2755	0.2755	0.0000	942.5842	942.5842	0.3049		950.2055
Total	**0.6403**	**7.8204**	**4.0274**	**9.7300e-003**	**0.5303**	**0.2995**	**0.8297**	**0.0573**	**0.2755**	**0.3328**	**0.0000**	**942.5842**	**942.5842**	**0.3049**		**950.2055**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0181	9.5700e-003	0.1347	4.0000e-004	0.0411	2.5000e-004	0.0413	0.0109	2.3000e-004	0.0111		39.4918	39.4918	9.0000e-004		39.5143
Total	**0.0181**	**9.5700e-003**	**0.1347**	**4.0000e-004**	**0.0411**	**2.5000e-004**	**0.0413**	**0.0109**	**2.3000e-004**	**0.0111**		**39.4918**	**39.4918**	**9.0000e-004**		**39.5143**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.7528**	**0.4073**	**1.1601**	**0.4138**	**0.3886**	**0.8024**		**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0361**	**0.0191**	**0.2694**	**7.9000e-004**	**0.0822**	**5.1000e-004**	**0.0827**	**0.0218**	**4.7000e-004**	**0.0223**		**78.9836**	**78.9836**	**1.8000e-003**		**79.0287**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.7528**	**0.4073**	**1.1601**	**0.4138**	**0.3886**	**0.8024**	**0.0000**	**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0361**	**0.0191**	**0.2694**	**7.9000e-004**	**0.0822**	**5.1000e-004**	**0.0827**	**0.0218**	**4.7000e-004**	**0.0223**		**78.9836**	**78.9836**	**1.8000e-003**		**79.0287**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**		**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**	**0.0000**	**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**		**1,035.3425**	**1,035.3425**	**0.3016**		**1,042.8818**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0650	0.0344	0.4849	1.4300e-003	0.1479	9.1000e-004	0.1488	0.0392	8.4000e-004	0.0401		142.1705	142.1705	3.2400e-003		142.2516
Total	**0.0650**	**0.0344**	**0.4849**	**1.4300e-003**	**0.1479**	**9.1000e-004**	**0.1488**	**0.0392**	**8.4000e-004**	**0.0401**		**142.1705**	**142.1705**	**3.2400e-003**		**142.2516**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**	**0.0000**	**1,035.3425**	**1,035.3425**	**0.3016**		**1,042.8818**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0650	0.0344	0.4849	1.4300e-003	0.1479	9.1000e-004	0.1488	0.0392	8.4000e-004	0.0401		142.1705	142.1705	3.2400e-003		142.2516
Total	**0.0650**	**0.0344**	**0.4849**	**1.4300e-003**	**0.1479**	**9.1000e-004**	**0.1488**	**0.0392**	**8.4000e-004**	**0.0401**		**142.1705**	**142.1705**	**3.2400e-003**		**142.2516**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.6871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**1.9060**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.6871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**1.9060**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.0014	5.2262	6.0915	0.0213	1.3106	0.0173	1.3279	0.3512	0.0162	0.3675		2,170.8611	2,170.8611	0.1183		2,173.8190
Unmitigated	1.0014	5.2262	6.0915	0.0213	1.3106	0.0173	1.3279	0.3512	0.0162	0.3675		2,170.8611	2,170.8611	0.1183		2,173.8190

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant with Drive Thru	451.47	657.05	493.88	454,919	454,919
Total	451.47	657.05	493.88	454,919	454,919

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Fast Food Restaurant with Drive	9.50	7.30	7.30	2.20	78.80	19.00	29	21	50

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant with Drive Thru	0.499712	0.039404	0.220288	0.124864	0.021993	0.006021	0.030614	0.046741	0.001428	0.001188	0.005840	0.000765	0.001142

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.9400e-003	0.0267	0.0225	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003		32.0913	32.0913	6.2000e-004	5.9000e-004	32.2820
NaturalGas Unmitigated	2.9400e-003	0.0267	0.0225	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003		32.0913	32.0913	6.2000e-004	5.9000e-004	32.2820

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Fast Food Restaurant with Drive Thru	272.776	2.9400e-003	0.0267	0.0225	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003		32.0913	32.0913	6.2000e-004	5.9000e-004	32.2820
Total		**2.9400e-003**	**0.0267**	**0.0225**	**1.6000e-004**		**2.0300e-003**	**2.0300e-003**		**2.0300e-003**	**2.0300e-003**		**32.0913**	**32.0913**	**6.2000e-004**	**5.9000e-004**	**32.2820**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Fast Food Restaurant with Drive Thru	0.272776	2.9400e-003	0.0267	0.0225	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003		32.0913	32.0913	6.2000e-004	5.9000e-004	32.2820
Total		**2.9400e-003**	**0.0267**	**0.0225**	**1.6000e-004**		**2.0300e-003**	**2.0300e-003**		**2.0300e-003**	**2.0300e-003**		**32.0913**	**32.0913**	**6.2000e-004**	**5.9000e-004**	**32.2820**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0218	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-004	2.0000e-004	0.0000		2.1000e-004
Unmitigated	0.0218	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-004	2.0000e-004	0.0000		2.1000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.3100e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0195					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-004	2.0000e-004	0.0000		2.1000e-004
Total	**0.0218**	**0.0000**	**9.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.0000e-004**	**2.0000e-004**	**0.0000**		**2.1000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.3100e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0195					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-004	2.0000e-004	0.0000		2.1000e-004
Total	**0.0218**	**0.0000**	**9.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.0000e-004**	**2.0000e-004**	**0.0000**		**2.1000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

W-20 Coffee Shack

Placer-Sacramento County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Fast Food Restaurant with Drive Thru	0.91	1000sqft	0.02	910.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2022
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Start of construction and operational year are estimated.

Land Use - Proposed use is a drive thru coffee shop.

Energy Use -

Table Name	Column Name	Default Value	New Value

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.9060	7.9850	7.8090	0.0127	0.8349	0.4475	1.2428	0.4356	0.4117	0.8246	0.0000	1,217.7527	1,217.7527	0.3568	0.0000	1,223.1394
Maximum	**1.9060**	**7.9850**	**7.8090**	**0.0127**	**0.8349**	**0.4475**	**1.2428**	**0.4356**	**0.4117**	**0.8246**	**0.0000**	**1,217.7527**	**1,217.7527**	**0.3568**	**0.0000**	**1,223.1394**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.9060	7.9850	7.8090	0.0127	0.8349	0.4475	1.2428	0.4356	0.4117	0.8246	0.0000	1,217.7527	1,217.7527	0.3568	0.0000	1,223.1394
Maximum	**1.9060**	**7.9850**	**7.8090**	**0.0127**	**0.8349**	**0.4475**	**1.2428**	**0.4356**	**0.4117**	**0.8246**	**0.0000**	**1,217.7527**	**1,217.7527**	**0.3568**	**0.0000**	**1,223.1394**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0218	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-004	2.0000e-004	0.0000		2.1000e-004
Energy	2.9400e-003	0.0267	0.0225	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003		32.0913	32.0913	6.2000e-004	5.9000e-004	32.2820
Mobile	0.7560	5.2655	6.7742	0.0195	1.3106	0.0180	1.3286	0.3512	0.0169	0.3681		1,985.7423	1,985.7423	0.1311		1,989.0197
Total	**0.7808**	**5.2922**	**6.7967**	**0.0197**	**1.3106**	**0.0200**	**1.3306**	**0.3512**	**0.0189**	**0.3701**		**2,017.8338**	**2,017.8338**	**0.1317**	**5.9000e-004**	**2,021.3019**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0218	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-004	2.0000e-004	0.0000		2.1000e-004
Energy	2.9400e-003	0.0267	0.0225	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003		32.0913	32.0913	6.2000e-004	5.9000e-004	32.2820
Mobile	0.7560	5.2655	6.7742	0.0195	1.3106	0.0180	1.3286	0.3512	0.0169	0.3681		1,985.7423	1,985.7423	0.1311		1,989.0197
Total	**0.7808**	**5.2922**	**6.7967**	**0.0197**	**1.3106**	**0.0200**	**1.3306**	**0.3512**	**0.0189**	**0.3701**		**2,017.8338**	**2,017.8338**	**0.1317**	**5.9000e-004**	**2,021.3019**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2021	6/14/2021	5	10	
2	Site Preparation	Site Preparation	6/15/2021	6/15/2021	5	1	
3	Grading	Grading	6/16/2021	6/17/2021	5	2	
4	Building Construction	Building Construction	6/18/2021	11/4/2021	5	100	
5	Paving	Paving	11/5/2021	11/11/2021	5	5	
6	Architectural Coating	Architectural Coating	11/12/2021	11/18/2021	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,365; Non-Residential Outdoor: 455; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**		**0.4073**	**0.4073**		**0.3886**	**0.3886**		**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0350	0.0240	0.2399	7.1000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		70.3189	70.3189	1.6300e-003		70.3597
Total	**0.0350**	**0.0240**	**0.2399**	**7.1000e-004**	**0.0822**	**5.1000e-004**	**0.0827**	**0.0218**	**4.7000e-004**	**0.0223**		**70.3189**	**70.3189**	**1.6300e-003**		**70.3597**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**		**0.4073**	**0.4073**		**0.3886**	**0.3886**	**0.0000**	**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0350	0.0240	0.2399	7.1000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		70.3189	70.3189	1.6300e-003		70.3597
Total	**0.0350**	**0.0240**	**0.2399**	**7.1000e-004**	**0.0822**	**5.1000e-004**	**0.0827**	**0.0218**	**4.7000e-004**	**0.0223**		**70.3189**	**70.3189**	**1.6300e-003**		**70.3597**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003		0.2995	0.2995		0.2755	0.2755		942.5842	942.5842	0.3049		950.2055
Total	**0.6403**	**7.8204**	**4.0274**	**9.7300e-003**	**0.5303**	**0.2995**	**0.8297**	**0.0573**	**0.2755**	**0.3328**		**942.5842**	**942.5842**	**0.3049**		**950.2055**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0175	0.0120	0.1200	3.5000e-004	0.0411	2.5000e-004	0.0413	0.0109	2.3000e-004	0.0111		35.1595	35.1595	8.2000e-004		35.1798
Total	**0.0175**	**0.0120**	**0.1200**	**3.5000e-004**	**0.0411**	**2.5000e-004**	**0.0413**	**0.0109**	**2.3000e-004**	**0.0111**		**35.1595**	**35.1595**	**8.2000e-004**		**35.1798**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003		0.2995	0.2995		0.2755	0.2755	0.0000	942.5842	942.5842	0.3049		950.2055
Total	**0.6403**	**7.8204**	**4.0274**	**9.7300e-003**	**0.5303**	**0.2995**	**0.8297**	**0.0573**	**0.2755**	**0.3328**	**0.0000**	**942.5842**	**942.5842**	**0.3049**		**950.2055**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0175	0.0120	0.1200	3.5000e-004	0.0411	2.5000e-004	0.0413	0.0109	2.3000e-004	0.0111		35.1595	35.1595	8.2000e-004		35.1798
Total	**0.0175**	**0.0120**	**0.1200**	**3.5000e-004**	**0.0411**	**2.5000e-004**	**0.0413**	**0.0109**	**2.3000e-004**	**0.0111**		**35.1595**	**35.1595**	**8.2000e-004**		**35.1798**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.7528**	**0.4073**	**1.1601**	**0.4138**	**0.3886**	**0.8024**		**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0350	0.0240	0.2399	7.1000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		70.3189	70.3189	1.6300e-003		70.3597
Total	**0.0350**	**0.0240**	**0.2399**	**7.1000e-004**	**0.0822**	**5.1000e-004**	**0.0827**	**0.0218**	**4.7000e-004**	**0.0223**		**70.3189**	**70.3189**	**1.6300e-003**		**70.3597**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.7528**	**0.4073**	**1.1601**	**0.4138**	**0.3886**	**0.8024**	**0.0000**	**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0350	0.0240	0.2399	7.1000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		70.3189	70.3189	1.6300e-003		70.3597
Total	**0.0350**	**0.0240**	**0.2399**	**7.1000e-004**	**0.0822**	**5.1000e-004**	**0.0827**	**0.0218**	**4.7000e-004**	**0.0223**		**70.3189**	**70.3189**	**1.6300e-003**		**70.3597**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**		**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**	**0.0000**	**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**		**1,035.3425**	**1,035.3425**	**0.3016**		**1,042.8818**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0629	0.0431	0.4319	1.2700e-003	0.1479	9.1000e-004	0.1488	0.0392	8.4000e-004	0.0401		126.5740	126.5740	2.9400e-003		126.6474
Total	**0.0629**	**0.0431**	**0.4319**	**1.2700e-003**	**0.1479**	**9.1000e-004**	**0.1488**	**0.0392**	**8.4000e-004**	**0.0401**		**126.5740**	**126.5740**	**2.9400e-003**		**126.6474**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**	**0.0000**	**1,035.3425**	**1,035.3425**	**0.3016**		**1,042.8818**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0629	0.0431	0.4319	1.2700e-003	0.1479	9.1000e-004	0.1488	0.0392	8.4000e-004	0.0401		126.5740	126.5740	2.9400e-003		126.6474
Total	**0.0629**	**0.0431**	**0.4319**	**1.2700e-003**	**0.1479**	**9.1000e-004**	**0.1488**	**0.0392**	**8.4000e-004**	**0.0401**		**126.5740**	**126.5740**	**2.9400e-003**		**126.6474**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.6871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**1.9060**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.6871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**1.9060**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.7560	5.2655	6.7742	0.0195	1.3106	0.0180	1.3286	0.3512	0.0169	0.3681		1,985.7423	1,985.7423	0.1311		1,989.0197
Unmitigated	0.7560	5.2655	6.7742	0.0195	1.3106	0.0180	1.3286	0.3512	0.0169	0.3681		1,985.7423	1,985.7423	0.1311		1,989.0197

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant with Drive Thru	451.47	657.05	493.88	454,919	454,919
Total	451.47	657.05	493.88	454,919	454,919

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Fast Food Restaurant with Drive	9.50	7.30	7.30	2.20	78.80	19.00	29	21	50

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant with Drive Thru	0.499712	0.039404	0.220288	0.124864	0.021993	0.006021	0.030614	0.046741	0.001428	0.001188	0.005840	0.000765	0.001142

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.9400e-003	0.0267	0.0225	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003		32.0913	32.0913	6.2000e-004	5.9000e-004	32.2820
NaturalGas Unmitigated	2.9400e-003	0.0267	0.0225	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003		32.0913	32.0913	6.2000e-004	5.9000e-004	32.2820

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Fast Food Restaurant with Drive Thru	272.776	2.9400e-003	0.0267	0.0225	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003		32.0913	32.0913	6.2000e-004	5.9000e-004	32.2820
Total		**2.9400e-003**	**0.0267**	**0.0225**	**1.6000e-004**		**2.0300e-003**	**2.0300e-003**		**2.0300e-003**	**2.0300e-003**		**32.0913**	**32.0913**	**6.2000e-004**	**5.9000e-004**	**32.2820**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Fast Food Restaurant with Drive Thru	0.272776	2.9400e-003	0.0267	0.0225	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003		32.0913	32.0913	6.2000e-004	5.9000e-004	32.2820
Total		**2.9400e-003**	**0.0267**	**0.0225**	**1.6000e-004**		**2.0300e-003**	**2.0300e-003**		**2.0300e-003**	**2.0300e-003**		**32.0913**	**32.0913**	**6.2000e-004**	**5.9000e-004**	**32.2820**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0218	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-004	2.0000e-004	0.0000		2.1000e-004
Unmitigated	0.0218	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-004	2.0000e-004	0.0000		2.1000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.3100e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0195					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-004	2.0000e-004	0.0000		2.1000e-004
Total	**0.0218**	**0.0000**	**9.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.0000e-004**	**2.0000e-004**	**0.0000**		**2.1000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.3100e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0195					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-004	2.0000e-004	0.0000		2.1000e-004
Total	**0.0218**	**0.0000**	**9.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.0000e-004**	**2.0000e-004**	**0.0000**		**2.1000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Environmental Noise Assessment

Parcel W-20 Coffee Kiosk

Roseville, California

BAC Job # 2020-166

Prepared For:

JMC Homes

Attn: Ryan Biziewski
1430 Blue Oaks Boulevard, Suite 190
Roseville, CA 95747

Prepared By:

Bollard Acoustical Consultants, Inc.

Dario Gotchet, Senior Consultant

November 3, 2020

BOLLARD
Acoustical Consultants

Introduction

The Parcel W-20 Coffee Kiosk (project) is located on the southeast corner of Pleasant Grove Boulevard and Upland Drive in Roseville, California. The project proposes the construction of a coffee kiosk that would include drive-through services. Existing land uses in the immediate project vicinity include single-family residential to the north and west, and future residential to the south and southwest. The project site is located within the West Roseville Specific Plan. The project area and site plan are shown on Figures 1 and 2, respectively.

Due to the proximity of the proposed project to existing and future residential uses, Bollard Acoustical Consultants, Inc. (BAC) was retained to prepare an assessment of potential noise impacts associated with the project. Specifically, the purposes of this assessment are to quantify noise levels associated with project operations, to assess the state of compliance of those noise levels with applicable City of Roseville and West Roseville Specific Plan Mitigation Monitoring Program noise criteria, and if necessary, to recommend measures to reduce those noise levels to acceptable limits at the nearest existing and future residential uses.

Noise Fundamentals and Terminology

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard, and thus are called sound. Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to human perception of relative loudness. Appendix A contains definitions of Acoustical Terminology. Figure 3 shows common noise levels associated with various sources.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighing the frequency response of a sound level meter by means of the standardized A-weighing network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels in decibels.

Community noise is commonly described in terms of the “ambient” noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}) over a given time period (usually one hour). The L_{eq} is the foundation of the Day-Night Average Level noise descriptor, DNL or L_{dn}, and shows very good correlation with community response to noise.



Legend

- Project Parcel Boundaries (Approximate)
- Long-Term Noise Survey Locations

N

Scale (Feet)

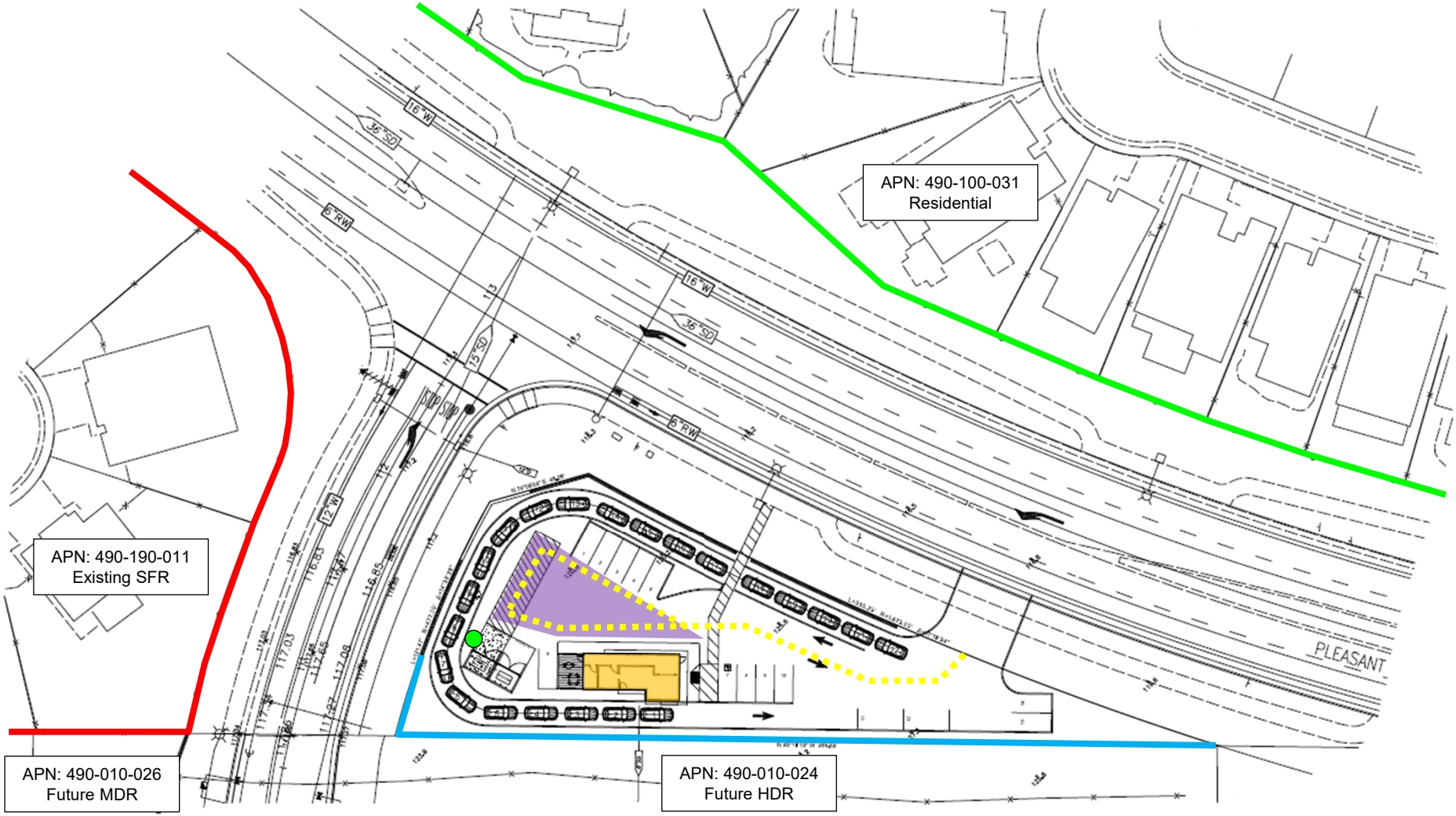
0 50 100

Parcel W-20 Coffee Kiosk
Roseville, California

Project Site Location & Adjacent Land Uses

Figure 1

BOLLARD Acoustical Consultants



Legend

- Drive-Through Speaker
- Coffee Kiosk Building
- Delivery Area (Assumed)
- On-Site Delivery Truck Circulation Route (Assumed)
- Existing 7' Solid Wall
- Existing 6' Solid Wall

Drive-Through Operations Noise Mitigation

- 10' Solid Noise Barrier (Nighttime Compliance Only)

N

Scale (Feet)

0 20 40

Parcel W-20 Coffee Kiosk

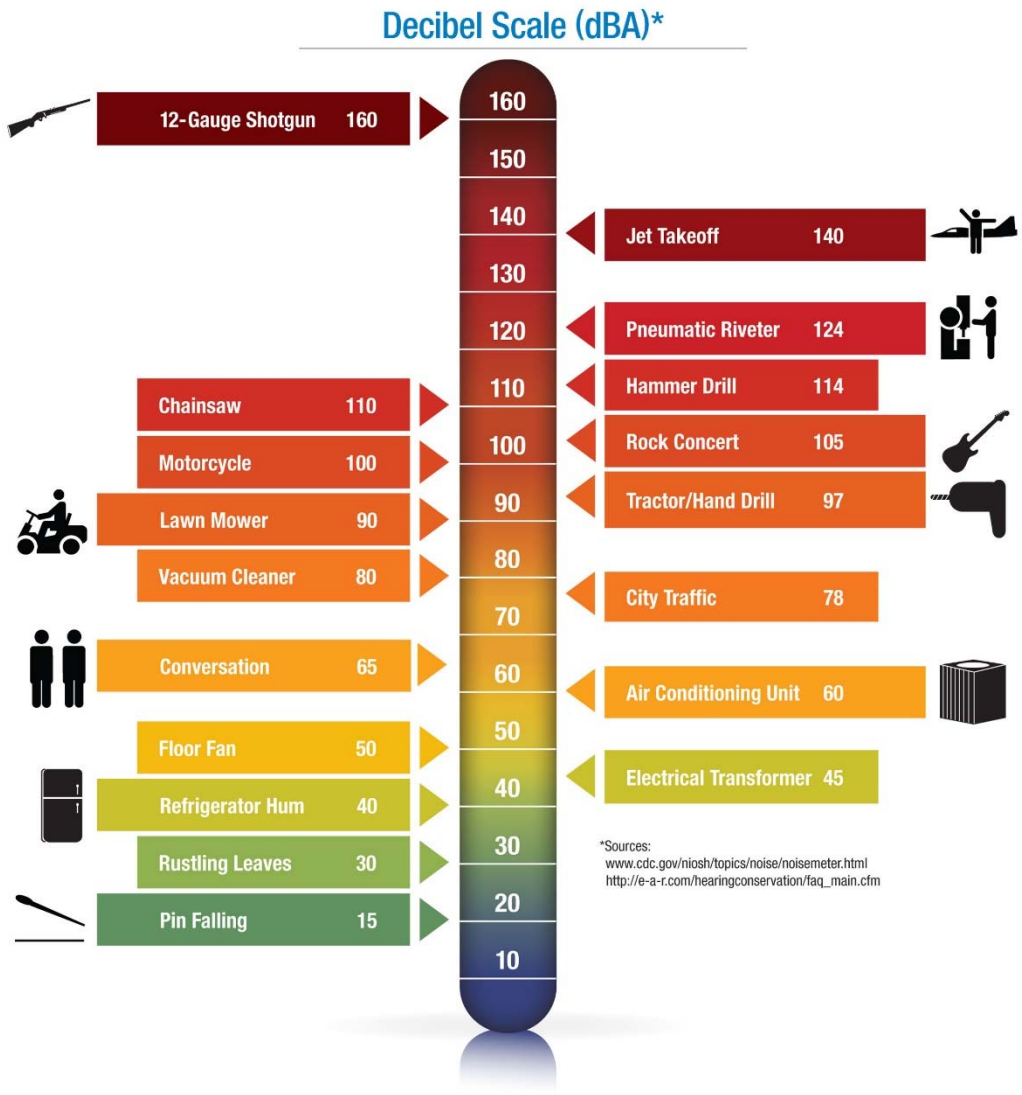
Roseville, California

Project Site Plan

Figure 2

BOLLARD Acoustical Consultants

Figure 3
Typical A-Weighted Sound Levels of Common Noise Sources



The Day-Night Average Level (DNL or L_{dn}) is based upon the average noise level over a 24-hour day, with a +10-decibel weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because DNL represents a 24-hour average, it tends to disguise short-term variations in the noise environment. DNL-based noise standards are commonly used to assess noise impacts associated with traffic, railroad, and aircraft noise sources.

Existing Ambient Noise Environment within Project Vicinity

The existing ambient noise environment in the immediate project vicinity is defined primarily by traffic on Pleasant Grove Boulevard. To generally quantify the existing ambient noise level environment within the project vicinity, BAC conducted long-term (24-hour) noise level measurements at two (2) locations on October 27, 2020. The noise survey locations are shown on Figure 1, identified as sites LT-1 and LT-2. Measurement sites LT-1 and LT-2 were selected to be representative of the ambient noise level environment at the nearest existing residential uses to the west and north of the project parcel, respectively. Photographs of the noise level survey locations are provided in Appendix B.

Larson Davis Laboratories (LDL) Model 820 precision integrating sound level meters were used for the ambient noise level survey. The meters were calibrated immediately before and after use with an LDL Model CAL200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

The results of the long-term ambient noise level survey are shown numerically and graphically in Appendices C and D (respectively) and are summarized below in Table 1.

Table 1
Summary of Long-Term Ambient Noise Measurement Results – October 27, 2020[1]

Site Description[2]	DNL, dB	Average Measured Hourly Noise Levels, dB			
		Daytime[3]		Nighttime[4]	
		L_{eq}	L_{max}	L_{eq}	L_{max}
LT-1: West of project site along residential boundary of APN: 490-190-011	65	61	77	57	74
LT-2: North of project site along residential boundary of APN: 490-100-031	69	67	81	61	78

[1] Detailed summaries of the noise monitoring results are provided in Appendices C and D.
[2] Long-term ambient noise monitoring locations are identified on Figure 1.
[3] Daytime: 7:00 a.m. to 10:00 p.m.
[4] Nighttime: 10:00 p.m. to 7:00 a.m.
Source: Bollard Acoustical Consultants, Inc. (2020)

As indicated in Table 1, average measured hourly noise levels were higher at site LT-2. This was likely due to the proximity of the site relative to Pleasant Grove Boulevard.

Criteria for Acceptable Noise Exposure

City of Roseville General Plan Noise Element 2035

The Noise Element of the City of Roseville General Plan establishes non-transportation noise exposure limits as summarized below in Table 1 (Table IX-3 of the Noise Element). These limits are applicable to non-transportation noise sources, such as those proposed by project on-site operations. The General Plan noise level criteria is presented in Table 2.

Table 2
Performance Standards for Non-Transportation Sources
(As Measured at the Property Line of Noise-Sensitive Uses)

	Noise Level (dBA)	
Noise Level Descriptor (dBA)	**Daytime (7:00 a.m. to 10:00 p.m.)**	**Nighttime (10:00 p.m. to 7:00 a.m.)**
Hourly L_{eq}	55	45
Maximum Level L_{max}	75	65

Notes:

-Each of the noise level standards specified above shall be reduced by 5 dB for pure tone noises, noise consisting primarily of speech or music, or for recurring impulsive noises. Such noises are generally considered by residents to be particularly annoying and are a primary source of noise complaints.

-These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).

-No standards have been included for interior noise levels. Standard construction practices should, with exterior noise levels identified, result in acceptable interior noise levels.

Source: City of Roseville General Plan, Noise Element 2035, Table IX-3

West Roseville Specific Plan Mitigation Monitoring Program

The project is located on a commercially zoned parcel within the West Roseville Specific Plan (WRSP). The WRSP Mitigation Monitoring Program contains commercial noise and operations-related criteria that would be applicable to the project. That criteria is provided below.

MM 4.5-3 Commercial noise control

For all commercial uses within 150 feet of residential uses, implement the following or equally effective measures:

a. For commercial loading docks and on-site truck circulation areas that are planned to be within 150 feet of sensitive receptors (including backyards), the following measures shall be implemented:

    1. Loading docks and on-site truck circulation routes shall be designed to ensure that noise levels do not exceed 50 dB L_{eq} or 70 dB L_{max} at the nearest residence. An acoustic analysis shall demonstrate that the loading area design, including any noise attenuation features (e.g., covering, sound walls, orientation) would be adequate to achieve these standards; and

    2. Deliveries shall generally be limited to the hours between 7:00 a.m. to 10:00 p.m.

b. For all commercial buildings, roof-top HVAC shall be oriented away from residential areas and systems shall not produce noise levels that exceed 50 dB at a distance of 25 feet. In addition, roof-top parapets shall block line-of-sight of equipment from noise-sensitive uses.

c. Setbacks or enhanced barriers (e.g., 8 feet tall) as needed to achieve City standards.

Noise Standards Applicable to the Project

The primary noise sources associated with the project have been identified as drive-through operations (e.g., drive-through menu speaker board / post and vehicle idling / passbys), delivery truck loading area activities, delivery truck on-site circulation, and rooftop mechanical equipment (HVAC).

Pursuant to MM 4.5-3(a)(1) of the WRSP Mitigation Monitoring Program, commercial truck deliveries shall be limited to daytime hours (7:00 a.m. to 10:00 p.m.). In addition, because the hours of operation of the project drive-through operations are not known at this time, it was conservatively assumed for the purposes of this assessment that drive-through operations could potentially occur during both daytime and nighttime hours. Finally, the footnote in Table 2 states that each of the noise level limits shall be reduced by 5 dB for noises consisting of speech or music, which would be applicable to the project drive-through menu speaker post. Based on the information above, the City of Roseville and WRSP Mitigation Monitoring Program noise level standards applied to the project are provided in Table 3.

Table 3
Noise Level Standards Applied to the Project

	Applicable Noise Level Standard (dBA)			
	Daytime (7:00 a.m. to 10:00 p.m.)		Nighttime (10:00 p.m. to 7:00 a.m.)	
Noise Source	L_{eq}	L_{max}	L_{eq}	L_{max}
Drive-Through Menu Speaker	50	70	40	60
Drive-Through Vehicle Passbys	55	75	45	65
Delivery Truck Loading Area	55	75	--	--
Delivery Truck Circulation	55 / 50[1]	75 / 70[1]	--	--
Rooftop HVAC Equipment	55	75	45	65

[1] Pursuant to MM 4.5-3(a) of the WRSP Mitigation Monitoring Program, commercial truck circulation shall not exceed 50 dB Leq and 70 dB Lmax at the nearest residential uses.

Source: City of Roseville General Plan Noise Element 2035 (Table IX-3), WRSP Mitigation Monitoring Program

The noise level standards shown in Table 3 were applied at the property line of the nearest existing and future residential uses to the project. Satisfaction with the General Plan and WRSP Mitigation Monitoring Program noise level standards at the nearest residential uses would ensure compliance with the noise level criteria at residential uses located farther away.

Evaluation of Project-Generated Noise Levels

As mentioned previously, the primary noise sources associated with the project have been identified as drive-through operations, delivery truck loading area activities, delivery truck on-site circulation, and rooftop mechanical equipment (HVAC). Predicted noise levels resulting from each of these sources are evaluated in the following sections.

Predicted project-generated noise level exposure at the nearest existing residential uses to the north and west of the project takes into consideration the screening that would be provided by existing solid walls along the property boundaries of those uses. The locations of the existing noise barriers are shown on Figure 2. According to BAC field observations, the existing solid noise barriers to the west and north were estimated to be approximately 7' and 6' in height, respectively. The screening provided by the existing 7' and 6' barriers are expected to provide approximately 6 dB and 5 dB of project-generated noise level reduction at the nearest existing residential uses to the west and north, respectively.

Drive-Through Operations

The project coffee kiosk proposes to include a drive-through lane at the location identified on Figure 2. At the time of writing this report, it is unknown whether the drive-through will have an amplified speaker menu board / post. For the purposes of this analysis, it was conservatively assumed that the coffee kiosk would have an amplified drive-through speaker menu post.

To quantify the noise emissions of the proposed drive-through speaker usage and vehicle passages, BAC utilized noise measurement data collected for similar drive-through operations in the greater Sacramento area. Reference drive-through noise level data is presented in Table 4. In addition, reference noise level data for a commonly used drive-through speaker, HME SPP2 speaker post, is provided as Appendix E. The manufacturer's noise data sheet shows good agreement with measurements conducted by BAC.

Table 4
Reference Drive-Through Noise Levels

	Measured Reference Noise Levels, dBA	
Noise Source	**Average (L_{eq})**	**Maximum (L_{max})**
Vehicles[1]	60 dB at 5 feet	70 dB at 5 feet
Speaker[2]	63 dB at 10 feet	67 dB at 10 feet

[1] Vehicle noise level data obtained from previous drive-through noise studies.
[2] Speaker noise level data obtained from measurements conducted at a representative drive-through parcel located at 2845 Bell Road in Auburn, California.

Source: Bollard Acoustical Consultants, Inc. (2018)

The Table 4 data were used to predict drive-through generated noise levels at the nearest existing and future residential uses. Assuming standard spherical spreading loss (-6 dB per doubling of distance), the drive-through operations noise levels at the nearest existing and future residential uses were predicted and the results of those predictions are shown in Table 5.

Table 5
Predicted Drive-Through Operations Noise Levels at Nearest Residential Property Lines

				Predicted Noise Levels (dBA)[3]			
		Distance (feet)[2]		Vehicles		Speaker	
APN[1]	Land Use	Vehicles	Speaker	L_{eq}	L_{max}	L_{eq}	L_{max}
490-190-011	Existing SFR	110	120	27	36	35	39
490-100-031	Existing SFR	155	265	25	31	30	34
490-010-026	Future MDR	135	150	31	40	39	43
490-010-024	Future HDR	12	50	52	50	49	53
Applicable General Plan Daytime Noise Standards				55	75	50	70
Applicable General Plan Nighttime Noise Standards				45	65	40	60

[1] Locations of nearest residential uses are shown on Figures 1 and 2.
[2] Distances scaled from center of proposed drive-through lane and speaker location to residential property lines using the provided site plans. Drive-through lane and speaker location are shown on Figure 2.
[3] Predicted noise levels at nearest existing residential uses include consideration of the screening provided by existing sound walls, as discussed in this report.
Source: Bollard Acoustical Consultants, Inc. (2020)

As indicated in Table 5, project drive-through operations are predicted to satisfy the applicable City of Roseville General Plan daytime hourly average (L_{eq}) and maximum (L_{max}) noise level standards at the nearest existing and future residential property lines. However, project drive-through operations noise levels are predicted to exceed the applicable General Plan nighttime hourly average noise level standards at the future high-density residential (HDR) property line to the south (APN: 490-010-024). Therefore, should drive-through hours of operation extend into nighttime hours (10:00 p.m. to 7:00 a.m.), additional consideration of mitigation measures would be warranted for this aspect of the project.

In order to satisfy the applicable General Plan nighttime hourly average noise level standards, one of the following mitigation measures would be required:

1. The construction of a 10’ solid noise barrier along the southern project property boundary. Figure 2 shows the location of the noise barrier recommended for nighttime compliance. The solid barrier could consist of either masonry or precast concrete panels. The construction of a 10’ solid noise barrier at the location illustrated on Figure 2 would reduce predicted drive-through operations noise levels to 43 dB L_{eq} (vehicles) and 40 dB L_{eq} (speaker) at the property line of APN: 490-010-024, which would satisfy the applicable City of Roseville General Plan nighttime hourly average noise level standards.

   OR

2. Limit all drive-through operations to daytime hours only (7:00 a.m. to 10:00 p.m.).

Truck Delivery Activities

It is the experience of BAC that deliveries of product to drive-through businesses such as the one proposed by the project occur with medium-duty vendor trucks/vans. The primary noise sources associated with delivery activities are trucks stopping (air brakes), trucks backing into position (back-up alarms), and pulling away from the loading/unloading area (revving engines). Based on a review of the site plan, the project does not propose a loading dock. Due to site design constraints indicated in the site plan, it was reasonably assumed for the purposes of this analysis that deliveries would occur on the north side of the kiosk building, illustrated on Figure 2.

For a conservative assessment of daily delivery truck noise levels at this coffee kiosk business, it was assumed that 4 medium duty trucks/vans would deliver products to the store on a typical busy day. For the purposes of predicting hourly average noise levels for comparison against the City's hourly average (L_{eq}) noise standards, it was assumed that 2 medium duty trucks could have store deliveries during the same worst-case hour.

BAC file data indicate that noise levels associated with medium-duty truck deliveries (including side-step vans) are approximately 66 dB L_{max} and 76 dB SEL at a distance of 100 feet. Based on 2 medium duty truck deliveries during any given hour and an SEL of 76 dB, the hourly average noise level computes to 43 dB L_{eq} at a reference distance of 100 feet during the worst-case hour of deliveries. Assuming standard spherical spreading loss (-6 dB per doubling of distance), on-site delivery truck activity noise exposure at the nearest existing and future residential uses was calculated and the results of those calculations are presented in Table 6.

Table 6
Predicted Truck Delivery Activity Noise Levels at Nearest Residential Property Lines

APN[1]	Land Use	Distance from Delivery Area (feet)[2]	Predicted Noise Levels (dBA)[3] L_{eq}	Predicted Noise Levels (dBA)[3] L_{max}
490-190-011	Existing SFR	170	33	55
490-100-031	Existing SFR	200	32	55
490-010-026	Future MDR	210	37	60
490-010-024	Future HDR	60	48	70
Applicable General Plan Daytime Noise Standards			55	75

[1] Locations of nearest residential uses are shown on Figures 1 and 2.
[2] Distances scaled from (assumed) delivery area to residential property lines using the provided site plans. Delivery area shown on Figure 2.
[3] Predicted noise levels at nearest existing residential uses include consideration of the screening provided by existing sound walls, as discussed in this report.
Source: Bollard Acoustical Consultants, Inc. (2020)

Pursuant to MM 4.5-3(a)(1) of the WRSP Mitigation Monitoring Program, commercial truck deliveries shall be limited to daytime hours (7:00 a.m. to 10:00 p.m.). As a result, project truck delivery activity noise exposure was assessed relative to the City of Roseville General Plan daytime noise level standards only.

As indicated in Table 6, project truck delivery activity noise exposure is predicted to satisfy the applicable City of Roseville General Plan daytime hourly average (L_{eq}) and maximum (L_{max}) noise level standards at the nearest existing and future residential uses. As a result, no further consideration of noise mitigation measures would be warranted for this aspect of the project.

On-Site Delivery Truck Circulation

As mentioned in the previous section, it is the experience of BAC that deliveries of product to drive-through businesses such as the one proposed by the project occur with medium-duty vendor trucks/vans. The assumed on-site delivery truck circulation route is shown on Figure 2.

On-site delivery truck passbys are expected to be relatively brief and will occur at low speeds. To predict noise levels generated by on-site delivery truck circulation, BAC utilized file data obtained from measurements conducted by BAC of medium duty truck passbys. According to BAC file data, single-event medium truck passby noise levels are approximately 66 dB L_{max} and 76 SEL at a distance of 50 feet.

For the purposes of this analysis, it was assumed that 2 medium duty trucks could have store deliveries during the same worst-case hour. Based on a conservative 2 medium truck trips per hour, and an SEL of 76 dB per passby, the combined hourly average noise level generated by project delivery truck circulation computes to 43 dB L_{eq} at a reference distance of 50 feet from the passby route during the worst-case hour of deliveries (maximum noise level of 66 dB L_{max}).

Based on the above reference noise levels and truck trip assumptions above, and assuming standard spherical spreading loss (-6 dB per doubling of distance), on-site delivery truck circulation noise exposure at the nearest existing and future residential uses was calculated and the results of those calculations are presented in Table 7.

Table 7
Predicted On-Site Delivery Truck Circulation Noise Levels at Nearest Residential Property Lines

APN[1]	Land Use	Distance from Circulation Route (ft)[2]	Predicted Noise Levels (dBA)[3] L_{eq}	L_{max}
490-190-011	Existing SFR	165	27	50
490-100-031	Existing SFR	160	28	51
490-010-026	Future MDR	210	31	54
490-010-024	Future HDR	30	48	70
Applicable General Plan Daytime Noise Standards			55	75
Applicable WRSP Noise Standards			50	70

[1] Locations of nearest residential uses are shown on Figures 1 and 2.
[2] Distances scaled from (assumed) on-site truck circulation route to residential property lines using the provided site plans. On-site truck circulation route shown on Figure 2.
[3] Predicted noise levels at nearest existing residential uses include consideration of the screening provided by existing sound walls, as discussed in this report.
Source: Bollard Acoustical Consultants, Inc. (2020)

The Table 7 data indicate that project on-site delivery truck circulation noise exposure is predicted to satisfy the applicable City of Roseville General Plan daytime hourly average (L_{eq}) and maximum (L_{max}) noise level standards at the nearest existing and future residential uses. In addition, project on-site delivery truck circulation noise levels are also predicted to satisfy the hourly average and maximum noise level standards identified in MM 4.5-3 of the WRSP Mitigation Monitoring Program. As a result, no further consideration of noise mitigation measures would be warranted for this aspect of the project.

Mechanical Equipment (HVAC)

Heating, ventilating, and air conditioning (HVAC) requirements for the proposed coffee kiosk building will most likely be met using a packaged roof-mounted system. The location of the coffee kiosk building is shown on Figure 2.

Pursuant to MM 4.5-3(b), roof-top HVAC equipment shall be oriented away from residential areas and systems shall not produce noise levels that exceed 50 dB at a distance of 25 feet. In addition, roof-top parapets shall block line-of-sight of HVAC equipment from noise-sensitive uses. Assuming that the project HVAC equipment has reference noise level of 50 dB at 25 feet, and assuming standard spherical spreading loss (-6 dB per doubling of distance), project HVAC equipment noise exposure at the property lines of the nearest existing and proposed residential uses was calculated and the results of those calculations are presented in Table 8.

To account for the screening that would be provided by the building parapets that would break line-of-sight of the equipment (as required by MM 4.5-3), HVAC equipment noise levels at the nearest existing and future residential uses have been adjusted by -5 dB.

Table 8
Predicted Rooftop HVAC Equipment Noise Levels at Nearest Residential Property Lines

APN[1]	Land Use	Distance from Building (feet)[2]	Predicted Noise Levels, L_{eq} (dBA)[3]
490-190-011	Existing SFR	175	22
490-100-031	Existing SFR	200	22
490-010-026	Future MDR	200	27
490-010-024	Future HDR	40	41
Applicable General Plan Daytime Noise Standard			55
Applicable General Plan Nighttime Noise Standard			45

[1] Locations of nearest residential uses are shown on Figures 1 and 2.
[2] Distances scaled from coffee kiosk building roof (elevated position) to residential property lines (ground level) using the provided site plans. Building location is shown on Figure 2.
[3] Predicted noise levels at nearest existing residential uses include consideration of the screening provided by existing sound walls, and an offset of -5 dB to account for building parapet screening, as discussed in this report.
Source: Bollard Acoustical Consultants, Inc. (2020)

Because mechanical equipment operation typically generates sustained, steady-state noise levels, impacts of project rooftop mechanical equipment are assessed in this study relative to the applicable City of Roseville General Plan hourly average (L_{eq}) noise level standards.

As indicated in Table 8, project HVAC equipment noise exposure is predicted to range from 22-41 dB L_{eq} at the property lines of the nearest existing and future residential uses, and would satisfy the City of Roseville General Plan daytime and nighttime hourly average noise level standards. Therefore, provided that the project complies with the HVAC equipment and orientation criteria identified in MM 4.5-3 of the WRSP Mitigation Monitoring Program (as required), additional consideration of mitigation measures would not be warranted for this aspect of the project.

Conclusions

Provided that the project complies with the commercial land use criteria identified in MM 4.5-3 of the West Roseville Specific Plan Mitigation Monitoring Program (as required), noise levels associated with operations at the proposed Parcel W-20 Coffee Kiosk are predicted to comply with the daytime hourly average and maximum noise level criteria contained in the City of Roseville General Plan and the West Roseville Specific Plan Mitigation Monitoring Program. However, it is possible that project drive-through operations noise level exposure could exceed the applicable City of Roseville General Plan nighttime hourly average noise level standards at the adjacent future high-density residential parcel (APN: 490-010-024) should they occur during nighttime hours (10:00 p.m. to 7:00 a.m.).

In order to satisfy the applicable City of Roseville General Plan nighttime hourly average noise level standards at APN: 490-010-024, one of the following specific noise mitigation measures are recommended:

1. The construction of a 10’ solid noise barrier along the southern project property boundary. Figure 2 shows the location of the recommended noise barrier. The solid barrier could consist of either masonry or precast concrete panels.

   OR

2. Limit drive-through operations to daytime hours only (7:00 a.m. to 10:00 p.m.).

These conclusions are based on the site plan shown on Figure 2, BAC reference noise level measurements conducted at a similarly configured drive-through restaurants in the Sacramento area in recent years, and noise level data from equipment manufacturers. Deviations from the above-mentioned resources could cause actual noise levels to differ from those predicted in this assessment.

This concludes BAC’s environmental noise assessment of drive-through operations for the proposed Parcel W-20 Coffee Kiosk located in Roseville, California. Please contact BAC at (916) 663-0500 or dariog@bacnoise.com with any questions regarding this assessment.

Appendix A
Acoustical Terminology

Acoustics The science of sound.

Ambient Noise The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.

Attenuation The reduction of an acoustic signal.

A-Weighting A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.

Decibel or dB Fundamental unit of sound. A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.

CNEL Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.

Frequency The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.

IIC Impact Insulation Class (IIC): A single-number representation of a floor/ceiling partition's impact generated noise insulation performance. The field-measured version of this number is the FIIC.

L_{dn} Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.

L_{eq} Equivalent or energy-averaged sound level.

L_{max} The highest root-mean-square (RMS) sound level measured over a given period of time.

Loudness A subjective term for the sensation of the magnitude of sound.

Masking The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.

Noise Unwanted sound.

Peak Noise The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the "Maximum" level, which is the highest RMS level.

RT_{60} The time it takes reverberant sound to decay by 60 dB once the source has been removed.

STC Sound Transmission Class (STC): A single-number representation of a partition's noise insulation performance. This number is based on laboratory-measured, 16-band (1/3-octave) transmission loss (TL) data of the subject partition. The field-measured version of this number is the FSTC.











Legend

A: LT-1: Facing south along Upland Drive
B: LT-1: Facing north along Upland Drive
C: LT-1: Existing 7' solid wall along residential property boundary
D: LT-2: Facing south towards Pleasant Grove Boulevard near 6' existing solid wall

Parcel W-20 Coffee Kiosk
Roseville, California

Photographs of Survey Locations

Appendix B

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Appendix C-1
Ambient Noise Monitoring Results - Site LT-1
Parcel W-20 Coffee Kiosk - Roseville, California
Tuesday, October 27, 2020

Hour	Leq	Lmax	L50	L90
12:00 AM	50	75	43	37
1:00 AM	46	65	36	30
2:00 AM	48	73	34	29
3:00 AM	49	66	41	32
4:00 AM	55	75	48	40
5:00 AM	60	74	56	50
6:00 AM	64	86	62	56
7:00 AM	64	78	63	59
8:00 AM	63	74	62	56
9:00 AM	61	76	59	49
10:00 AM	60	75	58	46
11:00 AM	60	71	58	45
12:00 PM	61	86	58	46
1:00 PM	61	80	59	46
2:00 PM	61	83	58	46
3:00 PM	61	73	59	48
4:00 PM	61	73	60	51
5:00 PM	62	75	61	53
6:00 PM	63	84	61	54
7:00 PM	61	72	59	52
8:00 PM	60	79	58	53
9:00 PM	59	72	57	52
10:00 PM	58	78	55	51
11:00 PM	56	75	53	48

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	64	59	61	64	46	57
Lmax (Maximum)	86	71	77	86	65	74
L50 (Median)	63	57	59	62	34	48
L90 (Background)	59	45	50	56	29	41

Computed DNL, dB	65
% Daytime Energy	80%
% Nighttime Energy	20%

GPS Coordinates	38°45'59.79" N
	121°21'45.76" W

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Appendix C-2
Ambient Noise Monitoring Results - Site LT-2
Parcel W-20 Coffee Kiosk - Roseville, California
Tuesday, October 27, 2020

Hour	Leq	Lmax	L50	L90
12:00 AM	56	80	46	41
1:00 AM	53	72	37	28
2:00 AM	55	79	32	29
3:00 AM	52	70	38	31
4:00 AM	58	75	47	39
5:00 AM	62	77	56	47
6:00 AM	67	90	64	54
7:00 AM	68	82	65	57
8:00 AM	67	80	65	55
9:00 AM	67	84	64	50
10:00 AM	66	78	64	49
11:00 AM	67	77	65	52
12:00 PM	68	86	65	51
1:00 PM	67	80	65	49
2:00 PM	68	92	65	49
3:00 PM	67	80	65	51
4:00 PM	67	79	65	52
5:00 PM	68	82	66	53
6:00 PM	67	82	65	52
7:00 PM	65	80	61	49
8:00 PM	64	82	60	50
9:00 PM	63	77	57	49
10:00 PM	61	85	53	47
11:00 PM	58	75	49	44

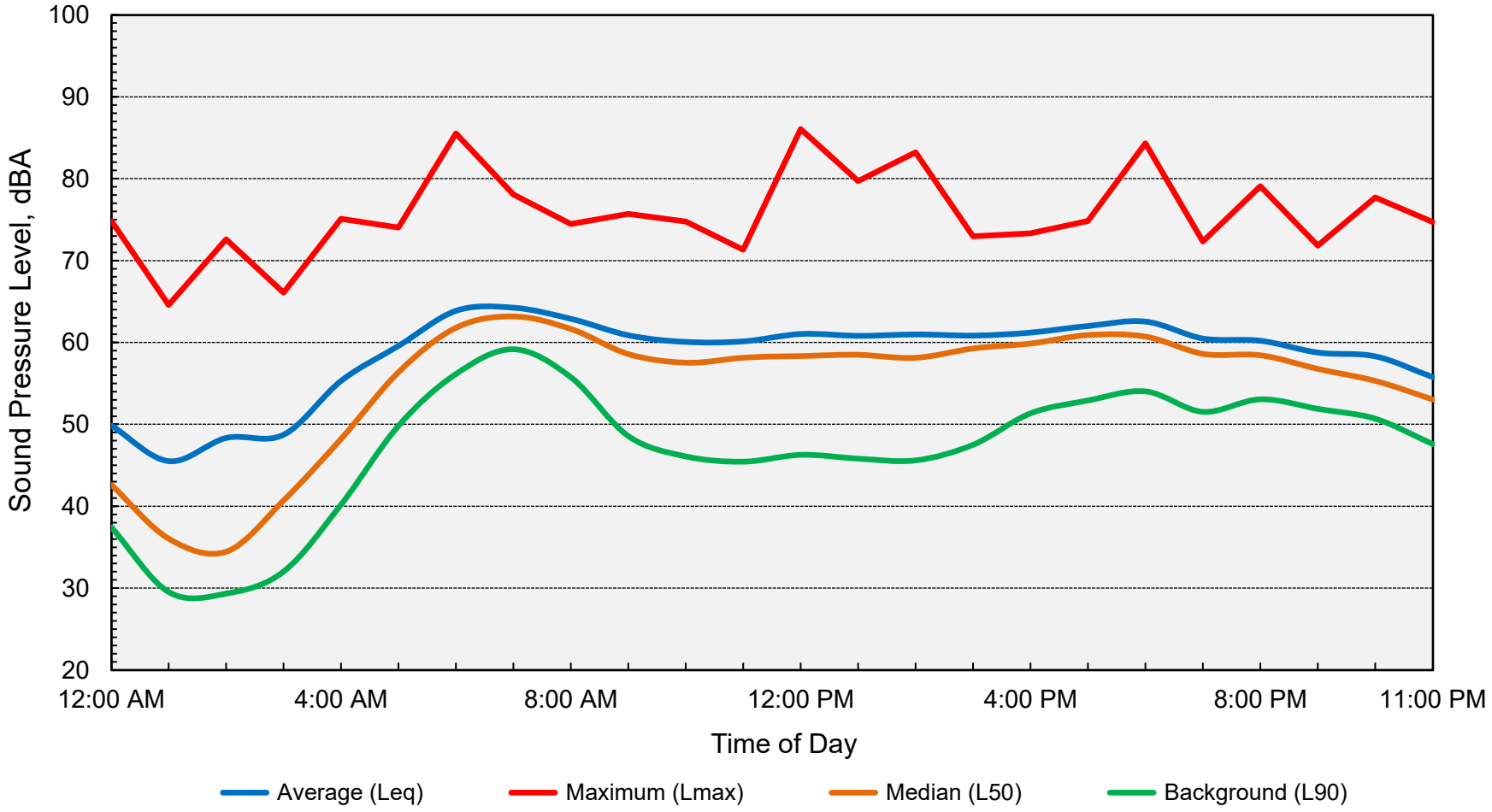
	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	68	63	67	67	52	61
Lmax (Maximum)	92	77	81	90	70	78
L50 (Median)	66	57	64	64	32	47
L90 (Background)	57	49	51	54	28	40

Computed DNL, dB	69
% Daytime Energy	87%
% Nighttime Energy	13%

GPS Coordinates	38°46'01.16" N
	121°21'42.60" W

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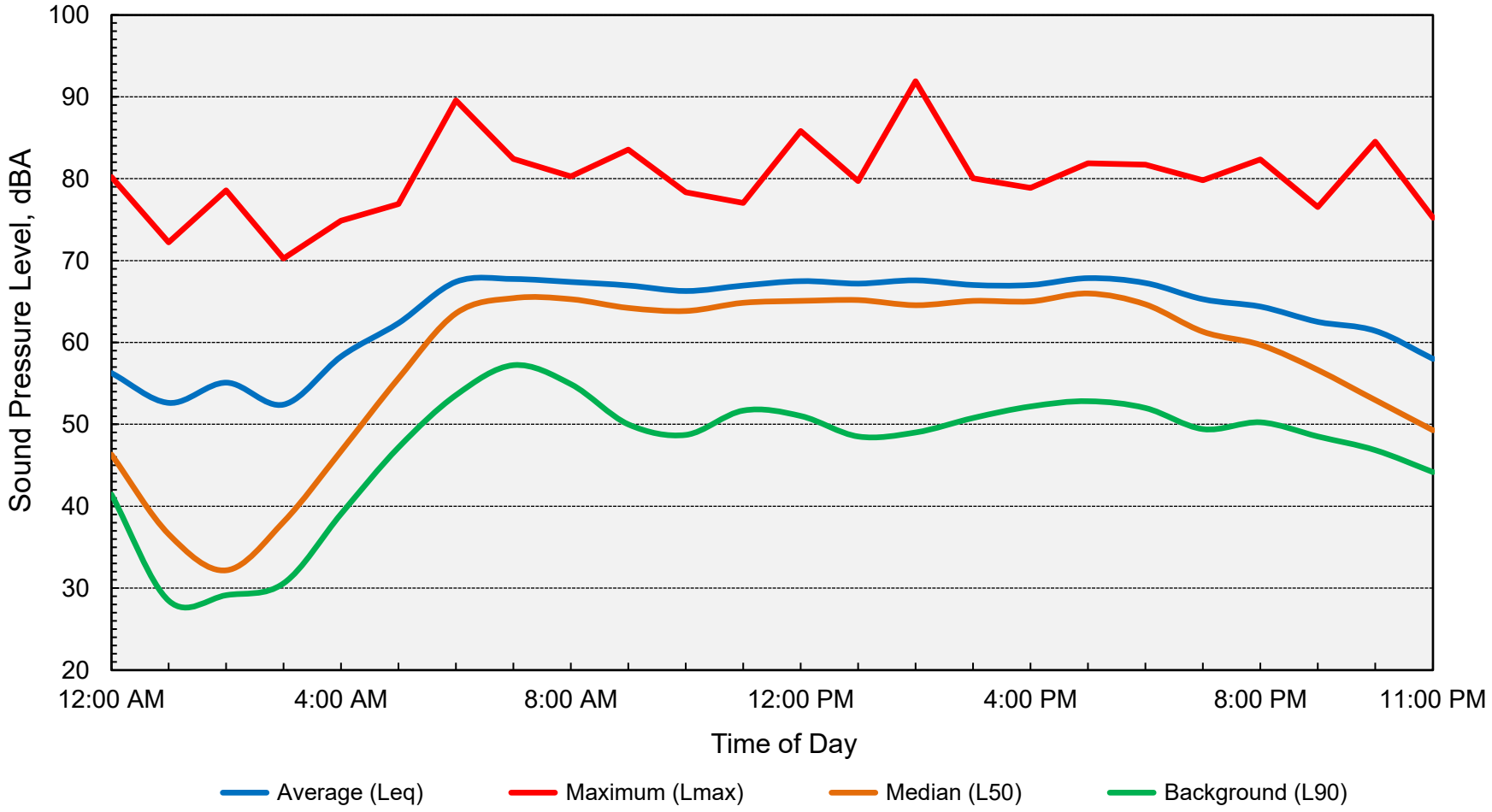
Appendix D-1
Ambient Noise Monitoring Results - Site LT-1
Parcel W-20 Coffee Kiosk - Roseville, California
Tuesday, October 27, 2020



Computed DNL = 65 dB

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Appendix D-2
Ambient Noise Monitoring Results - Site LT-2
Parcel W-20 Coffee Kiosk - Roseville, California
Tuesday, October 27, 2020



Computed DNL = 69 dB

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Appendix E
Drive-Through Speaker Reference Noise Level Data

HME

Customer Driven

Memo

Re: Drive-Thru Sound Pressure Levels From the Menu Board or Speaker Post

The sound pressure levels from the menu board or speaker post are as follows:

1. Sound pressure level (SPL) contours (A weighted) were measured on a typical HME SPP2 speaker post. The test condition was for pink noise set to 84 dBA at 1 foot in front of the speaker. All measurements were conducted outside with the speaker post placed 8 feet from a non-absorbing building wall and at an oblique angle to the wall. These measurements should not be construed to guarantee performance with any particular speaker post in any particular environment. They are typical results obtained under the conditions described above.

2. The SPL levels are presented for different distances from the speaker post:

Distance from the Speaker (Feet)	SPL (dBA)
1 foot	84 dBA
2 feet	78 dBA
4 feet	72 dBA
8 feet	66 dBA
16 feet	60 dBA
32 feet	54 dBA

3. The above levels are based on factory recommended operating levels, which are preset for HME components and represent the optimum level for drive-thru operations in the majority of the installations.

Also, HME incorporates automatic volume control (AVC) into many of our Systems. AVC will adjust the outbound volume based on the outdoor, ambient noise level. When ambient noise levels naturally decrease at night, AVC will reduce the outbound volume on the system. See below for example:

Distance from Outside Speaker	Decibel Level of standard system with 45 dB of outside noise without AVC	Decibel level of standard system with 45 dB of outside noise with AVC active
1 foot	84 dBA	60 dBA
2 feet	78 dBA	54 dBA
4 feet	72 dBA	48 dBA
8 feet	66 dBA	42 dBA
16 feet	60 dBA	36 dBA

If there are any further questions regarding this issue please contact HME customer service at 1-800-848-4468.

Thank you for your interest in HME's products.

HM Electronics, Inc. | 14110 Stowe Drive | Poway, CA 92064
phone: 800.848.4468 | fax: 858.452.7207 | www.hme.com

FEHR PEERS

Memorandum

Date: January 13, 2021

To: Jack Varozza, City of Roseville

From: Greg Behrens, John Gard, Tinotenda Jonga, Emily Alice Gerhart, Fehr & Peers

Subject: Traffic Study for Coffee Shack Project in Roseville, CA

RS20-3985

This memorandum presents the analysis and conclusions of our traffic study for the proposed Coffee Shack project, which would be located at 1875 Pleasant Grove Boulevard in the southeast quadrant of the Pleasant Grove Boulevard/Upland Drive intersection. The proposed project would be a drive-through coffee store with a single drive-through window and no indoor seating.

Project Site Setting

Figure 1 shows the project site location and study area. The project site is located on a vacant lot at the southeast corner of the Pleasant Grove Boulevard/Upland Drive intersection, approximately 750 feet west of Fiddyment Road.

Along the project site frontage, Pleasant Grove Boulevard consists of four lanes and has a posted speed limit of 45 miles per hour (MPH). Base on engineering speed surveys provided by the City, a design speed of 50 MPH was chosen based on the 85th percentile speed. The City of Roseville General Plan identifies Pleasant Grove Boulevard as a minor arterial within the vicinity of the project site.

Upland Drive is a two-lane collector located on the western edge of the project site. Upland Drive will eventually extend south into the Sierra Vista Specific Plan area, but is currently a stub street ending approximately 180 feet south of Pleasant Grove Boulevard. The Pleasant Grove Boulevard/Upland Drive intersection is side-street stop controlled and includes left-turn lanes in the northbound and westbound directions. The intersection is planned for signalization in the future.

Sidewalks and Class II bike lanes are provided on both sides of Pleasant Grove Boulevard and Upland Drive within the project site vicinity.

Methodology

This study analyzes traffic conditions at the study intersection using Level of Service (LOS) as a measure of operational performance. LOS is a qualitative measure of traffic flow from the perspective of motorists and is an indication of the comfort associated with driving. Typical factors that affect LOS include speed, travel time, and traffic interruptions. Empirical LOS criteria and methods of calculation have been documented in the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). LOS is a letter classification system, from A (representing free-flow traffic conditions) to F (oversaturated conditions where traffic demand exceeds capacity, resulting in long queues and delays). These methodologies were implemented using Synchro 10 software.

This study analyzes AM and PM peak hour operations at the following intersection:

1. Pleasant Grove Boulevard/Upland Drive

This study reports several maximum queue lengths for critical turning movements at and near the project site, including the following:

- Westbound left-turn at Pleasant Grove Boulevard/Upland Drive
- Northbound right-turn at the Pleasant Grove project driveway

Traffic operations for this study were analyzed using SimTraffic 10 simulation software, which accounts for interactions between intersections, queue spillback, vehicle platooning, etc. The program also produces more accurate estimates of vehicular queuing (when compared to more deterministic methods).

Applicable LOS Policies

Per the *City of Roseville General Plan Circulation Element*, a LOS "C" standard at a minimum of 70 percent of all signalized intersections and roadway segments in the City during the AM and PM peak hours ought to be maintained. Exceptions to the LOS "C" standard may be considered where improvements required to achieve the standard would adversely affect pedestrian, bicycle, or transit access, and where feasible LOS improvements and travel demand-reducing strategies have been exhausted.

Data Collection

Peak hour intersection turning movement counts at Pleasant Grove Boulevard/Fiddyment Road and Pleasant Grove Boulevard/Monument Drive were obtained from the City of Roseville Turning Movement Volume/Occupancy Report online database to determine existing peak hour traffic volumes at Pleasant Grove Boulevard/Upland Drive and on Pleasant Grove Boulevard along the project site frontage. Weekday peak hour intersection turning movement counts were derived from an average of Tuesdays, Wednesdays, and Thursdays during October 2019 to represent pre-COVID conditions.

Analysis Scenarios

The study considers the effects of the project under both Existing Plus Project and Cumulative Plus Project conditions. The Existing Plus Project scenario considers the development of the project without any additional changes to the surrounding land use and transportation characteristics.

The Cumulative Plus Project scenarios considers the development of the project alongside land use and transportation system changes through 2035 as identified in the City of Roseville General Plan. Notably, this scenario includes the extension of Upland Drive south into the Sierra Vista Specific Plan area as well as the signalization of the Pleasant Grove Boulevard/Upland Drive intersection.

Project Site Plan

Figure 2 shows the project site plan (*Preliminary Site Plan*, Baker Williams Engineering Group, October 2020). The proposed project would be a drive-through coffee store with a single drive-through window and no indoor seating. The project would provide 14 on-site vehicle parking spaces. Access to the project site would be provided via a single right-in/right-out (RIRO) driveway on Pleasant Grove Boulevard. The driveway would be side-street stop-controlled.

Project Travel Characteristics

Trip Generation

Table 1 presents the estimated project trip generation.

Project trip generation was estimated based on data collected at Dutch Bros drive-through coffee stores in the Sacramento region. PM peak period trip generation counts were collected at the following two facilities on Wednesday, February 5, 2020 from 2:45 PM to 5:30 PM (in order to capture both spikes in attendance after nearby high schools had released, as well as when adjacent street traffic is busiest):

- Dutch Bros coffee store located at 1225 Baseline Road in Roseville, CA
- Dutch Bros coffee store located at 8610 Elk Grove Boulevard in Elk Grove, CA

Amongst many drive-through coffee stores that exist in the Sacramento region, these facilities are appropriate for this study because they share similar operating/design characteristics to that of the proposed project. They both consist of a single drive-through window, provide no indoor seating, and have building sizes that are very similar to that of the proposed project (less than 1,000 square feet). By controlling for these variables, any uncertainties associated with the effects of multiple service windows and smaller/larger building sizes are eliminated.

These sites yielded nearly identical PM peak hour trip generation totals of 162 trips (gross).

The February 2020 trip generation counts did not include AM peak hour observations. Therefore, additional data collection was completed in November 2020 to estimate project trip generation during the AM peak hour. Drive-through counts were collected from 7 AM to 7 PM at the following two facilities on Thursday, November 5, 2020:

- Dutch Bros coffee store located at 1225 Baseline Road in Roseville, CA
- Dutch Bros coffee store located at 715 Sunrise Avenue in Roseville, CA

Because the November 2020 data was collected during the COVID-19 pandemic, adjustments were required in order to estimate pre-COVID conditions. To accomplish this, the November 2020 trip generation data was used to establish an AM-to-PM peak hour trip generation factor. Based on this process, the AM-to-PM peak hour trip generation factor was determined to be 1.1 (i.e., 11 AM peak hour trips for every 10 PM peak hour trips). This factor was applied to the PM peak hour trips derived from the February 2020 trip generation data, which yielded an AM peak hour trip generation estimate of 180 trips (gross).

Table 1 includes reductions for pass-by trips. Pass-by trips are trips already on the network that are diverted to and from a commercial or retail land use, and therefore would not be considered as new trips generated by the project. Pass-by trips were estimated from data presented in the *Trip Generation Handbook, 3rd Edition* (Institute of Transportation Engineers, 2017). For the drive-through, the relevant ITE land use category (Coffee/Donut Shop with Drive-Through Window) has a pass-by rate of 89 percent. However, the studies used for this calculation are dated (around 20 years old), so a pass-by rate of 70 percent was applied for drive-through trips. This approach is conservative because fewer pass-by trips implies a greater percentage of project trips are "new," which means they are added to the surrounding roadway system.

After accounting for pass-by trip reductions, the project would generate an estimated 54 net new external vehicle trips during the AM peak hour and 48 net new vehicle trips during the PM peak hour.

Table 1: Project Trip Generation

Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Dutch Bros Coffee Drive-Through (observed) [1]	90	90	180	81	81	162
Total Gross Trips	**90**	**90**	**180**	**81**	**81**	**162**
Pass-By Trip Reduction [2]	-63	-63	-126	-57	-57	-114
Net New External Trips	**27**	**27**	**54**	**24**	**24**	**48**

Notes:
1. Derived from trip generation observations at comparable drive-through coffee stores in February and November 2020.
2. Pass-by trips estimated by Fehr & Peers and applied on similar drive-through coffee store studies.

Source: Fehr & Peers, 2020.

Trip Distribution and Trip Assignment

The trip distribution and assignment of the project under Existing Plus Project conditions was estimated based on current travel patterns, permitted turning movements, and complementary land uses. For Cumulative Plus Project conditions, project trip distribution was estimated by performing a select zone analysis of the project site using the City of Roseville cumulative year travel demand model. These processes considered the opportunity for westbound U-turn movements at the Pleasant Grove Boulevard/Upland Drive intersection for inbound project trips traveling from the east.

Pass-by trip assignments considered the relative volume of traffic on Pleasant Grove Boulevard and Fiddyment Road, and the ease of performing pass-by movements.

Table 2 summarizes the estimated project trip distribution.

Table 2: Project Trip Distribution

Direction	Existing Plus Project				Cumulative Plus Project			
	AM		PM		AM		PM	
	In	Out	In	Out	In	Out	In	Out
Pleasant Grove Blvd to/from the east	71%	86%	83%	72%	66%	78%	66%	67%
Pleasant Grove Blvd to/from the west	29%	14%	17%	28%	24%	15%	24%	24%
Upland Drive to/from the south	-	-	-	-	10%	7%	10%	9%

Source: Fehr & Peers, 2020.

Intersection Operations

Table 3 presents the peak hour average delay and LOS at the Pleasant Grove Boulevard/Upland Drive intersection. The intersection would operate at LOS C or better during both the AM or PM peak hours under Existing Plus Project and Cumulative Plus Project conditions.

Table 3: Pleasant Grove Boulevard/Upland Drive - Peak Hour Intersection Operations

Intersection	Traffic Control	AM		PM	
		Delay[1]	LOS[2]	Delay[1]	LOS[2]
Existing Plus Project Conditions					
Pleasant Grove Boulevard/Upland Drive	Side Street Stop Control (WB Left/U-Turn)	16	C	12	B
Cumulative Plus Project Conditions					
Pleasant Grove Boulevard/Upland Drive	Signal	13	B	11	B

Notes:
1. Delay is reported as seconds per vehicle. Values are rounded to the nearest whole number so the same delay may represent two different LOS conditions if the delay is within 0.5 seconds of the LOS. Average control delay for signalized intersections is the weighted average for all movements. Delay for side street stop controlled intersections is reported by movement.
2. "LOS" represents level of service, calculated based on methodologies contained in the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016).

Source: Fehr & Peers, 2020.

Table 4 presents the peak hour maximum queue for the critical westbound left-turn movement at the Pleasant Grove Boulevard/Upland Drive intersection. The peak hour maximum queue would be accommodated within the available storage during both the AM and PM peak hours under Existing Plus Project and Cumulative Plus Project conditions.

Table 4: Pleasant Grove Boulevard/Upland Drive – Maximum Queue Lengths

Intersection	Movement	Storage	Maximum Queue (vehicles)	
			AM	PM
Existing Plus Project Conditions				
Pleasant Grove Boulevard/Upland Drive	WB Left/U-Turn	250 ft.	75 ft. (3 vehicles)	75 ft. (3 vehicles)
Cumulative Plus Project Conditions				
Pleasant Grove Boulevard/Upland Drive	WB Left/U-Turn	250 ft.	100 ft. (4 vehicles)	150 ft. (6 vehicles)

Note: Queue lengths are rounded up to the nearest 25 feet.

Source: Fehr & Peers, 2020.

Project Access and On-Site Circulation

This section evaluates the access and on-site circulation components of the project relative to standards established in the *City of Roseville Design and Construction Standards* from January 2020.

Project Driveway Design

Driveway Spacing

The project driveway would be located 280 feet east of the Pleasant Grove Boulevard/Upland Drive intersection, as measured from the intersection centerline to the driveway centerline. According to City staff, driveways on arterial streets must be placed at least 250 feet from the adjacent upstream intersection (refer to Section 5-3). Therefore, the project driveway would meet the City's minimum driveway spacing requirement.

Driveway Throat Width

The project driveway would have a throat width of 35 feet. The City requires that driveways for commercial uses have a minimum throat width of 35 feet (refer to Section 7-14). Therefore, the project driveway would meet the City's minimum driveway throat width requirement.

Driveway Throat Depth

It is important that driveways be designed with adequate throat depth to accommodate exiting traffic, such that blockages to incoming traffic are minimized. Such blockages could cause inbound traffic to spill back onto public streets, which could increase conflicts with other vehicles and modes of travel.

Based on the configuration of the driveway and its placement relative to the on-site drive-through exit and drive aisles, the driveway would provide approximately 100 feet of storage for outbound vehicle queues. In other words, the outbound vehicle queue could extend 100 feet before interfering with on-site circulation.

Table 5 displays the estimated peak hour maximum queue for outbound vehicle movements at the project driveway. The peak hour maximum queue would be accommodated within the available storage during both the AM and PM peak hours under Existing Plus Project and Cumulative Plus Project conditions. Note that the AM peak hour maximum queue would decrease between Existing Plus Project and Cumulative Plus Project conditions due to the planned traffic signal at the Pleasant Grove/Upland Drive intersection. The signalization of this intersection would increase the gaps in eastbound traffic on Pleasant Grove Boulevard along the project site frontage, improving the ease with which vehicles could exit the project site.

Table 5: Project Driveway – Outbound Maximum Queue Lengths

Intersection	Movement	Storage	Maximum Queue (vehicles)	
			AM	PM
Existing Plus Project Conditions				
Pleasant Grove Boulevard Driveway	NB Right-Turn	100 ft.	100 ft. (4 vehicles)	75 ft. (3 vehicles)
Cumulative Plus Project Conditions				
Pleasant Grove Boulevard Driveway	NB Right-Turn	100 ft.	75 ft. (3 vehicles)	75 ft. (3 vehicles)

Note: Queue lengths are rounded up to the nearest 25 feet.
Source: Fehr & Peers, 2020.

Driveway Corner Sight Distance

The City requires that corner sight distance be provided for vehicles exiting intersections and driveways (refer to Section 7-12). **Figure 3** illustrates the corner sight distance for vehicles exiting the project driveway onto Pleasant Grove Boulevard. As shown this line of sight is generally unobstructed except for the landscape strip immediately west of the project site. The recommended right-turn deceleration lane (refer to "Need for Right-Turn Deceleration" section) would eliminate the landscape strip on the project frontage west of the project driveway, thus clearing the potential line of sight obstruction shown in Figure 3.

Other Driveway Design Considerations

The site plan does not provide sufficient detail to determine the driveway treatment at the point at which it meets Pleasant Grove Boulevard. The City requires that commercial driveways on arterial streets be designed as Type A-7 driveways (refer to Section 7-14 and Detail ST-22). Therefore, the following is recommended:

- Construct the driveway as a Type A-7 driveway (refer to Detail ST-22).
- Construct the driveway with a corner radius of 25 feet to accommodate large truck maneuvers in/out of the project site, as discussed below in the "Large Truck Circulation" section. Note that this corner radius is recommended in combination with the construction of a right-turn deceleration lane, as discussed below in the "Need for Right-Turn Deceleration" section. A wider corner radius of 30 feet would be necessary to accommodate large truck maneuvers without the provision of a right-turn deceleration lane.

Drive-Through Queue Storage

The project site plan states that the drive-through lane would provide 395 feet of storage. However, the project site plan illustrates that the vehicle queue would extend past the drive-through lane entry point. The last vehicle shown in this queue (labeled #22 on the project site plan) would impede the path of travel for vehicles entering the site as they travel towards parking located on the westerly portion of the project site. A measurement of the drive-through lane storage between the entry point (located approximately at the rear of vehicle #21 labeled on the project site plan) and the service window indicates that the drive-through lane would provide 380 feet of storage.

The City requires that the storage requirements for drive-through projects be evaluated at 25 feet per vehicle (refer to Section 4-5). However, queue observations at existing Dutch Bros stores in Roseville indicate that drive-through queues for comparable drive-through coffee stores measure at approximately 20 feet per vehicle. This closer vehicle spacing could be attributed to the longer waits, stop-and-go queue progression, extremely low truck/large vehicle percentage (if any), and very low travel speeds of drive-through operations when compared to typical vehicle operations on public roadways. Therefore, for the purposes of this analysis, it is recommended that project drive-through queue storage needs be evaluated at 20 feet per vehicle. Based on this methodology, the project drive-through lane would provide 380 feet of storage for up to 19 vehicles.

To estimate maximum queue lengths for the project drive-through lane, maximum drive-through queue observations were conducted between 7 AM and 7 PM on Thursday, November 5, 2020 at the following locations:

- Dutch Bros coffee store located at 1225 Baseline Road in Roseville, CA
- Dutch Bros coffee store located at 715 Sunrise Avenue in Roseville, CA

The maximum drive-through queue observed at the Sunrise Avenue Dutch Bros store was 13 vehicles and the maximum drive-through queue observed at the Baseline Road Dutch Bros store was 21 vehicles. Therefore, if the project would be expected to generate levels of customer activity (and on-site employee order fulfillment efficiency) similar to the Sunrise Avenue Dutch Bros store, the project would provide sufficient drive-through storage to accommodate the maximum queue. However, if the project would be expected to generate levels of customer activity similar to the Baseline Road Dutch Bros store, the maximum drive-through queue would exceed the available storage by two vehicles.

Vehicles that exceed the drive-through queue storage would impede the path of travel for vehicles entering the project site. It is important to note that the maximum drive-through queue at the Baseline Road Dutch Bros store exceeded 19 vehicles (the available drive-through storage for the proposed project) for only two five-minute intervals during the entirety of the 7 AM to 7 PM observation period. This represents just over

one percent of the 145 five-minute intervals recorded during the maximum drive-through queue observations. Therefore, while it is conceivable that the maximum drive-through queue would exceed the available drive-through storage for the proposed project, this condition would likely occur only during brief periods of heavy visitation and would not persist for extended periods of time.

In order to reduce the likelihood of the drive-through queue extending back onto Pleasant Grove Boulevard, the following is recommended:

- Widen the project driveway to a width of 40 feet and provide two inbound lanes and one outbound lane. Install "Drive Thru" pavement markings in the westerly inbound lane.

Westbound U-Turn Movements at Pleasant Grove Boulevard/Upland Drive

The location of the project site combined with its right-in/right-out driveway would require inbound vehicles traveling from the east to complete a westbound U-turn movement at the Pleasant Grove Boulevard/Upland Drive intersection in order to access the site. As such, the project would add considerable traffic volumes to this U-turn movement.

U-Turn Turning Radius

The geometry of this U-turn movement was reviewed to evaluate its consistency with City standards. The distance between the left lane line of the westbound left-turn pocket (from which U-turns would be completed) to the southerly face of curb on Pleasant Grove Boulevard is 33 feet (refer to **Figure 4**). The distance between the right lane line of the westbound left-turn pocket to the southerly face of curb on Pleasant Grove Boulevard is 44 feet. The radius of the southeast corner of the Pleasant Grove Boulevard/Upland Drive intersection is 51 feet. These conditions satisfy City standards for permitted U-turn movements for westbound Pleasant Grove Boulevard at Upland Drive (refer to Detail TS-15).

U-Turn Sight Distance

Pursuant to City standards (refer to Section 7-12) and the 2011 American Association of State Highway and Transportation Officials (AASHTO) *Geometric Design of Highways and Streets* Chapter 9.5.3 Case F, the required westbound U-turn sight distance is 530 feet. This is measured from the location of a driver preparing to begin a U-turn movement to the location of an object (i.e., an oncoming vehicle) in the center of the approaching lane on eastbound Pleasant Grove Boulevard. As shown in **Figure 4**, the existing median landscaping on the west leg of the Pleasant Grove Boulevard/Upland Drive intersection would obstruct this line of sight due to the horizontal curvature of Pleasant Grove Boulevard. Therefore, the westbound U-turn sight distance would not be adequate.

The following is recommended:

- Maintain the existing median landscaping on the west leg of the Pleasant Grove Boulevard/Upland Drive intersection and routinely prune the existing trees and vegetation to maintain a six-inch to six-foot clear line of sight within the green area shown on Figure 4.

Note that this sight distance issue will be resolved in the future with the installation of a traffic signal at the Pleasant Grove Boulevard/Upland Drive intersection because westbound left- and U-turn movements would be separated from eastbound through movements through signal phasing. However, the precise timing of this signalization is not yet known, and it is conceivable that the project is constructed and operational prior to the installation of the traffic signal.

Need for Right-Turn Deceleration

The City requires provision of right-turn deceleration in circumstances where all of the following conditions are met (refer to Section 5.5):

- The driveway is located on an arterial or expressway.
- Right turn ingress volume is expected to exceed fifty (50) during peak hour flows on the roadway. For right turn ingress volumes between ten (10) and fifty (50) a right turn curb taper shall be constructed in conformance with the Standard Drawings.
- There is ample room and frontage to fit a deceleration lane as determined by the City Engineer.
- The travel speed of the roadway, as determined by the City Engineer, equals or exceeds 45 MPH.

The project driveway meets all applicable conditions warranting construction of a right-turn deceleration lane. The standard right-turn deceleration lane is 200 feet in length plus a 60-foot taper (refer to Detail ST-25). However, there is not adequate distance between the project driveway and the near curb return at the Pleasant Grove Drive/Upland Drive intersection to accommodate the standard right-turn deceleration lane. Therefore, the following is recommended:

- Construct a right-turn deceleration lane on eastbound Pleasant Grove Boulevard approaching the project driveway that is 135 feet in length plus a 60-foot taper.

While this would not adhere to the City standard for a right-turn deceleration lane, it would still provide operational benefit and would be preferred to a right-turn curb flare.

Internal Vehicle Circulation

Passenger Vehicle Circulation

Several on-site parking stalls would be placed in locations that would not be easily accessible for passenger vehicles or that when occupied would impede the path of travel for passenger vehicles circulating within the project site. These include the following:

- Parking stall #10 is situated at an acute angle relative to the westbound parking lot drive aisle. This would require ingressing vehicles to complete a sharp turning maneuver to access the parking stall, while larger vehicles would likely be required to complete a multi-point turn to access the paring stall. These conditions would adversely affect the flow of vehicle traffic within the project site parking lot.
- Parking stalls #11 and #12 are situated immediately in front of the drive-through exit. When occupied, these parking stalls would impede the flow of traffic exiting the drive-through and impede vehicles reversing out of parking stalls #13 and #14. Additionally, parking stalls #11 and #12 are placed in locations that would be more ideally suited for outbound vehicle queues exiting the project driveway.

The following modifications to the site plan are recommended:

- Eliminate parking stalls #10, #11, and #12 shown on the project site plan.

This modification would reduce the number of on-site parking spaces from 14 to 11 spaces. City Code Chapter 19.26.030 requires fast food with drive through establishments to provide one parking space per 100 square feet, equal to nine parking spaces when applied to the project. Therefore, even with the proposed on-site parking reduction, the project would still satisfy City parking requirements.

Large Truck Circulation

Figure 5 illustrates turning movements for refuse trucks (25-foot inside radius and 45-foot outside radius) and **Figure 6** illustrates turning movements for fire and organics trucks (30-foot inside radius and 50-foot outside radius). Large truck movements into the project site would need to be completed from the outside eastbound through lane. The truck swept paths would conflict with the sidewalk and landscape strip immediately west of the project site.

As shown in Figure 6, fire and organics truck paths would conflict with parking stalls #10, #11, and #12 shown on the project site plan.

Large trucks that enter the project site would require multi-point turns using the westerly portion of the project parking lot in order to reverse direction and exit the site facing forward. Similar maneuvers would

be necessary for refuse and organics trucks to access bins located at the southwest corner of the project site. While these maneuvers would be disruptive to circulation patterns within the project parking lot, they would not disrupt parking lot operations for extended durations given the relatively infrequent trips to and from the project site by large trucks.

The following modifications are recommended to better accommodate large truck maneuvers:

- Construct the driveway as a Type A-7 driveway (refer to Detail ST-22).
- Construct the driveway with a corner radius of 25 feet to accommodate large truck maneuvers in/out of the project site (refer to previous note regarding right-turn deceleration lane).
- Eliminate parking stalls #10, #11, and #12 shown on the project site plan.

Vehicle Miles of Travel (VMT)

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 into law and started a process intended to fundamentally change transportation impact analysis as part of CEQA compliance. These changes include elimination of auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts. The LOS results presented earlier in this memorandum were prepared to evaluate compliance with the City of Roseville General Plan LOS policy and for informational purposes, but not to determine significant impacts under CEQA per se.

SB 743 contained language directing the Governor's Office of Planning and Research (OPR) to update the CEQA Guidelines to include new criteria (e.g., metrics) for determining the significance of transportation impacts. OPR selected vehicle miles of travel (VMT) as the transportation impact metric, recommended its application statewide, and submitted updates to the CEQA Guidelines that were certified by the Natural Resources Agency in December 2018. The requirements of SB 743 became effective statewide on July 1, 2020. To help aid lead agencies with SB 743 implementation, OPR produced the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018). The *Technical Advisory* helps lead agencies think about the variety of implementation questions they face with respect to shifting to a VMT metric.

Page 17 of the *Technical Advisory* generally describes retail development including stores less than 50,000 square feet as locally-serving. And in the context of CEQA, it concludes that locally-serving retail may be found to cause less-than-significant transportation impacts. The proposed project clearly falls well below this building size threshold. Moreover, given the prevalence of coffee stores (drive-through and walk-in) throughout the City of Roseville and the broad distribution of these coffee stores throughout the City's residential and employment areas, it is expected that the project would similarly cater to local residents and employees and function as a locally-serving establishment. For these reasons, the project is presumed to have a less-than-significant impact to the transportation system on the basis of project-generated VMT, pursuant to guidance provided in the *Technical Advisory*.

Summary & Conclusions

In summary, the analysis of the proposed project revealed the need for the following modifications to the project site plan and surrounding roadway network:

- Construct a right-turn deceleration lane on eastbound Pleasant Grove Boulevard approaching the project driveway that is 135 feet in length plus a 60-foot taper.
- Construct the driveway as a Type A-7 driveway (refer to Detail ST-22) with a corner radius of 25 feet to accommodate large truck maneuvers in/out of the project site.
- Widen the project driveway to a width of 40 feet and provide two inbound lanes and one outbound lane. Install "Drive Thru" pavement markings in the westerly inbound lane.
- Maintain the existing median landscaping on the west leg of the Pleasant Grove Boulevard/Upland Drive intersection and routinely prune the existing trees and vegetation to maintain a six-inch to six-foot clear line of sight within the green area shown on Figure 4.
- Eliminate parking stalls #10, #11, and #12 shown on the project site plan.

References

City of Roseville (January 2020). *City of Roseville Design and Construction Standards*.

Institute of Transportation Engineers (2017). *Trip Generation Handbook, 3rd Edition*.

Institute of Transportation Engineers (2017). *Trip Generation Manual, 10th Edition*.

Governor's Office of Planning and Research (December 2018). *Technical Advisory on Evaluating Transportation Impacts in CEQA*.

Transportation Research Board (2016). *Highway Capacity Manual, 6th Edition*.

Appendix A. Figures

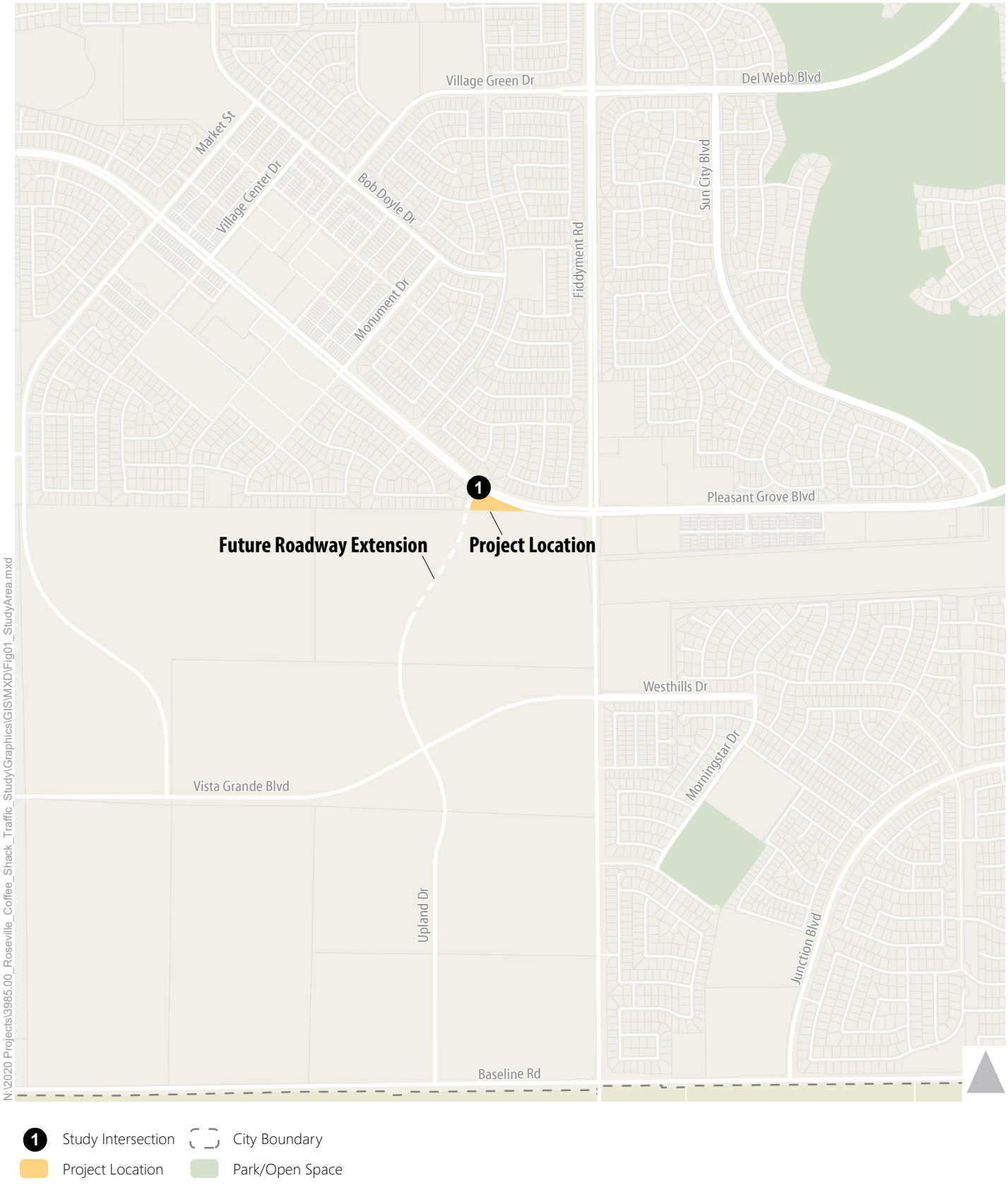
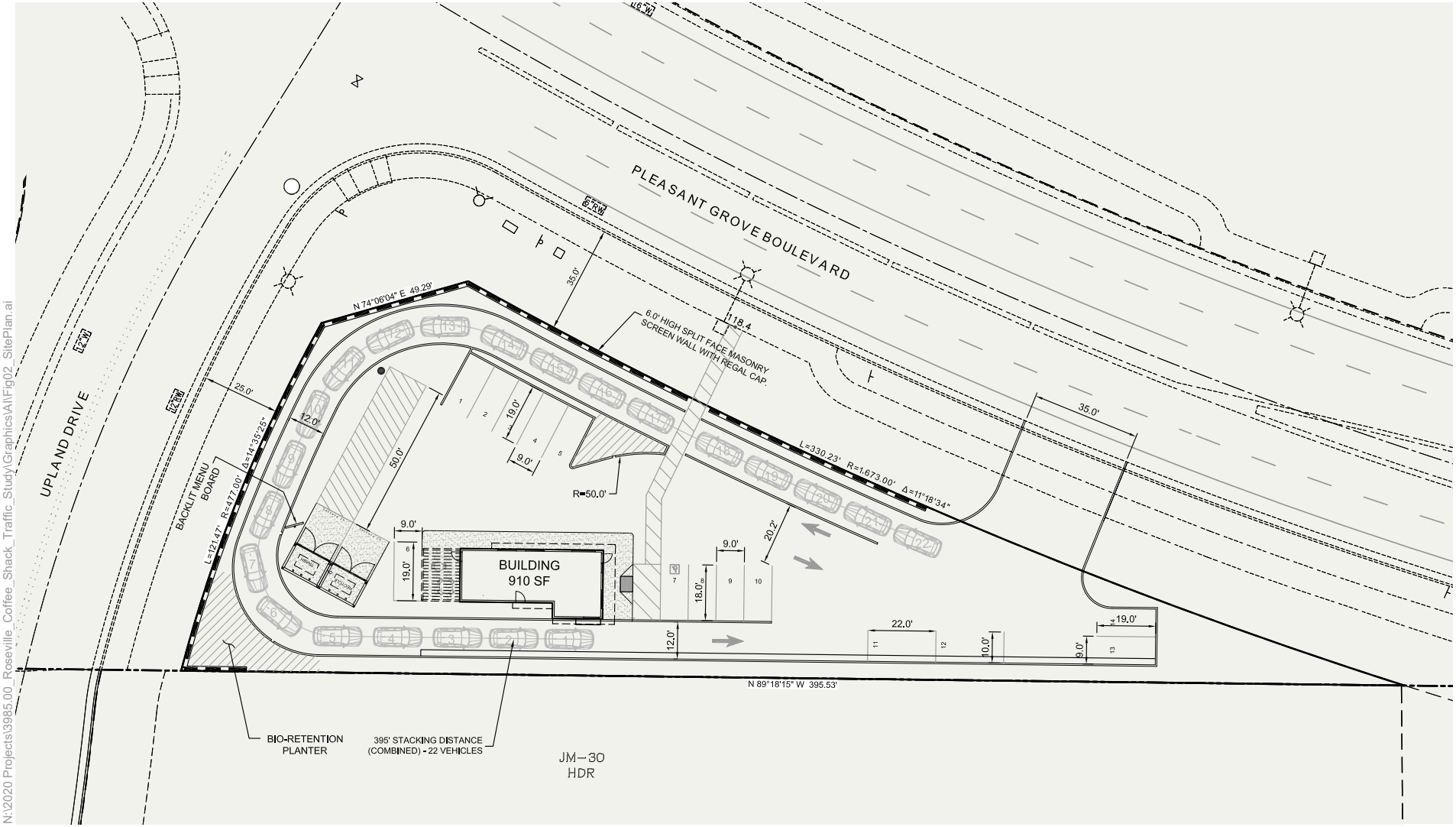


Figure 1

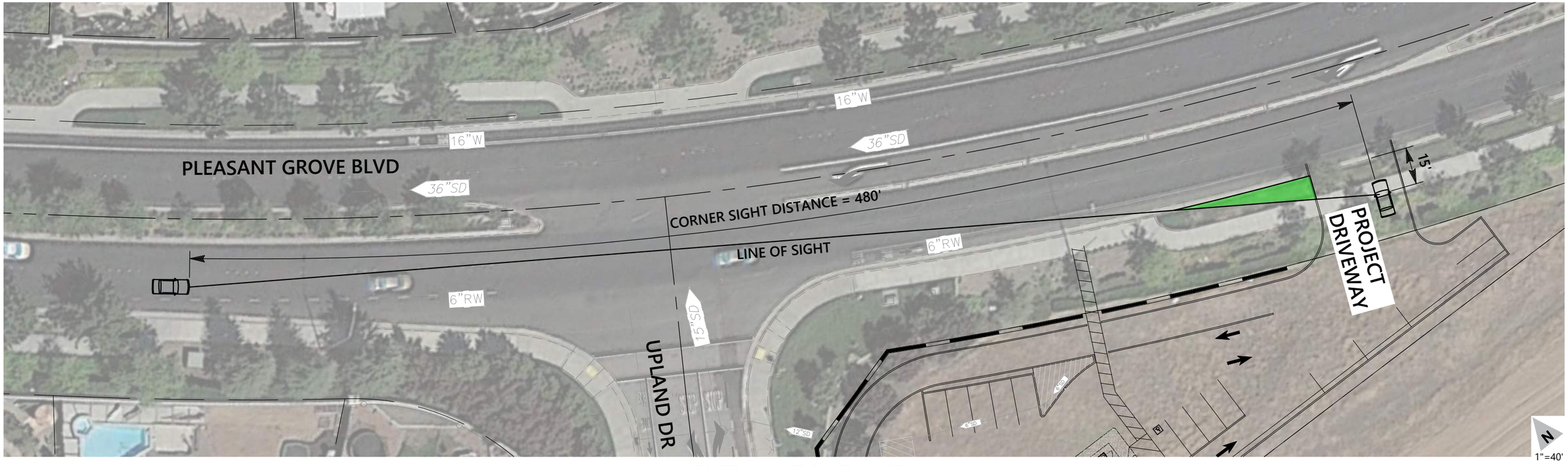
Study Area



N:\2020 Projects\3985.00_Roseville_Coffee_Shack_Traffic_Study\Graphics\AI\Fig02_SitePlan.ai

Figure 2

Project Site Plan



CORNER SIGHT DISTANCE

40 0 40 80

1" = 40' GRAPHIC SCALE



LEGEND

LEFT TURN SIGHT DISTANCE TRIANGLE - DESIGN OF VERTICAL ELEMENTS IN THIS AREA TO BE CONSISTENT WITH HIGHWAY DESIGN MANUAL TOPIC 405.1 (2) AND CITY OF ROSEVILLE DESIGN STANDARDS SECTION 7-12 (C)[1].

DESIGN SPEED

PLEASANT GROVE BOULEVARD - 50 MPH (BASED ON SPEED SURVEY PERFORMED BY THE CITY ON 12/9/2015)

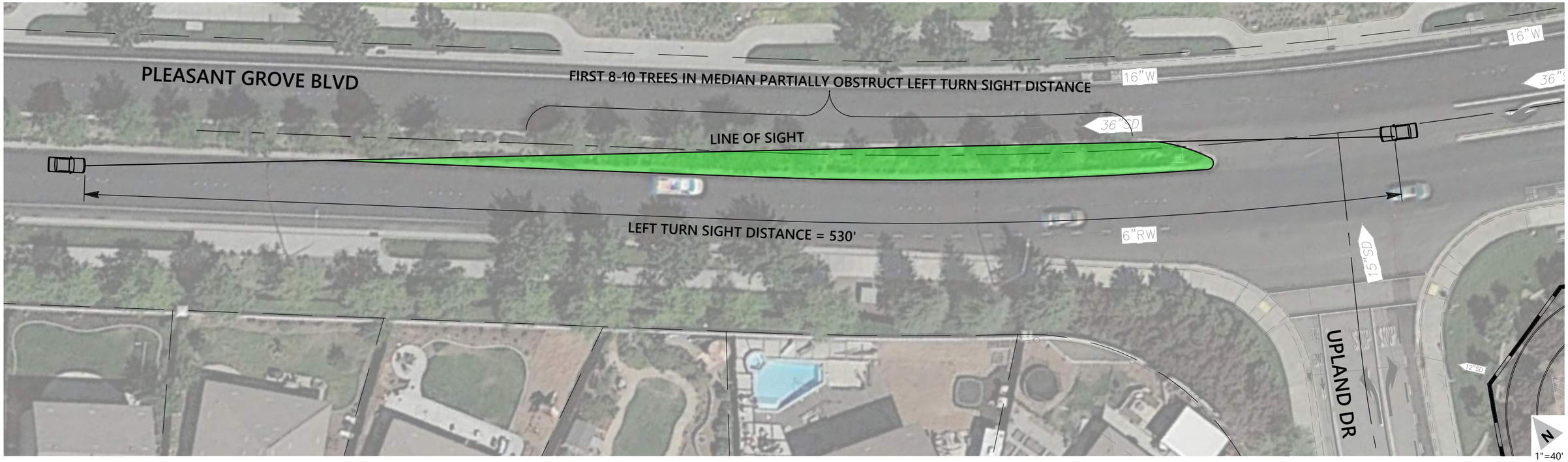
CORNER SIGHT DISTANCE

CORNER SIGHT DISTANCE = 480' CALCULATED PER HIGHWAY DESIGN MANUAL TOPIC 405.1 (2).

1: SHADED GREEN AREA REPRESENTS PORTION OF PROJECT FRONTAGE SITUATED BETWEEN THE FACE OF CURB AND THE REQUIRED LINE OF SIGHT.

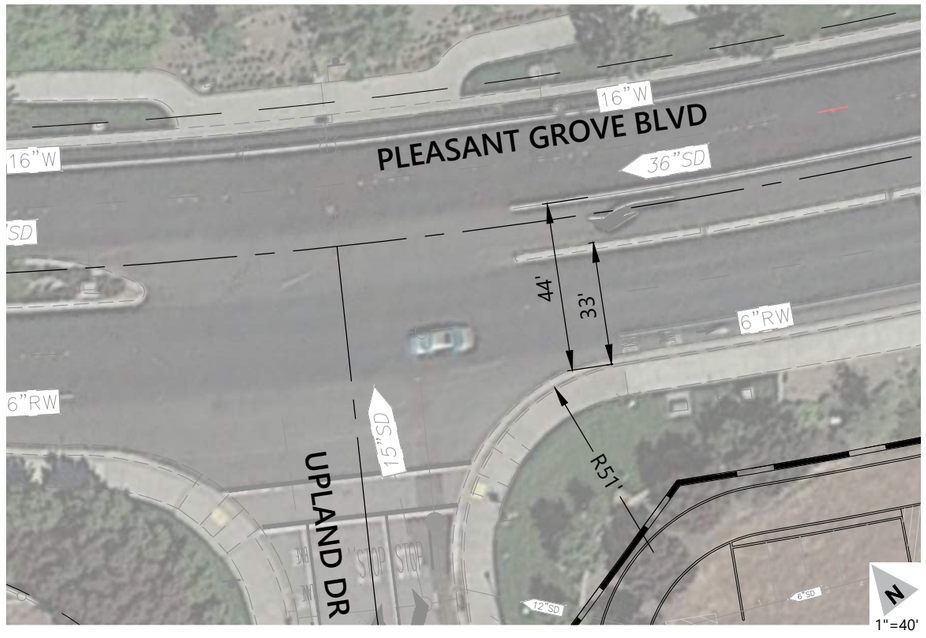
Figure 3
Corner Sight Distance Analysis
Project Driveway at Pleasant Grove Boulevard

CADD FILE: N:\2020 Projects\3985.00_Roseville_Coffee_Shack_Traffic_Study\CAD\3985-Figures.dwg
Dec 09, 2020



LEFT TURN SIGHT DISTANCE

40 0 40 80
1" = 40' GRAPHIC SCALE



U-TURN DIMENSIONS

LEGEND

LEFT TURN SIGHT DISTANCE TRIANGLE - DESIGN OF VERTICAL ELEMENTS IN THIS AREA TO BE CONSISTENT WITH 2011 AASHTO GEOMETRIC DESIGN OF HIGHWAYS AND STREETS CHAPTER 9.5.3 CASE F AND CITY OF ROSEVILLE DESIGN STANDARDS SECTION 7-12 (B)[1].

DESIGN SPEED

PLEASANT GROVE BOULEVARD - 50 MPH
(BASED ON SPEED SURVEY PERFORMED BY THE CITY ON 12/9/2015)

LEFT TURN SIGHT DISTANCE

LEFT TURN SIGHT DISTANCE = 530' CALCULATED PER 2011 AASHTO GEOMETRIC DESIGN OF HIGHWAYS AND STREETS CHAPTER 9.5.3 CASE F.

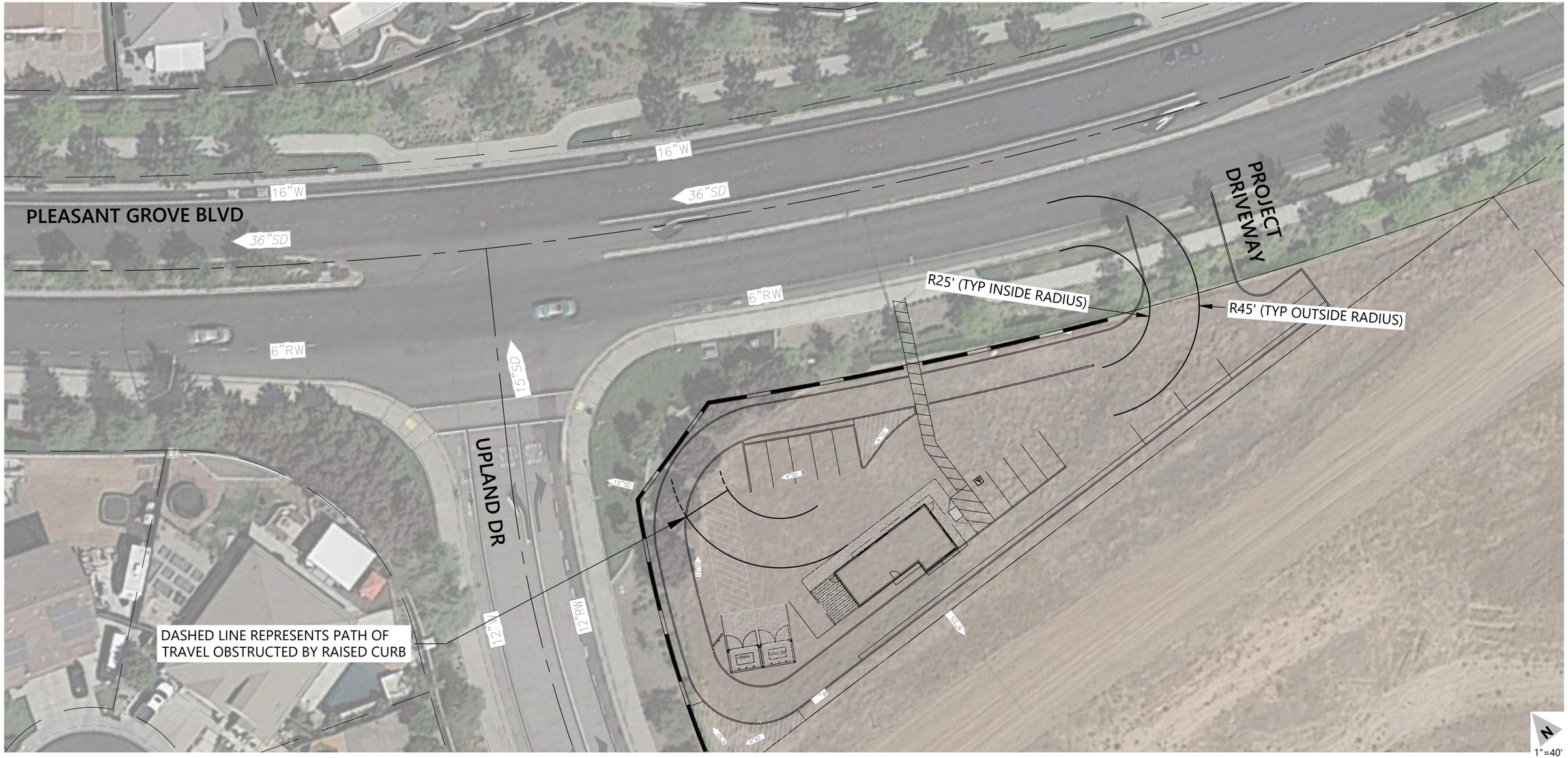
U-TURN DIMENSIONS

U-TURN DIMENSIONS ARE PROVIDED TO CONFIRM ADEQUACY OF U-TURN MOVEMENT WITH CITY OF ROSEVILLE DESIGN STANDARDS SECTION 6-2 (O) AND CITY OF ROSEVILLE STANDARD DETAIL TS-15.

1: SHADED GREEN AREA REPRESENTS PORTION OF MEDIAN SITUATED BETWEEN THE FACE OF CURB AND THE REQUIRED LINE OF SIGHT.

Figure 4
Left Turn Sight Distance Analysis and U-Turn Dimensions
Upland Drive at Pleasant Grove Boulevard

CADD FILE: N:\2020 Projects\3985.00_Roseville_Coffee_Shack_Traffic_Study\CAD\3985-Figures.dwg
Dec 09, 2020



REFUSE VEHICLE PATH OF TRAVEL

40 0 40 80
1" = 40' GRAPHIC SCALE

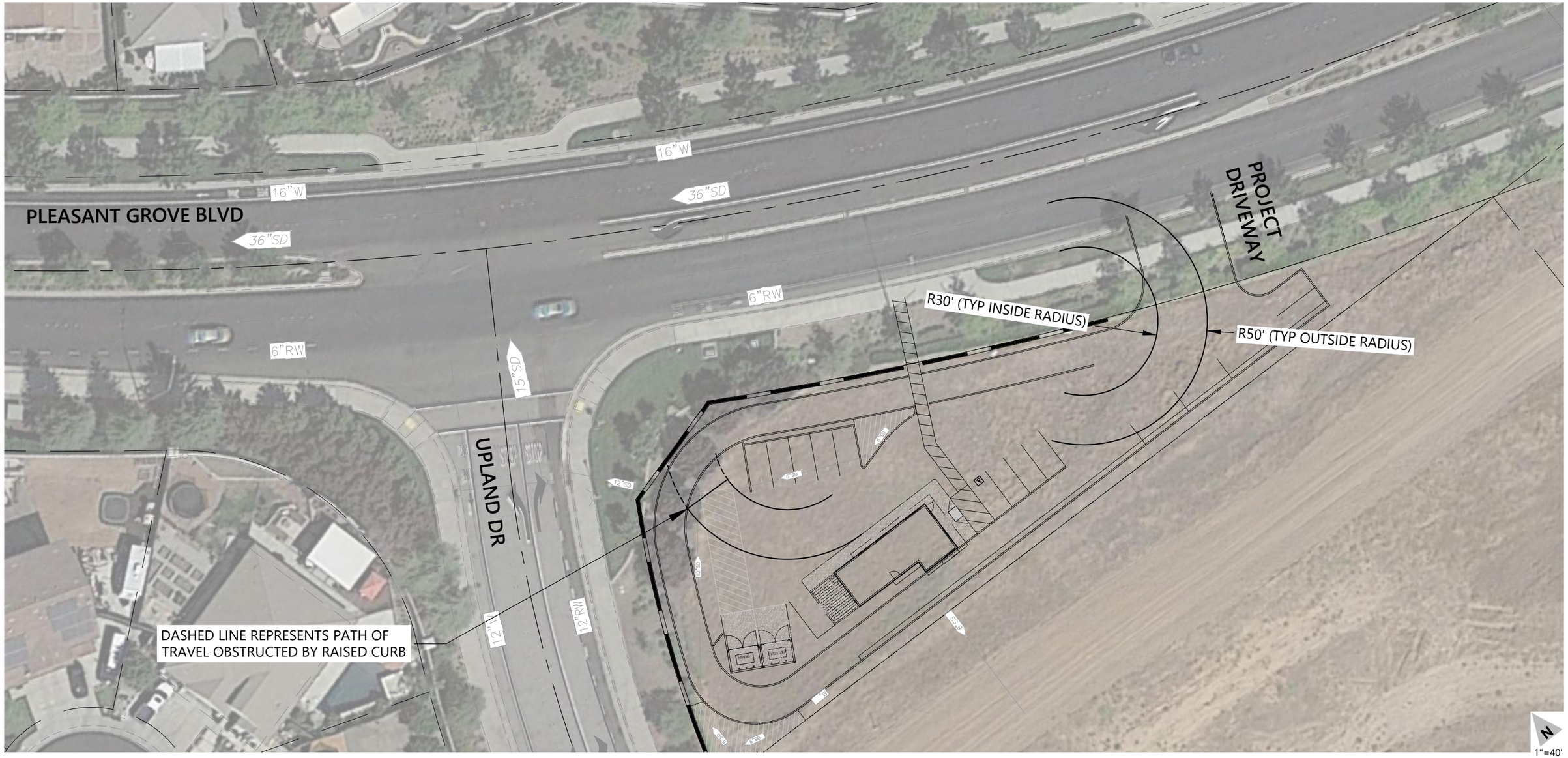
REFUSE VEHICLE PATH OF TRAVEL

REFUSE VEHICLE PATH OF TRAVEL IS PROVIDED TO CONFIRM ADEQUACY OF SOLID WASTE DESIGN WITH CITY OF ROSEVILLE DESIGN STANDARDS SECTION 15-3 (G).

Figure 5

Refuse Vehicle Path of Travel
Project Driveway at Pleasant Grove Boulevard

CADD FILE: N:\2020 Projects\3985.00_Roseville_Coffee_Shack_Traffic_Study\CAD\3985-Figures.dwg
Dec 11, 2020


PLEASANT GROVE BLVD
16"W
16"W
36"SD
36"SD
6"RW
6"RW
15"SD
UPLAND DR
12"SD
12"W
12"RW
12"SD
6"SD
6"SD
6

Appendix B. Technical Appendix

Intersection 3 **Pleasant Grove Boulevard/Upland Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,175	1,059	90.2%	2.1	0.2	A
	Right Turn						
	Subtotal	1,175	1,059	90.2%	2.1	0.2	A
WB	Left Turn	60	46	76.2%	16.3	6.8	C
	Through	553	510	92.2%	0.9	0.2	A
	Right Turn						
	Subtotal	613	556	90.7%	2.2	0.7	A
Total		1,788	1,615	90.3%	2.2	0.2	A

Intersection 4 **Coffee Shack Driveway/Pleasant Grove Boulevard** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	90	78	86.4%	13.0	4.7	B
	Subtotal	90	78	86.4%	13.0	4.7	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,145	1,013	88.5%	1.7	0.2	A
	Right Turn	90	85	94.4%	0.6	0.2	A
	Subtotal	1,235	1,098	88.9%	1.6	0.2	A
WB	Left Turn						
	Through	613	560	91.4%	0.8	0.2	A
	Right Turn						
	Subtotal	613	560	91.4%	0.8	0.2	A
Total		1,938	1,736	89.6%	1.8	0.3	A

Intersection 3 **Pleasant Grove Boulevard/Upland Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	789	728	92.3%	1.5	0.1	A
	Right Turn						
	Subtotal	789	728	92.3%	1.5	0.1	A
WB	Left Turn	67	56	83.8%	11.7	3.5	B
	Through	1,323	1,183	89.4%	2.0	0.2	A
	Right Turn						
	Subtotal	1,390	1,239	89.1%	2.5	0.3	A
Total		2,179	1,967	90.3%	2.1	0.2	A

Intersection 4 **Coffee Shack Driveway/Pleasant Grove Boulevard** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	81	74	91.6%	6.8	1.4	A
	Subtotal	81	74	91.6%	6.8	1.4	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	775	711	91.8%	1.5	0.2	A
	Right Turn	81	78	96.9%	0.4	0.2	A
	Subtotal	856	790	92.3%	1.4	0.2	A
WB	Left Turn						
	Through	1,390	1,241	89.3%	1.7	0.2	A
	Right Turn						
	Subtotal	1,390	1,241	89.3%	1.7	0.2	A
Total		2,327	2,105	90.5%	1.7	0.2	A

Intersection 3 **Pleasant Grove Boulevard/Upland Drive** **Side-street Stop**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Std. Dev.	95th Queue (ft) Average	Std. Dev.	Maximum Queue (ft) Average	Std. Dev.	Block Time Pocket	Upstream
WB	U/Left Turns	225	50	8	75	20	75	26	0%	0%

Intersection 4 **Coffee Shack Driveway/Pleasant Grove Boulevard** **Side-street Stop**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Std. Dev.	95th Queue (ft) Average	Std. Dev.	Maximum Queue (ft) Average	Std. Dev.	Block Time Pocket	Upstream
EB	Through	225	25	2	25	8	25	10	0%	0%
	Through/Right	225	25	5	25	19	25	22	0%	0%
NB	Right Turn	600	50	9	75	22	100	23	0%	0%

Intersection 3 **Pleasant Grove Boulevard/Upland Drive** **Side-street Stop**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Std. Dev.	95th Queue (ft) Average	Std. Dev.	Maximum Queue (ft) Average	Std. Dev.	Block Time Pocket	Upstream
WB	U/Left Turns	225	50	7	75	16	75	15	0%	0%

Intersection 4 **Coffee Shack Driveway/Pleasant Grove Boulevard** **Side-street Stop**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Std. Dev.	95th Queue (ft) Average	Std. Dev.	Maximum Queue (ft) Average	Std. Dev.	Block Time Pocket	Upstream
EB	Through/Right	225	25	1	25	7	25	13	0%	0%
NB	Right Turn	600	50	6	75	13	75	17	0%	0%

Intersection 3 **Pleasant Grove Boulevard/Upland Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	53	46	86.3%	19.5	4.1	B
	Through						
	Right Turn	101	102	101.2%	13.9	3.3	B
	Subtotal	154	148	96.1%	15.7	2.2	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,347	1,267	94.0%	14.3	1.9	B
	Right Turn	76	71	92.8%	12.5	2.0	B
	Subtotal	1,423	1,337	94.0%	14.2	1.9	B
WB	Left Turn	91	59	64.9%	24.7	2.9	C
	Through	530	360	67.9%	4.2	1.1	A
	Right Turn						
	Subtotal	621	419	67.4%	7.1	0.9	A
Total		2,198	1,904	86.6%	12.7	1.4	B

Intersection 4 **Coffee Shack Driveway/Pleasant Grove Boulevard** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	90	82	90.8%	11.4	3.0	B
	Subtotal	90	82	90.8%	11.4	3.0	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,417	1,314	92.7%	3.7	0.2	A
	Right Turn	90	90	100.0%	2.1	0.3	A
	Subtotal	1,507	1,404	93.2%	3.6	0.2	A
WB	Left Turn						
	Through	621	412	66.3%	0.9	0.2	A
	Right Turn						
	Subtotal	621	412	66.3%	0.9	0.2	A
Total		2,218	1,898	85.6%	3.3	0.1	A

Intersection 3 **Pleasant Grove Boulevard/Upland Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	102	103	101.3%	20.9	4.2	C
	Through						
	Right Turn	39	41	106.2%	7.1	2.6	A
	Subtotal	141	145	102.6%	17.4	3.4	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	810	715	88.2%	11.9	1.7	B
	Right Turn	89	75	84.5%	8.9	2.6	A
	Subtotal	899	790	87.9%	11.6	1.6	B
WB	Left Turn	162	109	67.1%	36.4	11.4	D
	Through	1,343	977	72.8%	7.3	0.8	A
	Right Turn						
	Subtotal	1,505	1,086	72.2%	10.3	1.6	B
Total		2,545	2,021	79.4%	11.3	0.9	B

Intersection 4 **Coffee Shack Driveway/Pleasant Grove Boulevard** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	81	85	104.4%	6.2	1.2	A
	Subtotal	81	85	104.4%	6.2	1.2	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	831	732	88.1%	3.0	0.3	A
	Right Turn	81	64	79.6%	1.7	0.4	A
	Subtotal	912	797	87.4%	2.9	0.3	A
WB	Left Turn						
	Through	1,505	1,078	71.6%	2.7	0.3	A
	Right Turn						
	Subtotal	1,505	1,078	71.6%	2.7	0.3	A
Total		2,498	1,959	78.4%	2.9	0.2	A

Intersection 3 **Pleasant Grove Boulevard/Upland Drive** **Signal**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Through	725	150	30	225	61	225	68	0%	0%
	Through/Right	725	200	27	300	53	300	62	0%	0%
NB	Left Turn	500	50	9	75	16	75	17	0%	0%
	Right Turn	500	75	10	100	21	100	26	0%	0%
WB	U/Left Turns	225	75	7	100	13	100	35	0%	0%
	Through	225	50	13	100	27	100	28	0%	0%

Intersection 4 **Coffee Shack Driveway/Pleasant Grove Boulevard** **Side-street Stop**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Through/Right	225	25	4	25	21	25	29	0%	0%
NB	Right Turn	600	50	7	75	15	75	16	0%	0%

Intersection 3 **Pleasant Grove Boulevard/Upland Drive** **Signal**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Through	725	100	17	150	27	150	21	0%	0%
	Through/Right	725	150	20	225	43	225	39	0%	0%
NB	Left Turn	500	75	15	125	26	125	30	0%	0%
	Right Turn	500	50	13	50	17	50	21	0%	0%
WB	U/Left Turns	225	100	23	150	50	150	51	0%	1%
	Through	225	100	14	175	35	175	51	0%	0%

Intersection 4 **Coffee Shack Driveway/Pleasant Grove Boulevard** **Side-street Stop**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Through/Right	225	25	1	25	7	25	9	0%	0%
NB	Right Turn	600	50	4	75	9	75	9	0%	0%
WB	Through	425	25	3	25	13	25	18	0%	0%

Planning Commission Communication

Meeting Date: 8/13/2026
Item #: VII.1
Item ID: 2026-678

Title: Election of the Planning Commission Chair
Contact:

REQUEST

RECOMMENDATION
The Planning Division recommends that the Planning Commission take the following actions:

Respectfully Submitted,

ATTACHMENTS:
None

REVIEWERS:
Lupe Nelson, Development Services Department Created -

Planning Commission Communication

Meeting Date: 8/13/2026
Item #: VII.2
Item ID: 2026-679

Title: Election of the Planning Commission Vice Chair
Contact:

REQUEST

RECOMMENDATION
The Planning Division recommends that the Planning Commission take the following actions:

Respectfully Submitted,

ATTACHMENTS:
None

REVIEWERS:
Lupe Nelson, Development Services Department Created -

Planning Commission Communication

Meeting Date: 8/13/2026
Item #: VII.3
Item ID: 2026-680

Title: Election of the Design Committee Chair
Contact:

REQUEST

RECOMMENDATION
The Planning Division recommends that the Planning Commission take the following actions:

Respectfully Submitted,

ATTACHMENTS:
None

REVIEWERS:
Lupe Nelson, Development Services Department Created -

Planning Commission Communication

Meeting Date: 8/13/2026
Item #: VII.4
Item ID: 2026-681

Title: Election of Design Committee Alternate
Contact:

REQUEST

RECOMMENDATION
The Planning Division recommends that the Planning Commission take the following actions:

Respectfully Submitted,

ATTACHMENTS:
None

REVIEWERS:
Lupe Nelson, Development Services Department Created -