



AGENDA
January 26, 2017

PLANNING COMMISSION MEETING

7:00 p.m.

City Council Chambers
311 Vernon Street
Roseville, California

- 1. ROLL CALL**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ORAL COMMUNICATIONS**
- 4. CONSENT CALENDAR**
 - 4.1. MINUTES OF DECEMBER 8, 2016
- 5. NEW BUSINESS**
 - 5.1. NERSP PCL 15 - ADVENTIST HEALTH HEADQUARTERS - 1400 STONE POINT DR. - FILE #PL16-0254

The applicant requests approval of a Major Project Permit (Stage 1 & 2) to allow construction of a 275,000 square foot, five-story office building on the site. Stage 1 includes modifications to the Stone Point Master Plan. Stage 2 includes building design, parking areas, frontage improvements, lighting, landscaping and pedestrian pathways. Applicant: David Powlen, Little Diversified Consulting/ Property Owner: John Gustin, Adventist Health. (Miller)
- 6. REPORTS: COMMISSION/STAFF**
- 7. ADJOURNMENT**



PLANNING COMMISSION

Title: MINUTES OF DECEMBER 8, 2016

Meeting Date: 1/26/2017
Item #: 4.1.

ATTACHMENTS:

Description

Minutes of December 8, 2016



**Planning Commission Meeting
December 8, 2016 – 7:00 p.m.
Draft Minutes**

I. ROLL CALL

Planning Commissioners Present

Krista Bernasconi, Chair
Justin Caporusso
Julie Hirota
Charles Krafka
Joseph McCaslin
Tracy Mendonsa

Staff Present

Greg Bitter, Planning Manager
Michelle Sheidenberger, Assistant City Attorney
Lupe Nelson, Recording Secretary

Planning Commissioners Absent

Bruce Houdesheldt, Vice-Chair - *Excused*

II. PLEDGE OF ALLEGIANCE

Commissioner Hirota led those in attendance in the Pledge of Allegiance.

III. ORAL COMMUNICATION

Chair Bernasconi opened the Oral Communication. Hearing none, Chair Bernasconi closed the Oral Communication.

IV. CONSENT CALENDAR

Chair Bernasconi asked if anyone wished to remove any of the items from the Consent Calendar for discussion.

Steve Borroum requested Item B. **SVSP PCL WB-25 – WESTBROOK PHASE 1 – SOLAIRE VILLAGE 25 – 4051 SOLAIRE DR. – FILE # PL16-0262** be pulled from the Consent Calendar.

Chair Bernasconi stated that item IV.B. would be heard after a motion had been made and carried to approve the remainder of the Consent Calendar as listed below:

A. MINUTES OF OCTOBER 27, 2016

C. INFILL PCL 226-334 CEREMONIAL GAZEBO – 1020 SUNDOWN WAY – FILE # PL16-0138

MOTION

Commissioner McCaslin made the motion, which was seconded by Commissioner Mendonsa, to approve items IV.A and IV.C as listed on the Consent Calendar.

The motion passed with the following vote:

Ayes: Hirota, Krafka, McCaslin, Mendonsa, Bernasconi

Noes: None
Abstain: None

Commissioner Bernasconi requested that staff give their presentation on item **IV. B. SVSP PCL WB-25 – WESTBROOK PHASE 1 – SOLAIRE VILLAGE 25 – 4051 SOLAIRE DR. – FILE # PL16-0262.**

Planning Manager, Greg Bitter, presented the staff report and responded to questions.

Chair Bernasconi opened the public hearing and invited comments from the applicant and/or audience.

Applicant representative, John Drake, addressed the Commission and stated he had received a copy of the staff report and was in agreement with staff's recommendations.

Commissioner Caporusso arrived during the presentation.

Steve Borroum spoke in opposition of the project

Public Comment:

- Highway 65 traffic is causing negative impacts on adjacent streets, Pleasant Grove Blvd. and Roseville Pkwy.
- Restrict number of bedrooms to one or two
- Entitlements will add to the traffic issues surrounding the project

Commission Discussion:

- Agree that the design of the house plans is consistent with the guidelines in the specific plan.
- Where do the traffic impact fees go?

Chair Bernasconi closed the public hearing and asked for a motion.

MOTION

Commissioner Krafka made the motion, which was seconded by Commissioner McCaslin, to adopt the two (2) findings of fact for the Design Review Permit for a Residential Subdivision and approve the Design Review Permit for a Residential Subdivision subject to twenty-three (23) conditions of approval.

The motion passed with the following vote:

Ayes: Caporusso, Hirota, Krafka, McCaslin, Mendonsa, Bernasconi

Noes: None

Abstain: None

V. NEW BUSINESS

A. ADVENTURE CHRISTIAN CHURCH – CHRISTMAS LIGHTING EVENT – 6041 STANFORD RANCH RD. – FILE # PL16-0354 – ITEM WITHDRAWN FROM AGENDA

Planning Manager, Greg Bitter, explained that this project was approved at the staff level.

VI. REPORTS: COMMISSION/STAFF

Staff Reports

- Staff attended the Highland Reserve Neighborhood Association (HRNA) meeting to listen to continued concerns with the Parcel 49 project and Top Golf. At the HRNA meeting, individuals were provided with a non-emergency police number that would facilitate a better response. The noise study has been completed and staff is awaiting the results. Staff is working with all parties regarding the issues associated with TopGolf.
- There will not be a January 12, 2017 Planning Commission meeting. However, there will be a January 26, 2017 Planning Commission meeting.
- Staff welcomed Commissioner Mendonsa and said thank you to Commissioner Hirota for her service as a Planning Commissioner.

Commissioner Reports

- Commissioner Hirota said goodbye to staff and Commissioners.
- Commissioners shared their appreciation to Commissioner Hirota for her service as a Planning Commissioner and wished her well in her new position on the Roseville Joint Union High School District Board.

VII. ADJOURNMENT

Commissioner Bernasconi asked for a motion to adjourn the meeting.

MOTION

Commissioner Hirota made the motion, which was seconded by, Commissioner Caporusso to adjourn to the meeting.

The motion passed unanimously at 7:32 p.m.



PLANNING COMMISSION

Title:

NERSP PCL 15 - ADVENTIST HEALTH HEADQUARTERS - 1400 STONE
POINT DR. - FILE #PL16-0254

Meeting Date: 1/26/2017

Item #: 5.1.

ATTACHMENTS:

Description

Staff Report

Attachment 1 - Project Description

Attachment 2 - Renderings/Perspective Views

Attachment 3 - Cross Section Site Line Drawing

Exhibit A - CEQA Initial Study / Negative Declaration

Exhibit A, Attachments 1 - 3

Exhibit A, Attachment 4 - Air Quality Study

Exhibit A, Attachment 5 - Traffic Study

Exhibit B - Site Plan

Exhibit C - Grading Plan

Exhibit D - Utility Plan

Exhibit E - Exterior Elevations

Exhibit F - Roof Plan

Exhibit G - Landscape Plans

Exhibit H - Site Lighting & Photometric Plan

Exhibit I - Master Plan Changes

Exhibit J - Color & Material Board

ITEM V-A: MAJOR PROJECT PERMIT MODIFICATION (STAGE 1), & MAJOR PROJECT PERMIT (STAGE 2) – NERSP PCL 15 – ADVENTIST HEALTH HEADQUARTERS - 1400 STONE POINT DRIVE – FILE# PL16-0254

REQUEST

The applicant requests approval of a Major Project Permit (Stage 1 & 2) to allow construction of a 275,000 square foot office building on the site. The project will include parking areas, frontage improvements, lighting, landscaping and pedestrian pathways.

Project Applicant: David Powlen – Little Diversified Consulting
Property Owner: John Gustin, Adventist Health

SUMMARY RECOMMENDATION

The proposed project has been evaluated for consistency with the City's General Plan, the Northeast Roseville Specific Plan (NERSP), the Zoning Ordinance, and the Stone Point Master Plan (SPMP). A detailed analysis of each request against these documents follows. In summary, the project has been determined to be consistent with these guiding policies. While the proposed project modifies the existing Master Plan, staff has determined that the project is consistent with the intent of the Master Plan as a component of a mixed-use campus that allows for interconnected land uses through clear pedestrian linkages, view corridors, and common streetscapes.

The Planning Division recommends that the Planning Commission:

- A. Adopt the Negative Declaration;
- B. Adopt the two (2) findings of fact for the Major Project Permit Modification (Stage 1);
- C. Approve the Major Project Permit Modification (Stage 1) subject to ninety-nine (99) conditions of approval;
- D. Adopt the two (2) findings of fact for the Major Project Permit (Stage 2); and
- E. Approve the Major Project Permit (Stage 2) subject to ninety-nine (99) conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

There are no outstanding issues associated with this request.

BACKGROUND

The project area is a ±26.7-acre site located within the Stone Point Master Plan (SPMP). The SPMP is a ±130-acre portion of the City's 1,628-acre Northeast Roseville Specific Plan. The SPMP is bounded by North Sunrise Avenue to the northwest, Eureka Road to the southwest, Rocky Ridge Drive to the south, East Roseville Parkway to the east, and Miner's Ravine to the northeast. The SPMP was adopted in May of 2002 with the approval of the Major Project Permit (MPP 01-05). The project site is comprised of Lots 6-9 of the SPMP. Since the adoption of the SPMP, there have been two projects approved for portions of Lots 6-9 (the project site), which are discussed in more detail below.

The Master Plan is the guiding document for the plan area, which not only outlines permitted uses, but includes specific development and design standards for office, commercial and residential development.

These standards were established so that the various uses within the plan area would be tied together in a way to promote a well-designed, walkable, interconnected, and all-encompassing community as it relates to residential, commercial, employment, and recreation opportunities.

In February 2005, residential uses were introduced into the plan area on Lots 11-14 (MPP 01-05A, RZ 03-02, SPA 03-01, SUBD 04-22). Lots 1-9 and 16-18 have the Planned Development (PD) zone designation, which permits a variety of commercial uses, Lots 10 and 15 are zoned as Park and Recreation (PR), and Lot 19 is Open Space (OS). The majority of the plan area is either developed or has approved entitlements.

Figure 1. - Vicinity Map (Including Zoning & Land Use)

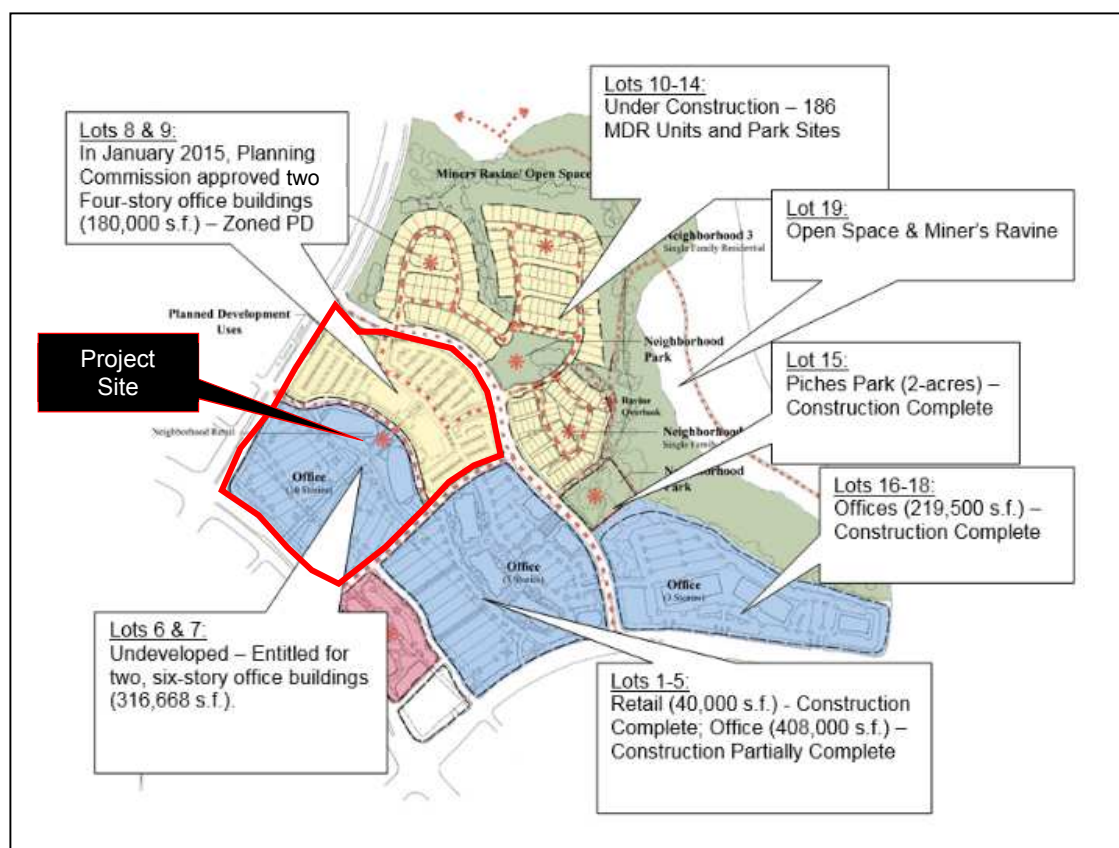


In August 2013, the Taylor Morrison residential project was approved (2013PL-085) which allowed the construction of 186 Medium Density residential units on Lots 11-14. This project is currently under construction.

In January 2015, a Major Project Permit Modification (Stage 1) and a Major Project Permit (Stage 2) (PL14-0350) were approved for Stone Point Parcels 8 & 9 for construction of two four-story, medical office buildings totaling 180,000 square feet and associated site improvements. These approvals are still valid; however, the property has been purchased by Adventist Health for constructing their headquarters campus on the site.

In August 2016, the Planning Manager approved a Voluntary Merger to join the project site's four adjacent parcels into a single parcel in anticipation of future development of the Adventist Health Headquarters campus. The resultant parcel is approximately 26.7 acres (the project site). Figure 2 provides a summary status of development within the Stone Point project area.

Figure 2: Status of Development within the Stone Point Project Area



SITE INFORMATION

- A. Project Location:** 1400 Stone Point Drive
- B. Applicable Specific Plan:** Northeast Roseville Specific Plan (NERSP) Parcel 15
- C. Public Outreach / Roseville Coalition of Neighborhood Associations (RCONA):** The proposed project is located within the Stoneridge Neighborhood Association (SRNA). This neighborhood association comprises the subject property and the Stoneridge Specific Plan area (SRSP). Staff mailed a letter to the neighborhood association board members on July 26, 2016, informing the association of the application on file. On December 21, 2016, staff mailed a Public Hearing Notice/Notice of Intent to Adopt a Negative Declaration to the SRNA board members. To date staff has not received any correspondence from the SRNA.

Additionally, the applicant hosted two neighborhood meetings (August 30 & December 14, 2016) at the Adventist Health offices on Douglas Boulevard. Meeting invitations were sent to the neighboring business community, as well as the Taylor Morrison residential community north of Stone Point Drive. Meeting attendees had questions regarding landscaping/screening, lighting, construction schedule, etc.; however, there were no specific issues or concerns raised about the project.

- D. Total Acreage:** Stone Point - 130 acres; Project Site ±26.6 acres (Stone Point Lots 6, 7, 8 & 9 combined)

E. Lot Dimensions: The project site is irregular in shape. The boundaries for the entire 26.7-acre project site include $\pm 1,060$ feet along North Sunrise Avenue, $\pm 1,280$ feet along Stone Point Drive, $\pm 1,150$ feet along Street B, and ± 785 feet along Eureka Road.

F. Physical or Natural Features: The project site was rough-graded in 2003 pursuant to previously approved entitlements. Although significant earthwork followed, the site continues to have rolling terrain, with a high point on the site at ± 260 feet above sea level and the low point of the site at ± 231 feet above sea level near the intersection of Stone Point Drive and North Sunrise Avenue. The project site does not have steep slopes along North Sunrise Avenue, as does the Taylor Morrison property north of Stone Point Drive; therefore, no retaining walls along the streetscape are proposed.

Concurrent with the rough grading, Stone Point Drive and related backbone utilities were constructed through the project area, linking North Sunrise Avenue to Rocky Ridge Drive. Additionally, storm drain and sewer stubs were installed throughout the project area for connection to future development. Due to the grading activity, minimal vegetation exists on the site, except where non-native annual grasses have re-established themselves. The property owner received approval of state and federal agency permits on January 7, 1993, to fill the site's wetlands. The landowner has effectuated the permits and there are no wetlands on the site.

G. Site Constraints: Various power line easements traverse the southern portion of the project site, which restrict development of structures, as well as the types of tree species that may be planted within the easement area. The easements include PG&E easements of 75' and 125'; a 250' wide Western Area Power Authority (WAPA) easement, and a 25' wide Roseville Electric easement (see Figure 3).

H. Physical or Natural Features on Adjacent Land: Eureka Road is immediately adjacent south of the project site, with a restaurant and automobile dealership beyond. North Sunrise Avenue is immediately adjacent to the west, with a restaurant, theaters, and offices beyond. A single-family medium density subdivision and a neighborhood park parcel are currently under development to the north, on the north side of Stone Point Drive. The property to the east is an undeveloped office-designated parcel and parking areas as well as retail, commercial and restaurant uses.

EVALUATION

The MPP process is intended to streamline the development and review of large and diverse projects. The MPP process includes three stages as follows.

- **Stage 1:** Stage 1 of the MPP application consists of the approval of a preliminary development plan. The preliminary development plan will establish the configuration of the buildings, parking areas and parking ratios, landscaping, open space, rough grading, drainage, vehicular and pedestrian circulation, and development phasing. The complete environmental review of the project is also performed at this stage. Stage 1 review and approval is performed by the Planning Commission.
- **Stage 2:** Stage 2 of the MPP application process consists of the review of the detailed architecture and landscaping for the project. Stage 2 review is also performed by the Planning Commission.
- **Stage 3:** Stage 3 is an administrative review of the improvement and building plans for compliance with the conditions of the Stage 1 and 2 approvals.

MAJOR PROJECT PERMIT MODIFICATION (STAGE 1):

The proposed MPP (Stage 1) is applicable to the entire Stone Point Master Plan area. Specifically, approval of the Stage 1 MPP will permit the following as a result of the proposed project:

- Amend the existing site plan to allow for a five-story, 275,000 square foot office buildings and associated parking, landscaping and lighting to be located on NERSP Parcel 15, Lots 6, 7, 8 & 9.

(Lots 6-9 were merged into a single parcel in August 2016. This merger is in the process of being recorded).

- Amend the Master Plan to reflect the changes resulting from the requested entitlements as they relate to Land Use Summary/Allocation Table, gross building floor areas, development standards, etc.

Site Development Plan (Stage 1)

Staff has evaluated the proposed changes on the affected Stone Point parcel and has found that the project meets the intent of the Stone Point Master Plan. The project proposes a 275,000 square foot five-story office building with associated site improvements (landscaping, lighting, and parking). The project site will have reciprocal access and will share the same drive entrances with existing Stone Point developments. An additional driveway, generally traveling east-west through the project site, will also be constructed with intersections at North Sunrise Avenue and Stone Point Drive (see Exhibit A). This driveway was anticipated in the SPMP.

Building Siting: Consistent with the standards of the Stone Point Master Plan, the proposed office building has been sited so that the plan's minimum 35-foot landscape setback will be provided along North Sunrise Avenue and Eureka Road, and a minimum of a 20-foot landscape setback will be provided along Stone Point Drive.

The building must be placed on the northern portion of the project site due to the power line easements located on the southern half of the project site (see Figure 3). The northeast corner of the building is in closest proximity to Stone Point Drive, with a setback of ± 150 feet from the street.

Figure 3: Power Line Easement



This nearest residential property (Taylor Morrison subdivision - north side of Stone Point Drive) is ± 220 feet from the closest portion of the building. Extensive landscaping will be installed between the building and Stone Point drive that will help to screen the building from the nearby residences.

Per the SPMP, the landscape plan for the Taylor Morrison subdivision included a six-foot masonry wall, as well as primary and subordinate street plantings on the north side of Stone Point Drive. The wall and trees will serve to visually screen the residences from the street and office development that was anticipated south of Stone Point Drive. Tulip trees (60'-80'), as well as Aristocrat Flowering Pear trees (40') are planted between the street and masonry wall on the north side of Stone Point Drive.

Additionally, the landscape plan for the Adventist Health headquarters building includes extensive landscape plantings between the street and building, which will add additional visual screening and interest, as seen from the street and beyond.

Figure 4: Site Line Rendering – as seen from Taylor Morrison Subdivision



Several residents of the Taylor Morrison project attended the neighborhood meetings hosted by the applicant, and after viewing a scale model of the entire site and seeing the plans and renderings, did not express any significant concerns about the project.

The applicant has provided a rendering of the proposed office building, including the masonry wall, as it would be seen from residences in the Taylor Morrison subdivision (see Figure 4 above).

A Stage 2 MPP is being requested at this time, which will be discussed in further detail below.

Primary Entry: The proposed site plan includes a new street that is intended to serve as the primary entrance to the Adventist Health headquarters campus. The new street will traverse the campus from North Sunrise Avenue on the west to Stone Point Drive on the northeast (see Exhibit A) providing access from North Sunrise Avenue and Stone Point Drive. The new street (Adventist Health Way) will provide right and left-turn ingress off North Sunrise Avenue and right-turn only egress. The intersection with Stone Point Drive will provide for left and right turning movements for both ingress and egress.

The SPMP designates the intersection of North Sunrise Avenue and Stone Point Drive as a primary entrance to the entire Stone Point campus. This corner will be improved with an enlarged landscaped area, enhanced landscaping and monument signage. These improvements are a requirement of the existing Master Plan and Development Agreement. The project plans have identified these features on the grading and landscape plans and the project has been conditioned to provide these improvements (see Condition 5).

Access & Circulation: Access and internal circulation of the project was evaluated in a short-term traffic study by Fehr and Peers, dated September 16, 2016 (Initial Study - Attachment 5). This study analyzed vehicular circulation associated with development of Phase 1 (the project) of the proposed Adventist Health Headquarters campus. The study did not include analyses of project impacts to surrounding intersections because the project land uses are consistent with the assumptions in the City's 2035 Capital Improvement Program (CIP) travel demand model.

Based on the evaluation, several roadway improvements have been identified as necessary to be constructed by the project, as summarized below.

- Lengthen the eastbound Eureka Road dual left-turn lanes at the North Sunrise Avenue/Eureka Road intersection.
- Implement Signal Timing Enhancements and other intersection improvements (restriping) at the North Sunrise/Eureka Road intersection.
- Construct 200-foot left-turn lane for southbound North Sunrise Avenue at the proposed new driveway (Adventist Health Way).
- Extend the acceleration lane on Northbound Sunrise Avenue to Adventist Health Way.

Specific details of the proposed improvements can be found in Attachment 5 to Exhibit A (Initial Study/Negative Declaration). With construction of these improvements, staff does not anticipate impacts to traffic and circulation patterns.

Pedestrian Access: Walkways and pedestrian paths are included as part of the site plan, which will provide pedestrian access throughout the proposed project site and to adjacent areas of the Stone Point Master Plan area. An eight to ten-foot wide pedestrian path is provided around the entire campus for both pedestrian access to the headquarters building, surrounding commercial properties, and for public use and enjoyment. The path will include exercise stations and distance markers so its users will know how far they are walking, jogging or biking. This path will serve as an extension of the Miner's Ravine Trail and will have access to the neighborhood park (Piches Park – SPMP Lot 15), which is located east of the site on Stone Point Drive.

Additional pathways provide access from Stone Point Drive to a garden area proposed for the east side of the building and a direct connection from the headquarters building to the adjacent retail/restaurant facilities along Eureka Road.

Parking: The proposed Adventist Health Headquarters building has Zoning Ordinance Commercial Use Type classification of Professional Office. Per Zoning Ordinance Chapter 19.26.030B.9. and the NERSP, professional office projects shall calculate parking based on the net leasable square footage of the proposed office building(s). Net square footage shall be 90% of the total square footage of the building(s).

The total square footage of the proposed building is 275,000 square feet, which results in a net square footage of 247,500 ($275,000 \times .90 = 247,500$). The Zoning Ordinance requires that professional office buildings provide parking spaces at a ratio of one (1) space per 250 square feet. This ratio results in a parking requirement of 990 spaces for the project. The project site plan currently shows 1,010 parking spaces for the site, which exceeds the Zoning Ordinance standard.

In addition, the Stone Point Campus contains reciprocal parking agreements for shared parking on several lots within the Stone Point Campus.

Grading: The Stone Point site has previously been rough-graded per the grading plan approved with the initial Major Project Permit for the campus. As part of this project, the applicant has submitted grading plans for the project site (SPMP Lots 6, 7, 8 & 9). The grading plan calls for 31,850 cubic yards of cut, 33,830 cubic yards of fill, resulting in a net increase of $\pm 1,980$ cubic yards of material at the site. Even though the site has been previously rough graded, significant topography changes exist on the site. The high point of the site, where the future building pad will be placed, is approximately 22 feet higher than the elevation at the corner of Stone Point Dr. and N. Sunrise Av. The Engineering Division has reviewed the Grading Plan and has determined that the proposed grading is consistent with the City's Grading Ordinance and Improvement Standards and the intent of the STMP Master Grading and Drainage Plan. Therefore, staff is satisfied with the proposed grading plan as conditioned.

Master Plan Document Revisions: Minor changes are proposed to the Master Plan document to address the changes that are proposed by this project (see Exhibit I). These changes primarily relate to the area of development proposed by the project and the revision of maps and figures to include the office project. The Stone Point Master Plan already includes design guidelines that specifically address setbacks, landscape corridors, automobile and pedestrian circulation, office building materials relative to reflectivity, and siting of loading/trash facilities. These design guidelines will not be altered by the project.

MAJOR PROJECT PERMIT (STAGE 2):

The applicant is seeking Stage 2 approval for design of headquarters building and associated site improvements. Figure 2 shows the location of the project site in comparison to the overall Stone Point Master Plan (SPMP).

Elevations: The proposed project is a five-story office building as shown on the elevation plans and Figures 5-7 below. In an effort to reduce the impacts of the building size on the surrounding neighbors, the building's service area will be constructed below grade so that an additional story does not have to be added to the building. This strategy will allow the service area to be concealed below the adjacent grade of Stone Point Drive and more easily screened.

The west side of the building will feature two five-story wings with a garden area and water feature between the two wings (See Exhibits E & F). The plans show an overall building height of 74 feet. The radiating narrow building footprints permit expansive views, maximized daylight, and optimal solar orientation. The SPMP provides standards and guidelines for the design of commercial buildings on the Stone Point properties. While the standards provide for flexibility in the designs, the Master Plan requires general design standards to be achieved such as:

- Designing buildings to conform to their surroundings related to height and scale;
- All elevations must be given architectural treatments that are drawn from the design of the primary frontage;

- Building entries shall be emphasized through building articulation;
- Primary building facades shall incorporate elements to enhance the pedestrian scale of the building;
- Building elevations must be varied to avoid “blank expanses of building”; and
- The proposed materials must be of high quality and texture and color should be used to enhance the visual interest of the building.

Figure 5: - West Elevation – as seen when approaching from North Sunrise Avenue)



Figure 6: - East Elevation – as seen when approaching from Stone Point Drive)



East Rendered Elevation

Figure 7: - North Elevation – as seen from Stone Point Drive)



The building is an elongated “V” shape, with the two wings of the “V” facing west, toward North Sunrise Avenue. The combination of materials and colors provide for facades with a significant amount of visual interest.

The exterior of the building is a combination of high performance tinted, low-e glass with vertical and horizontal fins and limestone wall panels. The proposed building materials include tinted glazing, Aluminum Composite Material (ACM) panels (a type of flat panel that consists of two thin aluminum sheets bonded to a non-aluminum core) of Ebony Grey and Burnt Terracotta, and Rockcast veneer (limestone) panels, Starbuck (earth tone tan/brown) in color.

Staff has evaluated the building architecture and has determined that these requirements have been successfully incorporated into the design. The building as designed is also compatible with and complementary to the existing five-story office building located on Stone Point Parcel 2 and future office buildings to be constructed on Parcels 3 and 4.

Landscape: The landscape plan will incorporate islands into nearly every parking row that will create more green space for bio-retention areas for storm water treatment. Four garden areas are included in the landscape plan, including a citrus grove adjacent to the main entrance to the building. To minimize the visual impact of the transmission lines on the southern portion of the project site, areas adjacent to the building and outside the power line easement(s) will be heavily planted to create a green buffer, which is intended to keep visual focus at the ground level and not skyward toward the power lines.

A mix of evergreen and deciduous tree species will be planted within the project, while also adhering to a water efficient planting palette (See Exhibit G). The required street trees will be installed along the project frontages as specified in the SPMP. Along North Sunrise Avenue, Evergreen Elm and Flowering Pear will be the street trees. These species mirror the plantings being installed by the Taylor-Morrison project to the North. The primary street tree along Stone Point Drive will be the Tulip tree and subordinate tree(s) will include Black Gum and Redbud. London Plane, Black Gum and Chinese Hackberry species will be utilized to provide screening and contrast as specified by the Northeast Roseville Specific Plan.

In addition to tree plantings, the landscaping along Stone Point Drive incorporates a mixture of water efficient landscaping including chaparral plantings (spreading groundcover and shrubs), background plantings (spreading groundcovers and native grasses) and wildflowers. The southern portion of the campus will include several bio-retention areas (native grasses, rushes & sedges) (see Exhibit G). Existing landscaping along Stone Point Drive includes a mix of water efficient landscape and more traditional turf planting areas. Staff believes the proposed design will blend in thoughtfully with these existing plantings.

Tree Height Restrictions: Tree height restrictions (15 feet maximum) are in place within the power line easements on the southern portion of the project site. The applicant is currently negotiating with the power line owners for an exception to allow taller trees, due to grading around the power line support structures; however, an agreement has not yet been reached. If standard trees can be utilized within these easements, the Landscape Plans show parking lot shading (at tree maturity) for the entire site to be 54.6%, which will exceed the Community Design Guidelines (CDG) standard of 50%.

If the tree height within the power line easements is restricted to 15 feet maximum, the parking lot shading for the southwest parking lot will be necessarily reduced to 22.8%. This would reduce parking lot shading for the entire site to approximately 45%. The applicant has prepared calculations for use of both standard trees and compact trees (15 feet maximum height). The outcome of negotiations with power line owners will determine which type of tree will be planted within the easements. Although the amount of shading under the compact tree scenario does not meet the CDG standard, staff supports the landscape plan, as the tree-planting plan proposed under this scenario is the maximum allowable under the restrictions associated with the power line easements.

The project will also include a gathering/dining terrace and re-circulating water feature between the two wings of the building that extends westward from the semi-enclosed West Garden. This area will include a variety of tree and shrub plantings, a meandering stream with small cascading water elements and rock features.

CONCLUSION

The proposed project is consistent with the intent of the Stone Point Master Plan as a component of a mixed-use, walkable campus. The project will allow for interconnected land uses through clear pedestrian linkages, view corridors, and common streetscapes and a strong interface between office/commercial and residential uses. The high level of architectural design provided by the headquarters office building will contribute to the urban form envisioned by the SPMP.

ENVIRONMENTAL DETERMINATION

The Planning Manager has determined that the above project will not have a significant effect on the environment and proposes that a Negative Declaration be adopted. This determination has been based upon an Initial Study, which has concluded that there will be no significant environmental impacts. At this meeting, the Approving Authority may adopt the proposed Negative Declaration. The Negative Declaration was circulated for a 20-day public review from **January 3, 2017 through January 23, 2017**. The Initial Study/Negative Declaration is available for public review at the Roseville Permit Center and the City Clerk's Office, 311 Vernon Street, Roseville, CA 95678 (8:00 A.M. to 5:00 P.M., Monday through Friday).

Staff received a letter from the United Auburn Indian Community (UAIC) on August 25, 2016, requesting copies of any archaeological reports for the project area in order for UAIC to determine if the project could affect cultural resources that may be of importance to the UAIC. Staff responded via email and advised that an Environmental Impact Report (EIR) was created for the Northeast Roseville Specific Plan (NERSP) and that a complete cultural records search and field survey for the plan area was conducted as part of the EIR preparation.

This records search and survey included research on whether any listed or eligible sites had been found or documented within the proposed project area, and no such sites were found within the proposed project area. Staff also advised that, since the adoption of the NERSP, there had been no additional information to suggest greater impacts than anticipated by the EIR; however, standard mitigation measures apply which are designed to reduce impacts on previously undiscovered resources, should any be found on-site. The measure(s) require immediate cessation of work, and contact with the appropriate agencies to address the resource before work can resume.

Subsequent to the August 25th letter, staff has received additional email correspondence from UAIC regarding a site visit and the potential for additional mitigation measures. Staff responded to UAIC (via email and voice mail) to establish a date for a site visit, and to provide alternative mitigation measures, if deemed necessary after the site visit. As of the completion of this staff report, neither a site visit date, nor specific additional mitigation measures have been finalized. Staff will continue to work cooperatively with UAIC to address any areas of concern.

RECOMMENDATION

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

- A. Adopt the Negative Declaration, as shown in Exhibit A.

- B. Adopt the two (2) findings of fact for the **MAJOR PROJECT PERMIT MODIFICATION (STAGE 1) – NERSP PCL 15 – ADVENTIST HEALTH HEADQUARTERS - 1400 STONE POINT DRIVE – FILE# PL16-0254** as stated below:
1. *The Preliminary Development Plan for the Stone Point Master Plan is consistent with the General Plan, the Northeast Roseville Specific Plan, and the Community Design Guidelines; and,*
 2. *The design and the installation of the Stone Point Master Plan will not be detrimental to the public health and safety, or be materially detrimental to the public welfare.*
- C. Approve the **MAJOR PROJECT PERMIT MODIFICATION (STAGE 1) – NERSP PCL 15 – ADVENTIST HEALTH HEADQUARTERS - 1400 STONE POINT DRIVE – FILE# PL16-0254** as shown in Exhibits A - J subject to ninety-nine (99) conditions of approval.
- D. Adopt the two findings of fact for the **MAJOR PROJECT PERMIT MODIFICATION (STAGE 2) – NERSP PCL 15 – ADVENTIST HEALTH HEADQUARTERS - 1400 STONE POINT DRIVE – FILE# PL16-0254**:
1. *The architecture and landscaping of the project is consistent with the General Plan, the Northeast Roseville Specific Plan, the Community Design Guidelines, and the Stage 1 approval; and*
 2. *The design of the project will not be detrimental to the public health and safety, or be materially detrimental to the public welfare.*
- E. Approve the **MAJOR PROJECT PERMIT MODIFICATION (STAGE 2) – STONE POINT PARCELS 8 & 9 – 1460 STONE POINT DRIVE – FILE #PL14-350** as shown in Exhibits A - J subject to ninety-nine (99) conditions of approval.

CONDITIONS OF APPROVAL - MAJOR PROJECT PERMIT STAGES 1 & 2 – FILE #PL16-0254

1. This design review permit approval shall be effectuated within a period of two (2) years from and if not effectuated shall expire on **January 26, 2019**. Prior to said expiration date, the applicant may apply for an extension of time, provided, however, this approval shall be extended for no more than a total of one year from **January 26, 2019**.
2. The project is approved as shown in Exhibits A – J, and as conditioned or modified below. (Planning)
3. The project shall comply with all required environmental mitigation identified in the Northeast Roseville Specific Plan (NERSP) EIR (SCH #86042805). (Planning)
4. The project shall be addressed as 1400 Stone Point Dr. 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. (Engineering, Environmental Utilities, Electric, Finance)
6. The landscape entry monuments at the corner of North Sunrise Av. and Stone Point Dr. shall match the existing Stone Point Entry features and be installed and maintained by the property owner. (Planning, Parks)

7. 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)
8. The applicant shall not commence with any on-site improvements or improvements within the right-of-way until grading and/or improvement plans are approved and grading and/or encroachment permits are issued by the Development Services Department – Engineering Division. (Engineering)
9. 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. (Engineering)

PRIOR TO ISSUANCE OF BUILDING PERMITS:

10. Parking stalls shall meet, or exceed, the following minimum standards:
 - a. All parking stalls shall be double-striped. Parking stalls adjacent to sidewalks, landscaped areas or light fixtures, and all Accessible stalls shall have a 6" 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 11B of the CBC.
 - iii) Accessible parking and exterior route of travel shall comply with CBC, ~~Sections 11-27B~~ Chapter 11B. (Building)
11. 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)
12. The plans submitted to the Building Department for permits shall indicate all approved revisions/alterations as approved by the Commission including all conditions of approval. (Planning, Building)
13. 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 preventors, fire department connections, and public water, sewer, and storm drain facilities. (Planning, Fire, EUD, Electric, Public Works)

- b. Tree plantings in the Northeast, Southeast, and North portion of Southwest parking lots outside existing power line easements shall be designed to provide a minimum of 50% shade coverage after 15 years. (Planning)
 - c. Tree plantings in parking areas within the existing power line easements shall be varieties that reach, but do not exceed maximum height (15 feet) as permitted by the easement tree height restrictions, unless standard tree plantings are permitted by the power line ownership. (Planning)
 - d. 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)
 - e. The landscape plan shall comply with the Landscape Guidelines for the Northeast Roseville Specific Plan, Stone Point Master Plan, Community Design Guidelines and the City of Roseville Water Efficient Landscape ordinance. (Planning)
 - f. All landscaping in areas containing electrical service equipment shall conform with the Electric Department's Landscape Requirements and Work Clearances as outlined in Section 10.00 of the Departments "Specification for Commercial Construction." (Electric)
- 14. Any roof-mounted equipment and satellite dishes proposed shall be shown on the building plans. The equipment shall be fully screened from public streets and the surrounding properties. (Planning)
 - 15. A separate 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)
 - 16. The Dial-a-Ride (pick-up and drop-off area) shall comply with the accessibility requirements for Passenger loading and bus stops. CBC Sec. 11B-209. (Building)
 - 17. For Multiple Building Complexes: As part of the required 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. The new Office Building, Parking Areas, and their associated Accessible Paths of Travel will require Building Permits. (Building)
 - 19. 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)
 - 20. For restaurants or other food services. 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)
 - 21. 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.

22. The Lot Merger for Stone Point Lots 6, 7, 8, & 9 must be recorded prior to issuance building permits and approval of Improvement Plans. (Engineering, Planning)
23. 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 Engineering prior to approval of any plans. (Engineering)
24. 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)
25. 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)
26. 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 on northbound Sunrise Boulevard corner of Sunrise Boulevard and Eureka Road (shelter number 234) as conditioned above. The shelter and related improvements shall be located 350 feet north of the Eureka Road and Sunrise Boulevard intersection as approved by Engineering. (Engineering, Alternative Transportation).
27. The applicant shall dedicate a separate easement to the City of Roseville for bus shelter #234 located at northbound Sunrise Boulevard near the corner of Sunrise Boulevard and Eureka Road. The easement documents shall be drafted for approval and acceptance by the City of Roseville and recorded at the Count Recorder's Office. (Alternative Transportation, Engineering).
28. Bike Parking and clean air vehicle spaces shall be provided per the California Green Building Standards. Bike parking design and location shall be approved by Alternative Transportation. (Alternative Transportation, Building).
29. Improvement Plans shall identify the type of locking mechanism for long-term bike parking lockers. (Alternative Transportation)
30. Improvement Plans shall clarify the quantity, location and design of short and long term bike parking per the California Green Building Standards. (Alternative Transportation)
31. A covered seating area shall be located at the handicapped parking area closest to the main public entrance visible from the drive aisle for our Dial-a-Ride passengers drop off and pick up. (Alternative Transportation, Planning, and Engineering).
32. 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. This includes but is not limited to Right of Way dedication for the proposed 10 ft. right turn/auxiliary lane on Sunrise Avenue. (Engineering)
33. 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. All storm water shall be routed to the nearest existing storm drain system or natural drainage facility. 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 provide a plan for the maintenance of the proposed BMP's and enter into a maintenance agreement with the City. (Engineering)

34. Prior to the issuance of any permits, the property owner 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 property owner during the pre-construction meeting. (Engineering)
35. 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)
36. 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 approval of design drawings for those frontage improvements, the project proponent shall have the existing dry utilities pot holed for verification of location and depth. (Engineering)
37. Sight distances for all driveways shall be clearly shown on the improvement plans to verify that minimum standards are achieved. Landscaping shall be limited to allow for proper site distance in those location identified in the Traffic Study prepared for the Adventist Health Office Project by Fehr & Peers. It will be the responsibility of the project proponent to provide appropriate landscaping and improvement plans, and to relocate and/or modify existing facilities as needed to meet these design objectives. (Engineering)
38. 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, Engineering will designate the exact areas to be reconstructed. Any existing public facilities damaged during the course of construction shall be repaired by the property owner and at the property owner's expense, to the satisfaction of the City. (Engineering)
39. Prior to the approval of the improvement plans, it will be the project proponent'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)
40. Prior to the issuance of building permits, the property owner 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)
41. 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)"
42. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)
43. 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' unless approved by

Environmental Utilities in these conditions. 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' below finished grade, unless authorized in these conditions of approval.
 - c. All sewer manholes shall have all-weather 10-ton vehicle access unless authorized by these conditions of approval. (Environmental Utilities)
- 44. Sewer construction material shall be VCP. (Environmental Utilities)
 - 45. Water pipe meter and backflow devices shall utilize the Environmental Utilities approved manufacturers and materials. (Environmental Utilities)
 - 46. Sewer main shall be installed within an easement and must maintain 10' separation from water and 5' from all other utilities. (Environmental Utilities)
 - 47. All unused water and sewer stubs to the property are to be abandoned. (Environmental Utilities)
 - 48. No trees shall be planted in sewer easements. (Environmental Utilities)
 - 49. Trash enclosures, 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 enclosure 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)
 - 50. 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)
 - 51. A trash enclosure and recycling enclosure is required for each building and each tenant, otherwise, the building owner is responsible for the trash service. (Refuse)
 - 52. 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)
 - 53. 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)
 - 54. The fire flow required, at a 50% reduction due to the building requiring sprinklers, will be based on the largest single structure in accordance with the California Fire Code at the time detail plans are submitted to the City of Roseville for review. The maximum fire flow will not exceed 4,000 gpm based on the Appendix III-AA of the California Fire Code. (Fire)
 - 55. The fire department access road shall meet the City's requirements for width and turning radii of 30 and 50 as noted on the fire department standards for access. This shall be enforced at the time plan are submitted for review, Additional information can be found on the City's web site www.roseville.ca.us or contact Patrick Chew, Senior Fire Inspector, at 916-774-5823 or pchew@roseville.ca.us with the Fire Prevention Division for information. (Fire)

56. An **approved** automatic fire extinguishing system shall be provided for all buildings where the total fire area is **3,600** square feet or greater, as required by California Fire Code as adopted by this city for non-single family residential units. All amendments, standards and policies can be found on the City's web site www.roseville.ca.us or contact Patrick Chew, Senior Fire Inspector, at 916-774-5823 or pchew@roseville.ca.us with the Fire and Life Safety Division for information. (Fire)
57. Every building three stories or more in height shall be provided with a Class 1 standpipe system in accordance with the California Fire Code as amended by the Fire Department by way ordinance. Standpipes shall be spaced every 300 feet of travel distance with the location(s) to be approved by this department. Plan review and field inspection fees associated with the installation of said systems shall be paid prior to plan submittal. (Fire)
58. Automatic fire extinguishing system risers, fire alarm system panels and digital alarm communicator system panels shall be located within an approved fire control room and shall be accessible from an adjacent fire apparatus roadway. Said fire control room shall be a minimum size of thirty-five (35) square feet in size and shall be openable from the exterior via an approved door opening. However, if this project requires the installation of a fire pump, this room will likely be much larger than the minimum stated by ordinance. (Fire)
59. The phasing of this project shall not limit the fire department requirements for access and circulation throughout the project as a result of continuous construction in accordance with the California Fire Code, 2013 with the City of Roseville's Amendments. A separate phasing plan (and permit issued by the Building Department) shall be reviewed and approved by this department. (Fire)
60. If new cornice construction is involved, the design shall support the weight of a ladder leaning against the assembly as well as a 330-pound vertical load applied to the **leading edge** of the horizontal projection of the cornice (a 250-pound firefighter carrying 80 pounds of equipment stepping off of a ladder onto the top of the cornice). (Fire)
61. Use, increase of hazardous materials or storage, liquids, gases and/or chemicals shall meet the requirements of the Chapter 6.95 of the Health and Safety Code, the Roseville Fire Department and the National Fire Codes. Submit a complete plan set and the Hazardous Materials Business Plan, including names and amount of any hazardous materials that will be stored or used, to the Fire and Life Safety Division for review and approval. A permit application shall also be provided at the time of submittal. Contact Steve Anderson of our Hazardous Materials Division within the Fire Department at (916) 774-5821 to initiate the process. Satisfaction of storage and use shall be determined prior to requesting occupancy. (Fire)
62. Adequate radio coverage shall be provided within all buildings for public safety agencies, as required by Roseville Municipal Code and the California Fire Code. A field test shall be provided by a person in possession of a current FCC License, or a current technician certification issued by the Associated Public-Safety Communications Officials International (APCO), or the National Association of Business and Educational Radio (NABER). The building owner shall retain all test records on the inspected premises and a copy shall be submitted to the Fire Department officials in accordance with Section 510 of the California Fire Code.

Adequate radio coverage shall include all of the following:

- a. A minimum signal strength of 95 dBm available in 90% of the area of each floor of the building when transmitted from the closest City of Roseville Radio Communication site.
- b. A minimum signal strength of 95 dBm received at the closest City of Roseville Communication site when transmitted from 90% of the area of each floor of the building.

- c. The frequency range that must be supported shall be 821-824 MHz and 866-869 MHz.
 - d. A 100 % reliability factor. (Fire, Police)
63. 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
64. All on-site external lighting shall be installed and directed to have no off-site glare. Lighting within the parking areas and pedestrian walkways shall provide a maintained minimum of one (1) foot candle, and 0.5 foot candles of light, respectively. All exterior light fixtures shall be vandal resistant. (Planning & Police)
65. 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)
66. A new left turn lane off North Sunrise impacts an existing median currently being maintained by the City. Improvement Plans shall include a landscape and irrigation modification plan for the existing median to ensure that the remainder of the median remains fully functional. (Parks)
67. 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:

68. Any backflow preventors visible from the street shall be painted green to blend in with the surrounding landscaping. The backflow preventors 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 preventor 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 preventor shall be covered with a green cover that will provide insulation. (Planning, Environmental Utilities)
69. The following easements shall be provided by separate instrument and shown on the site plan, unless otherwise provided for in these conditions:
- a. A public utilities easement along all road frontages.
 - b. Water, sewer, and reclaimed water easements.
 - c. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)

d. Other easements (please specify) (Electric, Environmental Utilities)

70. 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. (Engineering, Environmental Utilities, Electric)
71. 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 preventor.
 - b. The property owner/applicant shall be responsible for that portion of the water supply system from the backflow preventor 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)
72. All improvements being constructed in accordance with the approved grading and improvement plans shall be accepted as complete by the City. (Engineering)
73. The applicant/developer shall prepare a Transportation Systems Management (TSM) Agreement for Adventist Health HQ to be reviewed and approved by the City Manager. (Public Works, Alternative Transportation)
74. Water and sewer shall be constructed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. (Environmental Utilities)
75. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)
76. **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)
77. 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)
78. 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)

79. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
80. 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)
81. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)
82. 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)
83. 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.
84. One 3/4" conduit with a 2-pair phone line shall be installed from the buildings telephone service panel to the meter section of the customer's electrical switchgear or panel. (Electric)
85. It is the responsibility of the developer to ensure that all existing electric facilities remain free and clear of any obstruction during construction and after the project is complete. (Electric)
86. The widening of North Sunrise Avenue will require the relocation of a j-box and possibly a single-phase transformer. (Electric)
87. Any relocation of streetlights will be by the developer at the developer's expense. (Electric)
88. The proposed placement of the generator near the transformers may require greater clearance from the generator than what is shown. This requirement is based on the transformer clearance requirements to a fuel storage, which is part of the generator assembly. This clearance may be reduced with the construction of a concrete or CMU block wall between the generator fuel storage system and the transformer. (Electric)

OTHER CONDITIONS OF APPROVAL:

89. Signs shown on the elevations are not approved as part of the Design Review Permit. A Sign Permit is required for all project signs. (Planning)

90. 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)
91. 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)
92. 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)
93. 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)
94. 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)
95. 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 City approved improvement plans for the project. (PG&E)
96. 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 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. (Building)
97. 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)
98. Prior to Certificate of Occupancy, the applicant may apply for a Temporary Occupancy (TO) of the building. If a TO 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 Occupancy. (Building)
99. 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 10 copies of 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. Estimated timeframe for each phase and a specific date for the first phase. (Planning, Building)

ATTACHMENTS

- 1. Project Description
- 2. Exterior Renderings/Perspective Views
- 3. Cross Section/Site Line Drawing

EXHIBITS

- A. CEQA Initial Study / Negative Declaration
- B. Site Plan
- C. Grading Plan
- D. Utility Plan
- E. Exterior Elevations
- F. Roof Plan
- G. Landscape Plans
- H. Site Lighting & Photometric Plan
- I. Master Plan Changes
- J. Color & Material Board (On File with the Planning Division)

<u>Note to Applicant and/or Developer:</u> 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.
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**Adventist Health Headquarters Building
NERSP PCL 15 – 1400 Stone Point Drive
Planning File #PL16-0254**

PROJECT DESCRIPTION

The applicant requests approval of a Major Project Permit (Stage 1 & 2) to allow construction of a 275,000 square foot office building on the site. The project will include parking areas, frontage improvements, lighting, landscaping and pedestrian pathways.

Project Setting

Applicable Specific Plan and Standards: Northeast Roseville Specific Plan, Stone Point Master Plan, and City of Roseville General Plan, Zoning Ordinance, and Community Design Guidelines.

Total Acreage: Stone Point Campus – 130 acres; Project Site - 26.63 acres (Lots 6, 7, 8 & 9 combined)

Existing Lot Dimensions: The project site is irregular in shape. The overall boundary for the entire 130-acre Stone Point site at Miner's Ravine is $\pm 11,360$ feet, while the project site's overall boundary is $\pm 4,215$ feet (see Figures 1 & 2).

The subject 23.63-acre project site has frontages on Eureka Road of ± 745 feet, North Sunrise Avenue of $\pm 1,065$ feet, Stone Point Drive of $\pm 1,255$ feet, and Street B, an internal drive at the eastern boundary of the project site, of 1,150 feet (see Figure 2).



Figure 1: Stone Point (130-acre development) area)

Project Site Background: There has been two projects previously approved for portions of the project site. In June 2008, a Rezone, General Plan Amendment and Development Agreement Amendment were approved for construction of a 174-room hotel and health club/fitness center on Parcel 9, as well as a 55,000 square foot office building on Parcel 8 (City of Roseville Planning File #2007PL-201). This project has since expired. In January 2015, a Major Project Permit Modification (Stage 1) and Major Project Permit (Stage 2) (City of Roseville Planning File #PL14-0350) was approved for Stone Point Parcels 8 & 9 for construction of two four-story, 90,000 square foot medical office buildings and associated site improvements, including parking areas, lighting, and landscaping. This project is still current; however, the property has been purchased by Adventist Health for the purpose of constructing their headquarters campus on the site.

Physical or Natural Features: The Stone Point site was rough-graded in 2003 pursuant to previously approved entitlements. Although significant earthwork followed, the site continues to have rolling terrain, with steep slopes near N. Sunrise Avenue, with a high point on the site at 258± feet above sea level and the low point of the site at 238± feet above sea level. Concurrent with the rough-grading, Stone Point Drive and related backbone utilities were constructed through the project area, linking N. Sunrise Avenue to Rocky Ridge Drive. Additionally, backbone storm drain and sewer stubs were installed throughout the project area for connection from future development.



Figure 2: Project Site (26.63 acres)

The site continues to drain primarily towards Miner's Ravine at the north and east boundaries of the site, except that the west end of the site drains west to N. Sunrise Avenue. The centerline of Miner's Ravine roughly forms the north and east boundary of the site. Due to the grading activity, little vegetation exists on the site, except where annual non-native grasses have re-established themselves and where existing native oak woodland areas were preserved in Miner's Ravine, as well as existing lots 11 and 13. The oak woodland includes Blue, Valley and Interior Live Oak, with some other native shrubs and trees. The property owner received approval of state and federal agency permits on January 7, 1993, to fill, with the exception of Miner's Ravine, the site's wetlands. The landowner has effectuated the permits and there are no wetlands on the site except directly adjacent to Miner's Ravine. A segment of the City's Miner's Ravine bike trail crosses through the Stone Point site adjacent to Miner's Ravine.

Physical or Natural Features on Adjacent Land: Eureka Road serves as the project site's boundary to the south. Properties south of Eureka Road are developed with a restaurant and automobile dealership. The property to the north across Stone Point Drive is currently being developed with a single-family medium density subdivision and a park parcel. Undeveloped office designated parcels and a commercial center are located east of the project site (see Table 1 below).

Location	Zoning	General Plan Land Use	Actual Use Of Property
Site	Planned Development 178 – Research and Development (PD 178)	Community Commercial (CC-35.9 & 11.9)	Vacant
North	R3/DS; Parks & Recreation (PR)	Medium Density Residential (MDR); PR	Single Family homes under construction
South	Eureka Road Right-of-Way (ROW) & Regional Commercial/Special Area Overlay – Northeast Roseville Specific Plan (RC/SA-NE) beyond	Eureka Road ROW and Community Commercial (CC) beyond	ROW, Restaurant and Automobile Dealership
West	North Sunrise Av.	ROW	ROW
East	PD 178	BP	Stone Point Office & Commercial Development Partially Constructed

Adventist Health Headquarters - Site Line Drawing





INITIAL STUDY & ENVIRONMENTAL CHECKLIST

Project Title/File Number:	NERSP PCL 15 - Adventist Health Headquarters/PL16-0254
Project Location:	1400 Stone Point Dr., Roseville; Placer County; APN: 048-460-041-000, 048-460-042-000, 048-460-043-000 & 048-460-052-000
Project Description:	The applicant requests approval of a Major Project Permit (Stage 1 & 2) to allow construction of a 275,000 square foot office building on the site. The project will include parking areas, frontage improvements, lighting, landscaping and pedestrian pathways.
Project Applicant:	David Powlen, Little Diversified Consulting, 5815 Westpark Drive, Charlotte, NC 28217; (704) 561-3472
Property Owner:	John Gustin, Adventist Health, 1075 Creekside Drive, Suite 240, Roseville, CA 95678; (916) 774-3333
Lead Agency Contact Person:	Ron Miller, Associate Planner - City of Roseville; (916) 774-5276

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

This document has been prepared to satisfy the California Environmental Quality Act (CEQA), (Public Resources Code, Section 21000 et seq.) and the State CEQA Guidelines (14 CCR 15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects.

The initial study is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the project is adverse or

beneficial, the lead agency is required to prepare an EIR. If the agency finds no substantial evidence that the project or any of its aspects may cause a significant effect on the environment, a negative declaration shall be prepared. If in the course of analysis, the agency recognizes that the project may have a significant impact on the environment, but that by incorporating specific mitigation measures to which the applicant agrees, the impact will be reduced to a less than significant effect, a mitigated negative declaration shall be prepared.

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

In reviewing the site specific information provided for this project, the City of Roseville Planning Division has analyzed the potential environmental impacts created by this project and determined that the impacts are less than significant. Therefore, **on the basis of the following initial evaluation**, we find that the proposed project **could not** have a significant effect on the environment, and a **Negative Declaration** will be prepared.

Prepared by: _____
Ron Miller, Associate Planner

Date: _____

Table of Contents

Project Description.....	4
City of Roseville Mitigation Ordinances, Guidelines, and Standards.....	5
Other Environmental Documents Relied Upon	6
Explanation of Initial Study Checklist	7
Initial Study Checklist	
I. Aesthetics	8
II. Agricultural & Forestry Resources	9
III. Air Quality.....	11
IV. Biological Resources	19
V. Cultural Resources	22
VI. Geology and Soils	24
VII. Greenhouse Gases	26
VIII. Hazards and Hazardous Materials	29
IX. Hydrology and Water Quality	32
X. Land Use and Planning	34
XI. Mineral Resources	36
XII. Noise	37
XIII. Population and Housing	38
XIV. Public Services	39
XV. Recreation	40
XVI. Transportation / Traffic	41
XVII. Tribal Cultural Resources.....	45
XVIII. Utilities and Service Systems	46
XIV. Mandatory Findings of Significance	49
Environmental Determination	51
Attachments	51

PROJECT DESCRIPTION

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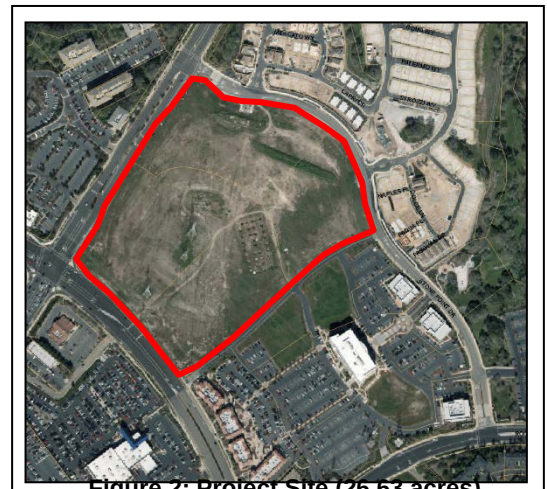


Figure 2: Project Site (26.63 acres)

where annual non-native grasses have re-established themselves and where existing native oak woodland areas were preserved in Miner's Ravine, as well as existing lots 11 and 13. The oak woodland includes Blue, Valley and Interior Live Oak, with some other native shrubs and trees. The property owner received approval of state and federal agency permits on January 7, 1993, to fill, with the exception of Miner's Ravine, the site's wetlands. The landowner has effectuated the permits and there are no wetlands on the site except directly adjacent to Miner's Ravine. A segment of the City's Miner's Ravine bike trail crosses through the Stone Point site adjacent to Miner's Ravine.

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Location	Zoning	General Plan Land Use	Actual Use Of Property
Site	Planned Development 178 – Research and Development (PD 178)	Community Commercial (CC-35.9 & 11.9)	Vacant
North	R3/DS; Parks & Recreation (PR)	Medium Density Residential (MDR); PR	Single Family homes under construction
South	Eureka Road Right-of-Way (ROW) & Regional Commercial/Special Area Overlay – Northeast Roseville Specific Plan (RC/SA-NE) beyond	Eureka Road ROW and Community Commercial (CC) beyond	ROW, Restaurant and Automobile Dealership
West	North Sunrise Av.	ROW	ROW
East	PD 178	BP	Stone Point Office & Commercial Development Partially Constructed

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 Design & Construction Standards (Resolution 07-137)
- 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:
 - o Development Guidelines Del Webb Specific Plan (Resolution 96-330)
 - o Landscape Design Guidelines for North Central Roseville Specific Plan (Resolution 90-170)
 - o North Roseville Specific Plan and Design Guidelines (Resolution 00-432)
 - o Northeast Roseville Specific Plan (Olympus Pointe) Signage Guidelines (Resolution 89-42)
 - o North Roseville Area Design Guidelines (Resolution 92-226)
 - o Northeast Roseville Specific Plan Landscape Design Guidelines (Resolution 87-31)
 - o Southeast Roseville Specific Plan Landscape Design Guidelines (Resolution 88-51)
 - o Stoneridge Specific Plan and Design Guidelines (Resolution 98-53)
 - o Highland Reserve North Specific Plan and Design Guidelines (Resolution 97-128)
 - o West Roseville Specific Plan and Design Guidelines (Resolution 04-40)
 - o Sierra Vista Specific Plan and Design Guidelines (Resolution 12-217)
 - o Creekview Specific Plan and Design Guidelines (Resolution 12-320)
 - o Amoruso Ranch Specific Plan and Design Guidelines (Resolution 16-273)

OTHER ENVIRONMENTAL DOCUMENTS RELIED UPON

- Amoruso Ranch Specific Plan Final Environmental Impact Report (SCH #2013102057)
- Northeast Roseville Specific Plan (NERSP) EIR (SCH #86042805)
- Stoneridge Specific Plan (SRSP) EIR (SCH# 97032058)
- Marriot Club Sport Mitigated Negative Declaration (04/01/2008)
- Stone Point Lots 8 & 9 Negative Declaration (01/22/2015)

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, and thus 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 to the physical environment. The Initial Study Checklist provides a list of questions concerning a comprehensive array of environmental issue areas potentially affected by this project. This section of the Initial Study incorporates a portion of Appendix "G" Environmental Checklist Form, contained in the CEQA Guidelines.

There are four (4) possible answers to the Environmental Impacts Checklist on the following pages. Each possible answer is explained herein:

- 1) A "Potentially Significant Impact" is appropriate if there is enough relevant information and reasonable inferences from the information that a fair argument based on substantial evidence can be made to support a conclusion that a substantial, or potentially substantial, adverse change may occur to any of the physical conditions within the area affected by the project. When one or more "Potentially Significant Impact" entries are made, an EIR is required.
- 2) A "Potentially Significant Unless Mitigation Incorporated" answer is appropriate where the applicant has agreed to incorporate a mitigation measure to reduce an impact from "Potentially Significant" to a "Less than Significant." For instance, impacts to flood waters could be reduced from a "potentially significant impact" to a "less than significant impact" by relocating a building to an area outside of the floodway. The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level. Mitigation Measures are identified as MM followed by a number.
- 3) A "Less Than Significant Impact" answer is appropriate if there is evidence that one or more environmental impacts may occur, but the impacts are determined to be less than significant, or that the application of development policies and standards to the project will reduce the impact(s) to a less than significant level. For instance, the application of the City's Improvement Standards reduces potential erosion impacts to a less than significant impact.
- 4) A "No Impact" answer is appropriate where it can be clearly seen that the impact at hand does not have the potential to adversely affect the environment. For instance, a project in the center of an urbanized area will clearly not have an adverse effect on agricultural resources or operations.

All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project level, indirect as well as direct, and construction as well as operational impacts.

A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources cited in the parentheses following each response. A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards.

INITIAL STUDY CHECKLIST

I. Aesthetics

Would the project:

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

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, b, and c, below.

Discussion of Checklist Answers:

a-d) As described in further detail in this analysis, the City's Mitigating Policies and Standards that have been adopted as they relate to aesthetics (i.e. Community Design Guidelines, Stone Point Master Plan) will substantially mitigate any potential impacts.

In spite of the building's visibility, it will not obstruct any established scenic vista or scenic highway. The Stoneridge EIR indicates that there are views to downtown Sacramento from the northeast corner of the Stoneridge Specific Plan area, from Sierra College to the south and southwest. The five-story office building

will potentially be visible from this location on Sierra College Blvd., but the building will not block views to the south and southwest or to downtown. The Stoneridge EIR identifies this viewshed from Sierra College Blvd. as a local view and not a formally established scenic vista or highway. Furthermore, the Stoneridge EIR indicates that the loss of part of the viewshed from the development of the Stoneridge Specific Plan area is a potentially significant and unavoidable impact.

The proposed project provides for a five-story office building to be located on Stone Point Parcels 6, 7, 8 and 9, for which a Major Project Permit (MPP) Stage 2 is being processed.¹ The MPP provides plans for the building's architecture and overall height. The plans show a building height of ±75 feet. A previously approved plan (now expired) for Stone Point Lot 9 permitted a six-story hotel tower that was approximately 74 feet in height. In addition, the Stone Point Master Plan permits office buildings on multiple parcel between five and ten-stories tall. Because the project has been reviewed against the Stone Point Master Plan and the project has been reviewed for consistency with these standards, staff has determined that aesthetic impacts are considered to be less than significant.

The height of the building may have an incremental effect on the proposed residential component on Lots 11-14 with respect to local views. To address the short-range visual effects and compatibility between land uses, the Stone Point Master Plan includes design guidelines that specifically address the interface between the project's office and residential uses. These guidelines address setbacks, landscape corridors, automobile and pedestrian circulation, building materials relative to reflectivity, and siting of loading/trash facilities. Due to these measures, the visual and aesthetic impacts associated with this project are considered to be less than significant.

Light and glare will not increase from the office project when compared to the currently-approved project (medical office buildings). Coating on the glass that will be used for the proposed building is not highly reflective, which is a requirement of the Stone Point Master Plan. Light and glare produced from the development of the proposed project will result from building, street, and parking lot lighting, which is typical of both residential and commercial developments in the City. Additionally, street lighting and site lighting throughout the project will comply with existing City standards. The buildings, landscaping and site improvements for the office project will address aesthetic concerns and are in compliance with the Community Design Guidelines as well as applicable development standards of the NERSP and the Stone Point Master Plan. The project does not request to deviate from any of the development standards of these documents. The office project was reviewed against these same documents. Projects that conform to the City's development standards are considered to have less than significant aesthetic impacts. Further, the proposal does not obstruct any scenic views; therefore, there are less than significant impacts to scenic views.

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

¹ On August 10, 2016, a Voluntary Merger Application (City of Roseville Planning File #PL16-0203) was approved to merge Parcels 6, 7, 8, & 9 into a single parcel. This merger has not yet been recorded.

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 PM₁₀ 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) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
e) Create objectionable odors 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 is 82 pounds daily of reactive organic gases (ROG), nitrogen oxides (NO_x), and particulate matter (PM), which are the thresholds applied for both construction-related emissions and operational emissions. 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 the use of a cumulative threshold of significance for land use projects of 10 pounds per day for ROG and NO_x. Although described as a significance threshold, the *Handbook* specifically states that the threshold should not be used to determine whether to prepare an EIR; in other words, that it is not intended to be used as a threshold for significance. The *Handbook* recommends that the "threshold" be used to determine when to apply mitigation for cumulative impacts. Given that it is not recommended for use as a threshold for determining the significance of a cumulative impact, the City (acting as CEQA lead agency), has chosen to rely on a two-tier cumulative analysis methodology similar to that adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD), as outlined in the *SMAQMD Guide to Air Quality Assessment in Sacramento County*. The City is located within the SVAB, which is the same air basin where the SMAQMD methodology is used by numerous CEQA lead agencies; on these grounds, the City finds use of this methodology to be appropriate.

The first analysis tier involves determining whether a project would result in significant project-level criteria air pollutant emissions for which the region is designated non-attainment (i.e., exceed the PCAPCD recommended project threshold of 82 lbs./day for ROG or NO_x). If it does not, then project emissions would not be considered cumulatively considerable. Should a project exceed the thresholds, a Tier 2 evaluation is conducted to determine whether project emissions would jeopardize implementation of the State Implementation Plan (SIP), which is a methodology consistent with CEQA Guidelines Section 15064 (h)(3). Under the Tier 2 analysis, projects found to be consistent with the SIP and which would not conflict with the SIP emissions budget are considered less than cumulatively considerable.

With regard to checklist item e, 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, b. The proposed project site is located within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). The SVAB is designated nonattainment for the federal particulate matter 2.5 microns in diameter (PM_{2.5}) and the State particulate matter 10 microns in diameter (PM₁₀) standards, as well as for both the federal and State ozone standards. The federal Clean Air Act requires areas designated as federal nonattainment to prepare an air quality control plan referred to as the State Implementation Plan (SIP). The SIP contains the strategies and control measures for states to use to attain the national ambient air quality standards (NAAQS). The SIP is periodically modified to reflect the latest emissions inventories, planning documents, rules, and regulations of air basins as reported by the agencies with jurisdiction over them. In compliance with regulations, the PCAPCD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the NAAQS, including control strategies to reduce air pollutant emissions via regulations, incentive programs, public education, and partnerships with other agencies.

The current applicable air quality plan for the proposed project area is the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (Ozone Attainment Plan), adopted September 26, 2013. The U.S. Environmental Protection Agency (USEPA) determined the motor vehicle emission budgets in the Plan to be adequate and made such findings effective August 25, 2014. On January 9, 2015, the USEPA approved the 2013 Ozone Attainment Plan.

The 2013 Ozone Attainment Plan demonstrates how existing and new control strategies would provide the necessary future emission reductions to meet the CAA requirements, including the NAAQS. It should be noted that in addition to strengthening the 8-hour ozone NAAQS, the USEPA also strengthened the secondary 8-hour ozone NAAQS, making the secondary standard identical to the primary standard. The SVAB remains classified as a severe nonattainment area with an attainment deadline of 2027. On October 26, 2015, the USEPA released a final implementation rule for the revised NAAQS for ozone to address the requirements for reasonable further progress, modeling and attainment demonstrations, and reasonably available control measures (RACM) and reasonably available control technology (RACT). With the publication of the new NAAQS ozone rules, areas in nonattainment must update their ozone attainment plans and submit new plans by 2020/2021.

General conformity requirements of the regional air quality plan include whether a project would cause or contribute to new violations of any NAAQS, increase the frequency or severity of an existing violation of any NAAQS, or delay timely attainment of any NAAQS. In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated nonattainment, the PCAPCD adopts recommended thresholds of significance for emissions of PM₁₀, and ozone precursors – reactive organic gases (ROG) and oxides of nitrogen (NOX). On October 13, 2016, the PCAPCD adopted updated significance thresholds for the aforementioned pollutants.

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

Table 1		
PCAPCD Thresholds of Significance		
Pollutant	Construction Threshold	Operational Threshold
ROG	82	55
NOX	82	55
PM10	82	82
<i>Source: Placer County Air Pollution Control District. Placer County Air Pollution Control District Policy. Review of Land Use Projects Under CEQA. October 13, 2016</i>		

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

Construction Emissions

During construction of the project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction worker commutes, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which includes particulate matter (PM) emissions. As construction of the proposed project would generate air pollutant emissions intermittently within the site, and the vicinity of the site, until all construction has been completed, construction is a potential concern because the proposed project is in a non-attainment area for ozone and PM₁₀ and PM_{2.5}.

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

- Rule 202 related to visible emissions;
- Rule 218 related to architectural coatings;
- Rule 228 related to fugitive dust; and
- Regulation 3 related to open burning.

As shown in Table 1 above, the PCAPCD threshold of significance for construction is 82 pounds per day for ROG, NOX, and PM₁₀. Table 2 below presents the estimated construction-related emissions of ROG, NOX, and PM₁₀, resulting from the proposed project. CalEEMod inherently accounts for applicable PCAPCD rules, with the exception of Rule 218 related to architectural coatings; accordingly, the modeling was adjusted to reflect that the project would use only low volatile organic compound (VOC) paints per PCAPCD rules and regulations. Construction of the proposed project was assumed to commence in Spring of 2017. Adjusted values for construction phasing and durations were provided by the applicant, as well as estimates for material import and export during grading and other construction activities.

As Table 2 indicates, the project's maximum unmitigated construction-related emissions would be below the applicable thresholds of significance. Therefore, construction activities associated with development of the proposed project would not substantially contribute to the PCAPCD's nonattainment status for ozone or PM. Accordingly, construction of the proposed project would not violate an air quality standard or contribute to an existing or projected air quality violation, and a less-than-significant impact would occur associated with construction.

Table 2		
Maximum Unmitigated Construction-Related Emissions		
Pollutant	Project Emissions	PCAPCD Significance Threshold (lbs/day)
ROG	19.61	82.0
NOX	73.32	82.0
PM ₁₀	20.97	82.0
<i>Source: CalEEMod, September 2016</i>		

Operational Emissions

Operational emissions of ROG, NOX, and PM₁₀ would be generated by the proposed project from both mobile and stationary sources. Day-to-day activities such as the future employees' vehicle trips to and from the project site would make up the majority of the mobile emissions. Emissions would also occur from area sources such as natural gas combustion from heating mechanisms, landscape maintenance equipment exhaust, and consumer products (e.g., deodorants, cleaning products, spray paint, etc.).

The project is required to comply with all PCAPCD rules and regulations, such as those listed previously for construction, as well as the following for operations:

- Rule 205 related to nuisances; and
- Rule 246 related to water heaters.

The estimated operational emissions for the proposed project are presented below in Table 3. The modeling was adjusted to reflect the project's use of only low-VOC paints per PCAPCD rules and regulations, inherent site or project design features (i.e., proximity to nearest bus stop), project specific trip rates provided by Fehr and Peers, and compliance with applicable regulations (i.e., 2013 California Building Energy Efficiency Standards).

As Table 3 indicates, the project's maximum unmitigated operational-related emissions would be below the applicable thresholds of significance. Therefore, operations associated with development of the proposed project would not substantially contribute to the PCAPCD's nonattainment status for ozone or PM₁₀.

Table 3		
Unmitigated Operational Emissions		
Pollutant	Project Emissions	PCAPCD Significance Threshold
ROG	23.23	55.0
NOX	25.31	55.0
PM ₁₀	14.95	82.0
<i>Source: CalEEMod, September 2016</i>		

Conclusion

The proposed project's construction and operational emissions would not exceed the applicable thresholds of significance. In addition, the project would be required to comply with all applicable PCAPCD rules and regulations. Because the project would not exceed the thresholds of significance, the proposed project would not substantially contribute to the region's nonattainment status of ozone or PM₁₀. Therefore, implementation of the proposed project would not violate an air quality standard or contribute to an existing or projected air quality violation, and a ***less than significant*** impact related to air quality could occur.

c. A cumulative impact analysis considers a project over time in conjunction with other past, present, and reasonably foreseeable future projects whose impacts might compound those of the project being assessed. Due to the dispersive nature and regional sourcing of air pollutants, air pollution is already largely a cumulative impact. The nonattainment status of regional pollutants, including ozone and PM, is a result of past and present development, and, thus, cumulative impacts related to these pollutants could be considered cumulatively significant.

To improve air quality and attain the health-based standards, reductions in emissions are necessary within nonattainment areas. The project is part of a pattern of urbanization occurring in the greater Sacramento ozone nonattainment area. The growth and combined vehicle usage, and business activity within the nonattainment area from the project, in combination with other past, present, and reasonably foreseeable projects within Roseville and surrounding areas, could either delay attainment of the standards or require the adoption of additional controls on existing and future air pollution sources to offset emission increases. Thus, the project could cumulatively contribute to regional air quality health effects through emissions of criteria and mobile source air pollutants.

The PCAPCD recommends using the region's existing attainment plans as a basis for analysis of cumulative emissions. If a project would interfere with an adopted attainment plan, the project would inhibit the future attainment of AAQS, and thus result in a cumulative impact. As discussed above, the PCAPCD's recommended thresholds of significance for ozone precursors and PM₁₀ are based on attainment plans for the region. Thus, the PCAPCD concluded that if a project's ozone precursor and PM₁₀ emissions would be less than PCAPCD project-level thresholds, the project would not be expected to conflict with any relevant attainment plans, and would not result in a cumulatively considerable contribution to a significant cumulative impact. As a result, the PCAPCD established operational phase cumulative-level emissions thresholds identical to the operational thresholds identified above, in Table 1.

As shown in Table 3 above, the proposed project would not result in emissions in exceedance of the applicable thresholds of significance for ozone precursors or PM₁₀. Accordingly, impacts related to the cumulative emissions of criteria pollutants for which PCAPCD is in non-attainment would be considered ***less than significant***.

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

The proposed project involves the construction and operation of an office building; thus, the proposed project would not be considered a sensitive receptor. The nearest sensitive receptors to the proposed project site are the residents of the newly constructed residential development north of stone point drive approximately 85 feet north of the project site. While the proposed project would not involve siting new sensitive receptors at the project site, the project has the potential to expose future residents of the development to the north of the project site to pollutants during the construction or operational phases of the project. The major pollutant concentrations of concern are localized CO emissions and toxic air contaminant (TAC) emissions, which are addressed in further detail below.

Localized CO Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Implementation of the proposed project would increase traffic volumes on streets near the project site; therefore, the project would be expected to increase local CO concentrations. High levels of localized CO concentrations are only expected where background levels are high, and traffic volumes and congestion levels are high. The statewide CO Protocol document identifies signalized intersections operating at Level of Service (LOS) E or F, or projects that would result in the worsening of signalized intersections to LOS E or F, as having the potential to result in localized CO concentrations in excess of the State or federal AAQS, as a result of large numbers of cars idling at stop lights.

In accordance with the State CO Protocol, the PCAPCD recommends further analysis for localized CO concentrations if the project would cause a signalized intersection to be degraded from an acceptable LOS (i.e., LOS A, B, C, or D) to an unacceptable LOS (i.e., LOS E or F), or substantially worsen an already existing unacceptable LOS at an intersection, as determined by a traffic study. Substantially worsen is defined by PCAPCD as an increase in delay by 10 seconds or more (or by five percent).

The proposed project would be consistent with the allowable uses on the site per the existing land use designation; thus, potential impacts related to degradation of LOS associated with development of the project site would have been previously evaluated. In particular, the City's 2025 Capital Improvement Program assumed that build-out of the project site would occur, along with development of the surrounding area. The 2025 Capital Improvement Plan concluded that build out of the area would not result in unacceptable LOS for the major intersections in the project area. Additionally, a circulation evaluation prepared for the proposed project by Fehr and Peers determined that the proposed project would result in a reduced trip rate from what was anticipated for the site by the 2035 Capital Improvement Program analysis.² Therefore, the proposed project would be unlikely to cause the degradation of an intersection from an acceptable LOS to an unacceptable LOS, nor would the project be anticipated to substantially worsen an existing delay. As a result, the proposed project would not meet the PCAPCD CO screening criteria discussed above, and the proposed project is not anticipated to generate substantial localized CO concentrations.

TAC Emissions

Another category of environmental concern is TACs. The California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, gasoline stations, freeways and high traffic roads, distribution centers, and rail yards.

² Fehr & Peers. Evaluation of Circulation for Proposed Adventist Health Office Project on Stone Point Property. September 16, 2016.

Because the proposed project is not a sensitive receptor, the project would not involve siting a new sensitive receptor within any recommended setback distance of any existing source of TACs. Additionally, an office building would not itself be considered a major source of TACs, and therefore would not expose nearby sensitive receptors to TAC emissions.

The CARB identifies diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant heavy diesel semi-truck traffic (such as distribution centers) are identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer.

The CARB handbook identifies significant sources of DPM as land uses accommodating 100 heavy diesel semi-trucks per day. Although the office building would involve increased vehicle traffic in the area, the project would not be expected to attract 100 or more diesel semi-trucks to the area. As such, the proposed project would not generate a substantial amount of DPM per the CARB handbook.

Construction activities have the potential to generate DPM emissions related to the number and types of equipment typically associated with construction. Off-road heavy-duty diesel equipment used for site grading, paving, and other construction activities would result in the generation of DPM. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Operation of construction equipment would be regulated by the PCAPCD and would likely occur intermittently throughout the course of a day. Thus, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM associated with construction of the proposed project for any extended period of time would be low. Because health risks associated with exposure to DPM or any TAC are correlated with high concentrations over a long period of exposure, the temporary, intermittent construction-related DPM emissions would not be expected to cause any health risks to nearby sensitive receptors.

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

e. According to the CARB's Handbook, some of the most common sources of odor complaints received by local air districts are sewage treatment plants, landfills, recycling facilities, waste transfer stations, petroleum refineries, biomass operations, auto body shops, coating operations, fiberglass manufacturing, foundries, rendering plants, and livestock operations. The project site is located in a commercial area and is not located near any land use associated with the aforementioned operations. Office uses are not typically associated with the creation of objectionable odors. Thus, the project would not introduce any new sources or be exposed to any existing sources of potential objectionable odors.

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

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

IV. Biological Resources

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation				X

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Plan, or other approved local, regional, or state habitat conservation plan?				

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.

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:

Wetlands – A wetlands delineation was prepared for the subject property and certified by the U.S. Army Corps of Engineers on May 31, 1991. The wetland delineation identified 3.51 acres of wetlands on the site. The then landowner subsequently received authorization from the U.S. Army Corps of Engineers to fill 0.44 acres of the wetlands under Nationwide Permit No. 26. The wetlands were filled in approximately 1993. The then landowner conducted mitigation in the form of purchase of compensation habitat at an off-site location. The remaining 3.07 acres of wetlands are located on a private open space parcel (Parcel 19), which was dedicated to the City as public open space as a part of a future project. No wetlands are located on Lots 6, 7, 8 & 9 and therefore, the proposed project will have no impact.

The grading and construction activities of the proposed Stone Point project are located outside the dedicated open space. Therefore, the construction activities will not affect wetlands as the site wetlands have already been filled as discussed above.

Special Status Species – No special status species have been identified on Parcels 6, 7, 8, and 9; therefore, the proposed project will have no impact.

Native Oak Trees – There are no native oak trees located on the project site; therefore, the proposed project will have no impact.

Vegetation and Wildlife – Numerous mitigation measures are incorporated in the NERSP EIR relating to the loss of potential habitat for wildlife and vegetation throughout the NERSP area including preservation of the most valuable habitat areas. Despite this, the conclusion in the NERSP EIR was that any lost habitat areas constituted a significant impact. The 130-acre Stone Point Master Plan area was not designated as a preserve area in the NERSP or NERSP EIR; however, the NERSP does state that the oak woodland and ravine area shall be preserved as open space.

The current proposal is related to changes on Lots 6, 7, 8 & 9 where no vegetation or wildlife is present with the exception of annual non-native grasses. The NERSP EIR anticipated the removal of vegetation and habitat within the plan area and a statement of overriding considerations was adopted. Staff has determined that the proposed development plan is consistent with and does not result in any additional impacts beyond that considered in the NERSP EIR.

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

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.

The CEQA Guidelines contains specific sections, other than the checklist items, related to the treatment of effects on historic and archeological 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:

No cultural resources are known to exist on the project site. Impacts to potential cultural, historical, and paleontological resources are considered less than significant. Since the adoption of the Specific Plan there has been no additional information to suggest greater impacts than anticipated by the EIR. CEQA Guidelines Section 15064.5, subdivision (e), requires that excavation activities be stopped whenever potential resources are uncovered. Should human remains be found, the county coroner shall be called in to assess the remains. If the county coroner determines that the remains are those of Native Americans, the Native American Heritage Commission must be contacted within 24 hours. At that time, the lead agency must consult with the appropriate Native Americans, if any, as timely identified by the Native American Heritage Commission. Section 15064.5 directs the lead agency (or applicant), under certain circumstances, to develop an agreement with the Native Americans for the treatment and disposition of the remains. If archaeological artifacts are found, work shall cease and a qualified archaeologist shall be called in. As with archaeological artifacts, the site could contain unique types of invertebrate (marine), plant, or vertebrate fossils or other resources of paleontological value. These resources could be damaged or destroyed during site preparation. Therefore, should any fossils be discovered during excavation or grading, all work shall cease and would not be permitted to resume until a qualified paleontologist is retained to review the find, and the paleontologist's recommendation for recordation and, if appropriate, preservation of the find have been implemented. The project will be conditioned to adhere to the General Plan EIR mitigation measures that require, in the event of a discovery of buried archeological or historic deposits, project activity in the vicinity to be halted until a qualified archeologist can assess the resources and provide management. Impacts to potential cultural resources are therefore considered to be less than significant.

VI. Geology and Soils

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) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located in a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

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:

The project will not expose people or structures to potential substantial adverse effects involving seismic shaking, ground failure or landslides.

The project site is located in Roseville, which is in Placer County. The California Department of Mines and Geology classifies the South Placer area as a low severity earthquake zone. No active faults are known to exist within the County. The project site is considered to have low seismic risk with respect to faulting, ground shaking, seismically-related ground failure and liquefaction. Therefore, no impact would occur in association with rupture of a known earthquake fault or seismic related ground failure.

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

Grading activities will result in the disruption, displacement, compaction and over-covering of soils associated with site preparation (grading and trenching for utilities). The project site has been disturbed by previous rough grading activities; therefore, there are no notable topographic features on the site. Grading activities for the project will be limited to the project site.

Grading activities require a grading permit from the City's Engineering Division. The grading permit will be reviewed for compliance with the City's Design and Construction 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 will be included in the project conditions. The property owner has submitted a grading plan as part of the requested entitlements which, as conditioned, is consistent with the City Design and Construction Standards. Therefore, impacts associated with disruption, displacement, compaction and over-covering of soils associated with site preparation are considered less than significant.

The project site is not located in a sensitive geologic area and does not expose people to potential geologic impacts. The geotechnical studies required by the City will ensure that soils are suitable to support development. Additionally, such impacts are considered to be less than significant since new buildings and structures are required to comply with all applicable building codes. The City of Roseville Building Division will review construction plans before a building permit is issued and the Engineering

Division will review and approve all grading plans to ensure that all grading and structures would withstand shrink-swell potentials and earthquake activity in this area.

No septic tanks are proposed as part of the project. Therefore, no impact to soils relative to supporting use of septic tanks would occur.

VII. 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 (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated gases. As explained by the United States Environmental Protection Agency³, 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 509⁴ million metric tons, which would require a reduction of 15.3% from 2020 BAU.

³ <http://www3.epa.gov/climatechange/science/overview.html>, Accessed January 2016

⁴ 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, but has not adopted a threshold. However, the neighboring Air District, the Sacramento Metropolitan Air Quality Management District, has established thresholds which relate significance to AB 32. The City is located within the Sacramento Valley Air Basin, which is the same air basin where the SMAQMD methodology is used by numerous CEQA lead agencies; on these grounds, the City finds use of these thresholds to be appropriate. The thresholds were developed to ensure that 90 percent of new GHG emissions would be reviewed and assessed for mitigation. In accordance with these thresholds, if the project emits 1,100 or more metric tons of carbon dioxide equivalents (CO₂e) per year in either the construction phase or the operational phase, mitigation is required. Thus, a GHG impact is significant if a project generates 1,100 metric tons of CO₂e per year or more (during either construction or operation).

Discussion of Checklist Answers:

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

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO₂) and, to a lesser extent, other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The primary source of GHG emissions for the project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO₂ equivalents (MTCO₂e/yr.).

On October 13, 2016, the PCAPCD adopted GHG emissions thresholds in concert with the aforementioned criteria pollutant threshold update. The updated thresholds begin with a screening emission level of 1,100 MT CO₂e/yr. Any project below the 1,100 MT CO₂e/yr threshold is judged by the PCAPCD as having a less-than-significant impact on GHG emissions within the District and thus would not conflict with any state or regional GHG emissions reduction goals. Projects that would result in emissions above the 1,100 MT CO₂e/yr threshold would not necessarily result in substantial impacts, if certain efficiency thresholds are met. The efficiency thresholds, which are based on service populations and square footage, are presented in Table 4.

Table 4			
PCAPCD Operational Thresholds of Significance			
Efficiency Thresholds			
Residential (MT CO₂e/capita)		Non-Residential (MT	
Urban	Rural	Urban	Rural
4.5	5.5	26.5	27.3
<i>Source: Placer County Air Pollution Control District. Placer County Air Pollution Control District Policy. Review of Land Use Projects Under CEQA. October 13, 2016.</i>			

Projects that fall below the 1,100 MT CO₂e/yr. threshold or meet the efficiency thresholds are considered to be in keeping with statewide GHG emissions reduction targets, which would ensure that the proposed project would not inhibit the State's achievement of GHG emissions reductions. Thus, projects which involve emissions below the 1,100 MT CO₂e/yr threshold or below the efficiency thresholds presented in Table 4, are considered to result in less-than-significant impacts in regards to GHG emissions within the District and thus would not conflict with any state or regional GHG emissions reduction goals. Finally, the PCAPCD has also established a Bright Line Cap, which shall be the maximum limit for any proposed project. The Bright Line Cap is 10,000 MT CO₂e/yr for all types of projects.

Buildout of the proposed project would contribute to increases of GHG emissions that are associated with global climate change during construction and operations. The proposed project's short-term construction-related and long-term operational GHG emissions are presented below.

Short-Term Construction GHG Emissions

Construction-related GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change, as global climate change is inherently a cumulative effect that occurs over a long period of time and is quantified on a yearly basis. However, the proposed project's construction GHG emissions have been estimated and compared to the threshold of significance. The proposed project's maximum annual construction-related GHG emissions are presented in Table 5. The construction modeling assumptions are described in the Air Quality section above.

Table 5		
Maximum Unmitigated Project Construction GHG Emissions		
	Construction GHG Emissions	Threshold of Significance
Maximum Annual Construction-related GHG Emissions	941.51	1,100
<i>Source: CalEEMod, September 2016.</i>		

As shown in the table, the proposed project's maximum unmitigated construction-related GHG emissions would be below the applicable 1,100 MT CO₂e/yr threshold. Accordingly, the proposed project would not be expected to have a significant impact related to GHG emissions during construction.

Long-Term Operational GHG Emissions

The modeling assumptions for operational GHG emissions are discussed in the Air Quality section of this report. The proposed project's estimated GHG emissions at full buildout (2021) are presented in Table 6.

Table 6	
Unmitigated Project Operational GHG Emissions	
Emission Source	Annual GHG Emissions
Area	0.02
Energy	1,035.93
Mobile	2,163.03
Solid Waste	118.46
Water	164.53
TOTAL ANNUAL GHG EMISSIONS	3,481.98

Source: CalEEMod, September 2016..

As shown in the table, the proposed project would result in operational GHG emissions in excess of the 1,100 MT CO₂e/yr threshold. Accordingly, the project must be further reviewed under the efficiency thresholds presented in Table 4. The efficiency thresholds rely on GHG emissions in MTCO₂e per 1,000 square feet to determine significance for non-residential projects. As such, the proposed project's estimated annual operational emissions of 3,481.98 MTCO₂e must be divided by the proposed office space area. The proposed project would include 280,000 sf. Thus, the proposed project would result in an efficiency rate of 12.44 MTCO₂ per 1,000 sf. Table 7 compares the proposed project's efficiency rate to the applicable efficiency threshold.

Table 7 Unmitigated Project Operational GHG Emissions (MT CO ₂ e/1,000 sf)	
PCAPCD Urban Non-Residential Efficiency	Project Emissions
26.5	12.44
Source: CalEEMod, September 2016. Placer County Air Pollution Control District. Placer County Air Pollution Control District Policy. Review of Land Use Projects Under CEQA. October 13, 2016.	

As shown in the table, the proposed project would result in operational GHG emissions below the applicable PCAPCD efficiency thresholds. Because the project's unmitigated annual GHG emissions would be below the applicable PCAPCD efficiency threshold, the proposed project would be considered to result in a **less-than-significant** impact related to GHG emissions and global climate change.

VIII. Hazards and Hazardous Materials

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous				X

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

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, within two miles of a public or public use airport and there are also no private airstrips in the vicinity of the project areas. Therefore, no further discussion is provided for items e and f.

Discussion of Checklist Answers:

The City's Mitigating Policies and Standards that have been adopted as they relate to hazards and hazardous materials (i.e. Hazardous Materials Management Program (HMMP), Site-specific Business Plan with the City's Fire Department, Risk Management and Prevention Program (RMPP)) will substantially mitigate any potential impacts.

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. 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) See response to Items (a) and (b) above. The project is not located within one-quarter mile of an existing or proposed school. The potential does exist for office uses to store and/or use toxic/flammable materials (i.e. solvents for cleaning and maintenance, etc.). The California Health and Safety Code, and local City Ordinances regulate the handling, storage and transportation of hazardous and toxic materials. The California Health and Safety Codes require a Risk Management and Prevention Program (RMPP) for those uses that handle specified quantities of toxic and/or hazardous materials. Also, businesses which handle toxic or hazardous materials are required to complete a Hazardous Materials Management Program (HMMP). Furthermore, all business owners must file a site-specific business plan with the City's Fire Department before a new building is occupied. All plans would specify what to do in the event of an accident, and which transportation routes would be used. Because the office uses that are proposed would be required to comply with these codes, ordinances and programs, staff has determined that the impact to the environment will be less than significant.

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 65962.5⁵; therefore, no impact will occur.

e-f) The project site is not located near or within an airport land use plan or private airstrip.

g) 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. Therefore, the project will cause a less than significant impact to the City's Emergency Response or Management Plans. Furthermore, the

⁵ <http://www.calepa.ca.gov/SiteCleanup/CorteseList/SectionA.htm>

project will be required to comply with all local, State and federal requirements for the handling of hazardous materials. 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.

h) 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, on a fully-developed commercial property, and therefore would not expose people to any risk from wildland fire. There would be no impact with regard to this criterion.

IX. 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.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area,			X	

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted water?			X	
f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X

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–j listed above. For checklist item a, 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. 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 item e. 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. Finally, it is indicated that compliance with the Flood Damage Prevention Ordinance (RMC Ch. 9.80) will prevent significant impacts related to items g, h, and i. 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 j) given the fact that 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,d, f) The project will involve the disturbance of on-site soils and the construction of impervious surfaces, such as asphalt paving and buildings. 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 2013 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 2013 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) 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. The proposed project is consistent with the General Plan land use designation, and is thus consistent with the citywide Water Supply Assessment. Project impacts related to groundwater extraction are less than significant.

g, h) According to the City's floodplain data, the project is not located within the City's Regulatory Floodplain. As a result, implementation of the proposed project would not place housing or any structures within an area at risk of flood flows. There would be no impact with regard to these criteria.

i) Folsom Dam, which is located approximately 10 miles southeast of the project site, is the closet dam to the project site. While portions of the City could be subject to flooding in the event of failure or damage of Folsom Dam, the project site is not located in an area that would be subject to inundation due to dam failure. Therefore, there would be no impact.

j) Because the proposed project is located within an area of flat topography and is furthermore not within a floodplain there is no risk of debris flow or mudflow. There would be no impact with regard to this criterion.

X. Land Use and Planning

Table 1 above depicts the zoning and General Plan Land Use designations for the project site as well as adjacent and nearby properties. The project site has a zoning designation of Planned Development 178 – Research and Development (PD-178) and a General Plan Land Use Designation of Community Commercial (CC) 35.9 & 11.9. The proposed office use is permitted within these zoning and land use designations.

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) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

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, Design and Construction Standards is now already required and part of the City's processing of permits and plans, so these requirements do not appear as mitigation measures.

Discussion of Checklist Answers:

a) The proposed project will not physically divide an established community and therefore there is no impact.

b) The Stone Point property was zoned and granted land use with the adoption of the Northeast Roseville Specific Plan (April 8, 1987) to accommodate commercial development. The property was zoned Planned Development for Research and Development (PD 178) with a General Plan land use designation of Business Professional/Light Industrial (BP/LI) and a Specific Plan land use designation of BP/LI. The Stone Point Master Plan provides a detailed description of the uses permitted within the PD 178 zoning district for the entire Stone Point Campus.

In 2005, a portion of the property was rezoned to allow for 575 residential units on Lots 8 & 9 and 11-14 and a park located on Lot 10. In 2008, a Rezone/General Plan Amendment/Specific Plan Amendment were approved to change the zoning designation for the subject property to PD 178, with a land use designation of Community Commercial (CC) which allows for office, lodging, and indoor recreation. The current request to locate a corporate headquarters office building on the property is consistent with the zoning and land use designations for the site.

The proposed zoning and land uses as described above are existing designations in either the Stone Point Master Plan and/or the City's Zoning Ordinance and the General Plan. The architecture and landscaping for the office project will comply with the guidelines established in the Stone Point Master Plan. This will be accounted for through the Major Project Permit (Stage 2) entitlement process. Staff has evaluated the project and has found that it complies with the guidelines of the Stone Point Master Plan.

Regarding land use compatibility, Table II-9 of the General Plan indicates that the CC land uses are “Conditionally Compatible” with the MDR residential land uses. The General Plan recognizes that the adjacency of office and residential land uses may be appropriate if potential conflicts are avoided through specific project review. The Stone Point Master Plan includes design guidelines that specifically address the interface between the project’s office and residential uses. These guidelines address setbacks, landscape corridors, automobile and pedestrian circulation, office building materials relative to reflectivity, and siting of loading/trash facilities. The proposed project includes amenities such as pedestrian paths, exercise stations, etc., that are for community use, including the nearby residences. The project is compatible with the applicable design guidelines. As such there is no impact to adopted land use plans or policies.

c) There are no Habitat Conservation Plans or Natural Community Conservation Plans covering the project site.

XI. 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

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 California Department of Geology survey lists the project site as being located within the MRZ-1 zone, indicating that significant mineral resources are not likely to be located in this area. Because the project

site is not known to include any mineral resources that would be of local, regional, or statewide importance, the project is not considered to have any impacts on mineral resources.

XII. Noise

Would the project result in:

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

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 IX-3, 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 d–f 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, b, and c. 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, items e and f have been ruled out from further analysis.

Discussion of Checklist Answers:

Short Term: Construction activities on the site could expose nearby residents (Taylor Morrison Subdivision) to increased noise levels, including ground-born vibrations. These impacts are temporary in nature (being associated with construction of the facility) and are not anticipated to result in any unusual or excessive ground-born vibration or noise levels. In addition, construction hours are limited by the City's Municipal Code Section 9.24 to daytime hours (7:00 a.m. to 7:00 p.m., Monday through Friday, and 8:00 a.m. to 8:00 p.m., Saturday, Sunday and Holidays.) These potential impacts are therefore considered less than significant.

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

The proposed project site is not located within an airport land use plan area nor is it located within two miles of an airport. No housing is proposed as part of the project. No impact would occur relative to exposing people to excessive airport related noise levels.

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

XIII. Population and Housing

The project site is located within the Northeast Roseville Specific Plan and has a land use designation of Community Commercial. The City of Roseville General Plan Table II-4 identifies the total number of residential units and population anticipated as a result of buildout of the City, and the Specific Plan and Stone Point Master Plan likewise include unit allocations and population projections for the Plan Area. Would the project:

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

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

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 is consistent with the land use designation of the site. 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 Northeast Roseville Specific Plan and General Plan EIRs. Therefore, the impact of the project is less than significant.

b, c) The project site is undeveloped. No housing exists on the project site, and there would be no impact with respect to these criteria.

XIV. Public Services

Fire protection, police protection, park services, and library services are provided by the City. The project is located within the Roseville City 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 Specific Plan 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; the project is consistent with the Specific Plan. 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.

Discussion of Checklist Answers:

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) Pursuant to the Development Agreement for the project area, the developer is required to pay fees into a Community Facilities District, which provides funding for police services. Sales taxes and property taxes resulting from the development will add revenue to the General Fund, which also serves to fund police services. Existing codes, regulations, funding agreements, and facilities plans are sufficient to ensure less than significant impacts.

c) The applicant for this project is 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. School sites have already been designated as part of the Specific Plan process. Existing codes, regulations, funding agreements, and facilities plans are sufficient to ensure less than significant impacts.

d) Pursuant to the Development Agreement for the project area, the developer will be required to pay fees into a Community Facilities District, which provides funding for park services. 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) Pursuant to the Development Agreement for the project area, the developer will be required to pay fees into a Community Facilities District, which provides funding for the library system and other such facilities and services. In addition, the City charges fees to end-users for other services, such as garbage and green waste collection, in order to fund those services. Existing codes, regulations, funding agreements, and facilities plans are sufficient to ensure less than significant impacts.

XV. Recreation

John G. Piches Park, a two-acre park site is located approximately 320 feet northeast of the eastern boundary of the project site. Additionally, the Miner's Ravine Bike Trail and open space is located in the area north of the park and the Taylor Morrison residential subdivision north of Stone Point Drive. The bike trail is accessible for pedestrians or bicycles via a pedestrian/bike path that connects the bike trail with the park and Stone Point Drive. In addition, the site plan indicates walking and exercise stations will be added as a part of 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			X	

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
facilities such that physical deterioration of the facility would occur or be accelerated?				
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 EIR for the Specific Plan 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. Given that the project is consistent with the General Plan and Specific Plan, the project would not cause any unforeseen or new impacts related to the use of existing or proposed parks and 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 Specific Plan, and the plan-level impacts of developing those facilities were addressed within the Final EIR for the Specific Plan. The project will not cause any unforeseen or new impacts related to the construction or expansion of recreational facilities.

XVI. Transportation/Traffic

The project site is bounded by arterial roadways on the south (Eureka Road) and west (North Sunrise Avenue). Stone Point Drive, a collector roadway, borders the project site to the north. The Stone Point Master Plan includes development and design standards for development to ensure that the various uses within the plan area would be designed in a way to promote a well-designed, walkable, interconnected community as it relates to the residential and commercial components.

The areas currently developed within Stone Point include interconnecting roadways, drive aisles, and pedestrian and bicycle pathways that interconnect commercial development, as well as provide access to the Miner's Ravine bike trail and bicycle pathways along surrounding streets. The proposed project includes additional bicycle and pedestrian pathways to interconnect with existing facilities, as well as additional internal roadways and drive aisles.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?				X
d) Substantially increase hazards due to a design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?			X	
f) Result in inadequate parking capacity?			X	
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X	

Thresholds of Significance and Regulatory Setting:

The significance of checklist items c–f are based directly on the CEQA Guidelines checklist descriptions. For checklist items a and b, the Circulation Element of the General Plan establishes Level of Service C or better as an acceptable operating condition at all signalized intersections during p.m. peak hours. Exceptions to this policy may be made by the City Council, but a minimum of 70% of all signalized intersections should

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 pm peak-hour trips. The guidelines for traffic study preparation are found in the City of Roseville Design and Construction Standards–Section 4.

The project site is not located within an airport planning area or within any height restriction area established around an airport for the purpose of protecting navigable airspace. Consequently, impacts to changes in air traffic patterns (checklist item c) were screened out of the analysis.

Impacts with regard to items d and e 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.

Setting:

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

The Amoroso 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.

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

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

"Levels of service" describe roadway-operating conditions. Level of service is a qualitative measure of the effect of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs. Levels of service are designated "A" through

“F” from best to worst, which cover the entire range of traffic operations that might occur. Level of service (LOS) A through E generally represent traffic volumes at less than roadway capacity, while LOS F represents over capacity and/or forced conditions. It is standard City practice to evaluate the traffic model when a development project is proposed and ensure that the project is consistent with General Plan policies. The current traffic model reflects the approval of the Amoroso Ranch Specific Plan.

The City's Engineering Division requested that the project prepare a short term traffic study that would focus on access to the project site. Fehr & Peers prepared this study on September 16, 2016 (see Attachment 5).

The study analyzed vehicular circulation associated with the development of the proposed Adventist Health Office Project on Stone Point Parcels 6, 7, 8 & 9. The Major Project Permit application under review includes only Phase 1 of the project.

The study does not include analyses of project impacts to surrounding intersections because the project land uses are consistent with the assumptions in the City's 2035 Capital Improvement Program (CIP) travel demand model and a 2007 study analyzed its project-specific traffic impacts. Accordingly, the impacts associated with development of the site have been previously evaluated, and the City's list of CIP projects considers the traffic generated by the project.

Discussion of Checklist Answers:

a-b) The City has established a criteria threshold that requires a long-term traffic study should the proposed project generate 50 or more p.m. peak hour trips above what has been anticipated in the City's travel demand model. The project is consistent with the traffic generation assumptions anticipated in the City's Traffic Model. Therefore, the City's Traffic Engineering Division did not require a long term traffic study for the project.

However, a site access study was completed by Fehr & Peers as discussed above. This study was completed to determine the roadway improvements that would be necessary to maintain the City's existing level of service and to address public safety concerns. Based on the evaluation, several improvements have been identified to be constructed by the project, as follows.

1. Construct a 200-foot southbound left-turn lane on North Sunrise Avenue at Driveway 1.
2. Extend the acceleration lane on northbound North Sunrise Avenue departing Eureka Road to Driveway 1.
3. Restripe northbound North Sunrise Avenue north of Eureka Road to eliminate the inside (#1) lane as a receiving lane.
4. Repaint the eastbound left-turn lane markings within the intersection to align with the two remaining lanes.
5. Lengthen the eastbound dual left-turn lanes on Eureka Road at the North Sunrise Avenue/Eureka Road intersection from 225 to 325 feet.

These improvements are included as part of the project description and reflected on the project plans. Given the fact that the project is consistent with the City's Traffic Model and the results of the site access study will be implemented by the project, impacts to traffic and level of service has been determined to be less than significant.

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

d) The design of on-site circulation is reviewed as part of the MPP application. The City has adopted standards for roadway design, parking lot designs, and vehicular queuing. The Engineering Division and the Fehr & Peers

traffic study evaluated the project design to ensure City standards were met and no hazardous conditions were present. Any modifications required from their review were either already incorporated into the project design or will be incorporated into the conditions of approval. Therefore, the impact is less than significant.

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

f) The parking ratio for the project is based upon the Zoning Ordinance off-street parking requirement for Professional Office uses which is one parking space per 250 sq. ft. of net building area. In addition, the Stone Point Campus contains reciprocal parking agreements for shared parking on several lots within the Stone Point Campus. If overflow parking were required the project could rely on the overflow parking on adjacent projects. Parking impacts will be less than significant.

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

XVII. 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	

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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 Northeast Roseville Specific Plan EIR included historic and cultural resources studies, which included research on whether any listed or eligible sites had been documented in the project area. No such sites were found. Since the adoption of the Northeast Roseville Specific Plan there has been no additional information to suggest greater impacts than anticipated by the EIR. However, standard mitigation measures apply which are designed to reduce impacts to any previously undiscovered 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. The project will not result in any new impacts beyond those already discussed and disclosed in Northeast Roseville Specific Plan 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 AB 52. As discussed in item a, above, no resources are known to occur in the area. However, standard mitigation measures are contained in the City's adopted Design and Construction Standards, which are designed to reduce impacts to 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. The project will not result in any new impacts beyond those already discussed and disclosed in the Northeast Roseville Specific Plan EIR; therefore, project-specific impacts are less than significant.

XVIII. Utilities and Service Systems

Would the project:

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

to treat 18 million gallons per day (mgd) and is currently treating 7.0⁶ mgd OR 8.9 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.

b,c) The project is consistent with the Specific Plan, and will be required to construct any lines necessary to serve the project, as well as pay fees which fund the operation of the facilities and the construction of major infrastructure. The construction impacts related to building the major infrastructure were disclosed in the EIR for the Specific Plan, and appropriate mitigation was adopted. 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.

In terms of overall treatment capacity, sewage treatment was discussed in section a, above. An expansion of sewage treatment facilities is not required. Domestic water in the City of Roseville is treated at the City's Water Treatment Plant on Barton Road. The City's water treatment plant currently has a treatment capacity of 100 mgd, though due to pipe sizes a slightly smaller total capacity of 96.1 mgd can be conveyed to the plant for treatment. The Amoruso Ranch Specific Plan Water Supply Assessment (AR WSA, Appendix E of the Amoruso Ranch FEIR), dated May 2016, analyzed water demand at City buildout. The analysis indicates that peak treatment demand will be approximately 115 mgd, which is insufficient to serve the treatment plant has insufficient capacity to serve peak demand at City buildout. However, the additional water demand will be provided through contracts with other water suppliers, such as the Placer County Water Agency and the San Juan Water District, rather than through a treatment plant expansion. The project is consistent with existing land use designations and will not require an expansion of water treatment capacity.

d) 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 AR WSA estimates water demand and supply for ultimate General Plan buildout. The project is consistent with existing land use designations, and is therefore consistent with the assumptions of the UWMP and AR WSA. 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, which is consistent with existing land use designations, would not require new or expanded water supply entitlements.

f, g) 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. 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

⁶ Dave Samuelson, City of Roseville Environmental Utilities, Personal communication, July 6, 2016.

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 services and has found that the project design is in compliance.

XIX. Mandatory Findings of Significance

Environmental Issue	Potentially Significant	Potentially Significant Unless Mitigated	Less Than Significant	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, threatened or rare species, or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, 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 Specific Plan EIR, and mitigation measures have already been incorporated via the Specific Plan EIR. 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:

As shown in the checklist prepared as part of this Initial Study, City staff has not identified any impacts that are peculiar to the parcel that cannot be mitigated to less than significant levels, whether offsite or cumulative in nature, which were not discussed in the General Plan EIR or for which the impacts are greater than anticipated in the EIR. This determination is based on a review of the project and General Plan EIR. City staff has determined through review of these documents and the subsequent development conducted there under that the mitigation measures contained within these documents have been undertaken. Specifically, City staff has determined that the Stone Point Lots 8 & 9 project is compliant with the mitigation measures identified in the Initial Study and General Plan EIR.

On the basis of this initial evaluation:

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

Initial Study Prepared by:

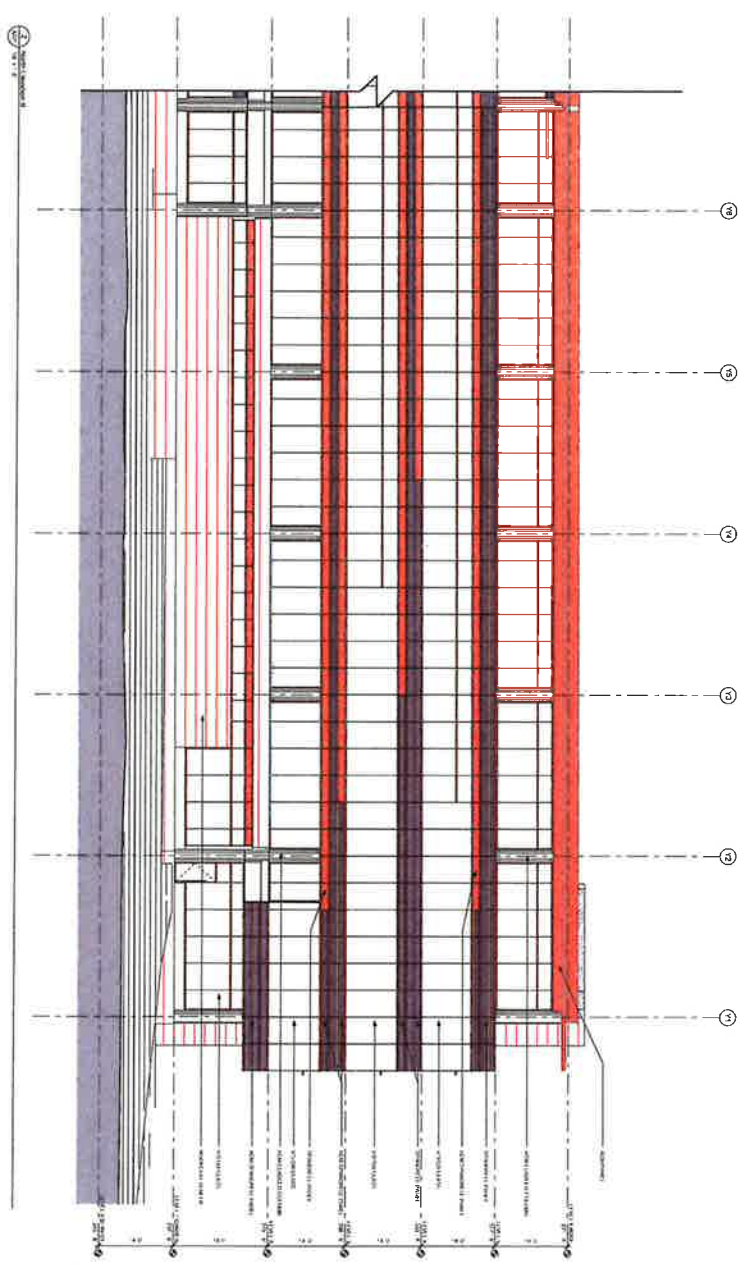
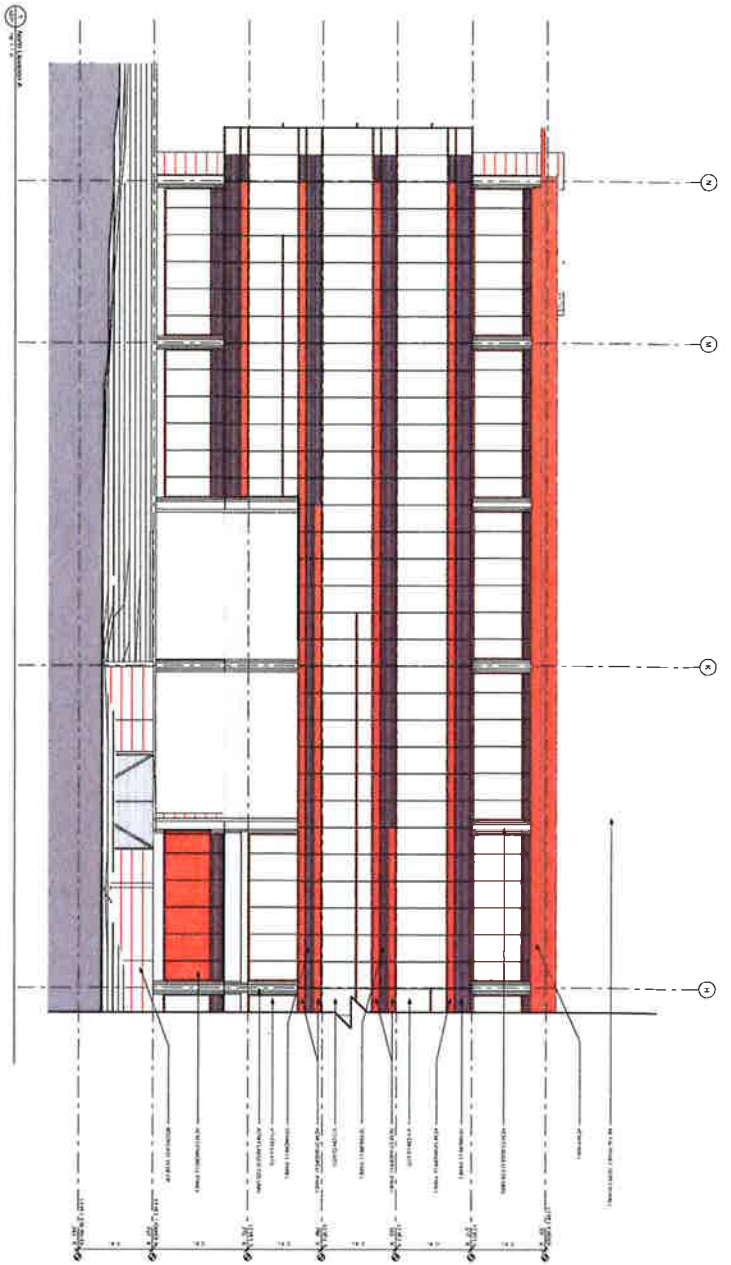
Ron Miller, Associate Planner

City of Roseville, Planning Division

Attachments

1. Site Plan
2. Building Elevations
3. Photometric Plan
4. Air Quality Study
5. Traffic Study





SCHEDULE 1 - LIGHTING									
Item	Description	Quantity	Unit	Material	Notes	Item	Description	Quantity	Unit
1	100' WALKMOUNT LIGHTS	1	Lot	100' WALKMOUNT LIGHTS		1	100' WALKMOUNT LIGHTS	1	Lot
2	100' WALKMOUNT LIGHTS	1	Lot	100' WALKMOUNT LIGHTS		2	100' WALKMOUNT LIGHTS	1	Lot
3	100' WALKMOUNT LIGHTS	1	Lot	100' WALKMOUNT LIGHTS		3	100' WALKMOUNT LIGHTS	1	Lot
4	100' WALKMOUNT LIGHTS	1	Lot	100' WALKMOUNT LIGHTS		4	100' WALKMOUNT LIGHTS	1	Lot
5	100' WALKMOUNT LIGHTS	1	Lot	100' WALKMOUNT LIGHTS		5	100' WALKMOUNT LIGHTS	1	Lot
6	100' WALKMOUNT LIGHTS	1	Lot	100' WALKMOUNT LIGHTS		6	100' WALKMOUNT LIGHTS	1	Lot
7	100' WALKMOUNT LIGHTS	1	Lot	100' WALKMOUNT LIGHTS		7	100' WALKMOUNT LIGHTS	1	Lot
8	100' WALKMOUNT LIGHTS	1	Lot	100' WALKMOUNT LIGHTS		8	100' WALKMOUNT LIGHTS	1	Lot
9	100' WALKMOUNT LIGHTS	1	Lot	100' WALKMOUNT LIGHTS		9	100' WALKMOUNT LIGHTS	1	Lot
10	100' WALKMOUNT LIGHTS	1	Lot	100' WALKMOUNT LIGHTS		10	100' WALKMOUNT LIGHTS	1	Lot

SCHEDULE 2 - MATERIALS									
Item	Description	Quantity	Unit	Material	Notes	Item	Description	Quantity	Unit
1	100' WALKMOUNT LIGHTS	1	Lot	100' WALKMOUNT LIGHTS		1	100' WALKMOUNT LIGHTS	1	Lot
2	100' WALKMOUNT LIGHTS	1	Lot	100' WALKMOUNT LIGHTS		2	100' WALKMOUNT LIGHTS	1	Lot
3	100' WALKMOUNT LIGHTS	1	Lot	100' WALKMOUNT LIGHTS		3	100' WALKMOUNT LIGHTS	1	Lot
4	100' WALKMOUNT LIGHTS	1	Lot	100' WALKMOUNT LIGHTS		4	100' WALKMOUNT LIGHTS	1	Lot
5	100' WALKMOUNT LIGHTS	1	Lot	100' WALKMOUNT LIGHTS		5	100' WALKMOUNT LIGHTS	1	Lot
6	100' WALKMOUNT LIGHTS	1	Lot	100' WALKMOUNT LIGHTS		6	100' WALKMOUNT LIGHTS	1	Lot
7	100' WALKMOUNT LIGHTS	1	Lot	100' WALKMOUNT LIGHTS		7	100' WALKMOUNT LIGHTS	1	Lot
8	100' WALKMOUNT LIGHTS	1	Lot	100' WALKMOUNT LIGHTS		8	100' WALKMOUNT LIGHTS	1	Lot
9	100' WALKMOUNT LIGHTS	1	Lot	100' WALKMOUNT LIGHTS		9	100' WALKMOUNT LIGHTS	1	Lot
10	100' WALKMOUNT LIGHTS	1	Lot	100' WALKMOUNT LIGHTS		10	100' WALKMOUNT LIGHTS	1	Lot

LOCATION OF NEW LIGHTS

EXISTING LIGHT

LOCATION OF EXISTING LIGHT TO BE RELOCATED

EXISTING LIGHT

EXISTING LIGHT

EXISTING LIGHT

EXISTING LIGHT

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Air Quality Impact and Greenhouse Gas Analysis

Stone Point Office Building Project

Prepared for:

LITTLE DIVERSIFIED ARCHITECTURAL CONSULTING

OCTOBER 2016

Prepared by:



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Introduction

This Air Quality Impact and Greenhouse Gas Analysis identifies and analyzes the potential environmental impacts from the Stone Point Office Building Project (proposed project) related to air quality and greenhouse gas (GHG) emissions. The information and analysis in this document is organized in accordance with the checklist in Appendix G of the California Environmental Quality Act (CEQA) Guidelines. If the analysis provided in this document identifies potentially significant environmental effects of the project, mitigation measures that should be applied to the project are prescribed. All modeling results are included as an Appendix to this document.

Project Summary

The proposed project would include the construction of a five-story office building, landscape areas, a perimeter walking and fitness course, and associated parking located in the City of Roseville, California (see Figure 1, Regional Project Location). The site is bound by Stone Point Drive to the north, North Sunrise Avenue to the West, Eureka Road to the south, and an access drive as well as office and retail uses to the east (see Figure 2, Project Vicinity Map). The project site consists of Lots 6, 7, 8 and 9 of the Stone Point Master Plan area and is identified as Assessor's Parcel Numbers (APNs) 048-460-041, -042, -043 and -052, which make up a total of approximately 28 acres. The total building square footage would equal 280,000, and a total of 900 parking spaces would be provided.

The project site is designated as Community Commercial as well as Business Park and zoned for Planned Development. Existing land uses in the vicinity of the project site include office uses to the west, office and retail uses to the southwest, a car dealership and restaurant to the south (across the vacant lot and Eureka Road), commercial uses to the southeast, and to the north of the site (opposite Stone Point Drive) is a recently constructed residential development and an undeveloped park site as well as open space associated with the Miner's Ravine Trail beyond the residential development.

Construction of the proposed project has been assumed to commence in March of 2017 and would be accomplished over an estimated 24-month period. It should be noted that the proposed project would incorporate a variety of sustainable design features, which would include, but not necessarily be limited to, the following:

- High efficiency irrigation system;
- Landscape plans that incorporate low water use and readily available plant material;
- Compliance with the California Green Building Code (CALGreen Code); and
- Compliance with the design requirements of the Stone Point Master Plan, including those regarding pedestrian and bicycle circulation.

Figure 1
Regional Project Location



Figure 2
Project Vicinity Map



Furthermore, due to the project location, the following site features are inherent in the proposed project design:

- Within walking distance to public transportation;
- Existing network of pedestrian and bicycle connections;
- Near major transportation routes (i.e., Interstate 80 [I-80] and State Route 65);
- Near residential developments; and
- Near existing commercial uses, including retail and restaurants.

Sources

1. California Air Pollution Control Officers Association. *Quantifying Greenhouse Gas Mitigation Measures*. August 2010.
2. California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.
3. California Air Resources Board. *Ambient Air Quality Standards*. Available at: <http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>. May 04, 2016.
4. California Air Resources Board. *First Update to the Climate Change Scoping Plan*. May 15, 2014.
5. California Air Resources Board. *Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document*. August 19, 2011.
6. ENVIRON International Corporation and the California Air Districts. *California Emissions Estimator Model User's Guide Version 2013.2*. July 2013.
7. Fehr & Peers. *Evaluation of Circulation for Proposed Adventist Health Office Project on Stone Point Property*. September 16, 2016.
8. Placer County Air Pollution Control District. *CEQA Air Quality Handbook*. October 11, 2012.
9. Placer County Air Pollution Control District. *Placer County Air Pollution Control District Policy. Review of Land Use Projects Under CEQA*. October 13, 2016
10. Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment in Sacramento County*. December 2009.
11. Sacramento Metropolitan Air Quality Management District. *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (2013 SIP Revisions)*. September 26, 2013.

III. AIR QUALITY. <i>Would the project:</i>		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a.	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	✗	☐
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	✗	☐
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	✗	☐
d.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	✗	☐
e.	Create objectionable odors affecting a substantial number of people?	☐	☐	✗	☐

Discussion

- a, b. The proposed project site is located within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). The SVAB is designated nonattainment for the federal particulate matter 2.5 microns in diameter (PM_{2.5}) and the State particulate matter 10 microns in diameter (PM₁₀) standards, as well as for both the federal and State ozone standards. The federal Clean Air Act requires areas designated as federal nonattainment to prepare an air quality control plan referred to as the State Implementation Plan (SIP). The SIP contains the strategies and control measures for states to use to attain the national ambient air quality standards (NAAQS). The SIP is periodically modified to reflect the latest emissions inventories, planning documents, rules, and regulations of air basins as reported by the agencies with jurisdiction over them. In compliance with regulations, the PCAPCD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the NAAQS, including control strategies to reduce air pollutant emissions via regulations, incentive programs, public education, and partnerships with other agencies.

The current applicable air quality plan for the proposed project area is the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (Ozone Attainment Plan), adopted September 26, 2013. The U.S. Environmental Protection Agency (USEPA) determined the motor vehicle emission budgets in the Plan to be adequate and made such findings effective August 25, 2014. On January 9, 2015, the USEPA approved the 2013 Ozone Attainment Plan.

The 2013 Ozone Attainment Plan demonstrates how existing and new control strategies would provide the necessary future emission reductions to meet the CAA requirements, including the NAAQS. It should be noted that in addition to strengthening the 8-hour ozone NAAQS, the USEPA also strengthened the secondary 8-hour ozone NAAQS, making the

secondary standard identical to the primary standard. The SVAB remains classified as a severe nonattainment area with an attainment deadline of 2027. On October 26, 2015, the USEPA released a final implementation rule for the revised NAAQS for ozone to address the requirements for reasonable further progress, modeling and attainment demonstrations, and reasonably available control measures (RACM) and reasonably available control technology (RACT). With the publication of the new NAAQS ozone rules, areas in nonattainment must update their ozone attainment plans and submit new plans by 2020/2021.

General conformity requirements of the regional air quality plan include whether a project would cause or contribute to new violations of any NAAQS, increase the frequency or severity of an existing violation of any NAAQS, or delay timely attainment of any NAAQS. In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated nonattainment, the PCAPCD adopts recommended thresholds of significance for emissions of PM₁₀, and ozone precursors – reactive organic gases (ROG) and oxides of nitrogen (NO_x). On October 13, 2016, the PCAPCD adopted updated significance thresholds for the aforementioned pollutants.

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

Table 1		
PCAPCD Thresholds of Significance		
Pollutant	Construction Threshold (lbs/day)	Operational Threshold (lbs/day)
ROG	82	55
NO _x	82	55
PM ₁₀	82	82
<i>Source: Placer County Air Pollution Control District. Placer County Air Pollution Control District Policy. Review of Land Use Projects Under CEQA. October 13, 2016</i>		

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

specific trip generation, land uses, density, construction phases and timing, inherent project design and site features, etc.).

Construction Emissions

During construction of the project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction worker commutes, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which includes particulate matter (PM) emissions. As construction of the proposed project would generate air pollutant emissions intermittently within the site, and the vicinity of the site, until all construction has been completed, construction is a potential concern because the proposed project is in a non-attainment area for ozone and PM₁₀ and PM_{2.5}.

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

- Rule 202 related to visible emissions;
- Rule 218 related to architectural coatings;
- Rule 228 related to fugitive dust; and
- Regulation 3 related to open burning.

As shown in Table 1 above, the PCAPCD threshold of significance for construction is 82 pounds per day for ROG, NO_x, and PM₁₀. Table 2 below presents the estimated construction-related emissions of ROG, NO_x, and PM₁₀, resulting from the proposed project. CalEEMod inherently accounts for applicable PCAPCD rules, with the exception of Rule 218 related to architectural coatings; accordingly, the modeling was adjusted to reflect that the project would use only low volatile organic compound (VOC) paints per PCAPCD rules and regulations. Construction of the proposed project was assumed to commence in Spring of 2017. Adjusted values for construction phasing and durations were provided by the applicant, as well as estimates for material import and export during grading and other construction activities.

As Table 2 indicates, the project's maximum unmitigated construction-related emissions would be below the applicable thresholds of significance. Therefore, construction activities associated with development of the proposed project would not substantially contribute to the PCAPCD's nonattainment status for ozone or PM. Accordingly, construction of the proposed project would not violate an air quality standard or contribute to an existing or projected air quality violation, and a less-than-significant impact would occur associated with construction.

Table 2 Maximum Unmitigated Construction-Related Emissions		
Pollutant	Project Emissions (lbs/day)	PCAPCD Significance Threshold (lbs/day)
ROG	19.61	82.0
NO _x	73.32	82.0
PM ₁₀	20.97	82.0
<i>Source: CalEEMod, September 2016 (see Appendix).</i>		

Operational Emissions

Operational emissions of ROG, NO_x, and PM₁₀ would be generated by the proposed project from both mobile and stationary sources. Day-to-day activities such as the future employees' vehicle trips to and from the project site would make up the majority of the mobile emissions. Emissions would also occur from area sources such as natural gas combustion from heating mechanisms, landscape maintenance equipment exhaust, and consumer products (e.g., deodorants, cleaning products, spray paint, etc.).

The project is required to comply with all PCAPCD rules and regulations, such as those listed previously for construction, as well as the following for operations:

- Rule 205 related to nuisances; and
- Rule 246 related to water heaters.

The estimated operational emissions for the proposed project are presented below in Table 3. The modeling was adjusted to reflect the project's use of only low-VOC paints per PCAPCD rules and regulations, inherent site or project design features (i.e., proximity to nearest bus stop), project specific trip rates provided by Fehr and Peers, and compliance with applicable regulations (i.e., 2013 California Building Energy Efficiency Standards).

As Table 3 indicates, the project's maximum unmitigated operational-related emissions would be below the applicable thresholds of significance. Therefore, operations associated with development of the proposed project would not substantially contribute to the PCAPCD's nonattainment status for ozone or PM₁₀.

Table 3 Unmitigated Operational Emissions		
Pollutant	Project Emissions (lbs/day)	PCAPCD Significance Threshold (lbs/day)
ROG	23.23	55.0
NO _x	25.31	55.0
PM ₁₀	14.95	82.0
<i>Source: CalEEMod, September 2016 (see Appendix).</i>		

Conclusion

The proposed project's construction and operational emissions would not exceed the applicable thresholds of significance. In addition, the project would be required to comply with all applicable PCAPCD rules and regulations. Because the project would not exceed the thresholds of significance, the proposed project would not substantially contribute to the region's nonattainment status of ozone or PM₁₀. Therefore, implementation of the proposed project would not violate an air quality standard or contribute to an existing or projected air quality violation, and a ***less-than-significant*** impact related to air quality could occur.

- c. A cumulative impact analysis considers a project over time in conjunction with other past, present, and reasonably foreseeable future projects whose impacts might compound those of the project being assessed. Due to the dispersive nature and regional sourcing of air pollutants, air pollution is already largely a cumulative impact. The nonattainment status of regional pollutants, including ozone and PM, is a result of past and present development, and, thus, cumulative impacts related to these pollutants could be considered cumulatively significant.

To improve air quality and attain the health-based standards, reductions in emissions are necessary within nonattainment areas. The project is part of a pattern of urbanization occurring in the greater Sacramento ozone nonattainment area. The growth and combined vehicle usage, and business activity within the nonattainment area from the project, in combination with other past, present, and reasonably foreseeable projects within Roseville and surrounding areas, could either delay attainment of the standards or require the adoption of additional controls on existing and future air pollution sources to offset emission increases. Thus, the project could cumulatively contribute to regional air quality health effects through emissions of criteria and mobile source air pollutants.

The PCAPCD recommends using the region's existing attainment plans as a basis for analysis of cumulative emissions. If a project would interfere with an adopted attainment plan, the project would inhibit the future attainment of AAQS, and thus result in a cumulative impact. As discussed above, the PCAPCD's recommended thresholds of significance for ozone precursors and PM₁₀ are based on attainment plans for the region. Thus, the PCAPCD concluded that if a project's ozone precursor and PM₁₀ emissions would be less than PCAPCD project-level thresholds, the project would not be expected to conflict with any relevant attainment plans, and would not result in a cumulatively considerable contribution to a significant cumulative impact. As a result, the PCACPD established operational phase cumulative-level emissions thresholds identical to the operational thresholds identified above, in Table 1.

As shown in Table 3 above, the proposed project would not result in emissions in exceedance of the applicable thresholds of significance for ozone precursors or PM₁₀. Accordingly, impacts related to the cumulative emissions of criteria pollutants for which PCAPCD is in non-attainment would be considered ***less than significant***.

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

The proposed project involves the construction and operation of an office building; thus, the proposed project would not be considered a sensitive receptor. The nearest sensitive receptors to the proposed project site are the residents of the newly constructed residential development north of Stone Point Drive approximately 85 feet north of the project site. While the proposed project would not involve siting new sensitive receptors at the project site, the project has the potential to expose future residents of the development to the north of the project site to pollutants during the construction or operational phases of the project. The major pollutant concentrations of concern are localized CO emissions and toxic air contaminant (TAC) emissions, which are addressed in further detail below.

Localized CO Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Implementation of the proposed project would increase traffic volumes on streets near the project site; therefore, the project would be expected to increase local CO concentrations. High levels of localized CO concentrations are only expected where background levels are high, and traffic volumes and congestion levels are high. The statewide CO Protocol document identifies signalized intersections operating at Level of Service (LOS) E or F, or projects that would result in the worsening of signalized intersections to LOS E or F, as having the potential to result in localized CO concentrations in excess of the State or federal AAQS, as a result of large numbers of cars idling at stop lights.

In accordance with the State CO Protocol, the PCAPCD recommends further analysis for localized CO concentrations if the project would cause a signalized intersection to be degraded from an acceptable LOS (i.e., LOS A, B, C, or D) to an unacceptable LOS (i.e., LOS E or F), or substantially worsen an already existing unacceptable LOS at an intersection, as determined by a traffic study. Substantially worsen is defined by PCAPCD as an increase in delay by 10 seconds or more (or by five percent).

The proposed project would be consistent with the allowable uses on the site per the existing land use designation; thus, potential impacts related to degradation of LOS associated with development of the project site would have been previously evaluated. In particular, the City's 2025 Capital Improvement Program assumed that build-out of the project site would occur, along with development of the surrounding area. The 2025 Capital Improvement Plan concluded that build out of the area would not result in unacceptable

LOS for the major intersections in the project area. Additionally, a circulation evaluation prepared for the proposed project by Fehr and Peers determined that the proposed project would result in a reduced trip rate from what was anticipated for the site by the 2035 Capital Improvement Program analysis.¹ Therefore, the proposed project would be unlikely to cause the degradation of an intersection from an acceptable LOS to an unacceptable LOS, nor would the project be anticipated to substantially worsen an existing delay. As a result, the proposed project would not meet the PCAPCD CO screening criteria discussed above, and the proposed project is not anticipated to generate substantial localized CO concentrations.

TAC Emissions

Another category of environmental concern is TACs. The California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, gasoline stations, freeways and high traffic roads, distribution centers, and rail yards.

Because the proposed project is not a sensitive receptor, the project would not involve siting a new sensitive receptor within any recommended setback distance of any existing source of TACs. Additionally, an office building would not itself be considered a major source of TACs, and therefore would not expose nearby sensitive receptors to TAC emissions.

The CARB identifies diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant heavy diesel semi-truck traffic (such as distribution centers) are identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer.

The CARB handbook identifies significant sources of DPM as land uses accommodating 100 heavy diesel semi-trucks per day. Although the office building would involve increased vehicle traffic in the area, the project would not be expected to attract 100 or more diesel semi-trucks to the area. As such, the proposed project would not generate a substantial amount of DPM per the CARB handbook.

Construction activities have the potential to generate DPM emissions related to the number and types of equipment typically associated with construction. Off-road heavy-duty diesel equipment used for site grading, paving, and other construction activities would result in the generation of DPM. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Operation of construction equipment would be regulated by the PCAPCD and would likely occur

¹ Fehr & Peers. *Evaluation of Circulation for Proposed Adventist Health Office Project on Stone Point Property*. September 16, 2016.

intermittently throughout the course of a day. Thus, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM associated with construction of the proposed project for any extended period of time would be low. Because health risks associated with exposure to DPM or any TAC are correlated with high concentrations over a long period of exposure, the temporary, intermittent construction-related DPM emissions would not be expected to cause any health risks to nearby sensitive receptors.

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

- e. According to the CARB's Handbook, some of the most common sources of odor complaints received by local air districts are sewage treatment plants, landfills, recycling facilities, waste transfer stations, petroleum refineries, biomass operations, autobody shops, coating operations, fiberglass manufacturing, foundries, rendering plants, and livestock operations. The project site is located in a commercial area and is not located near any land use associated with the aforementioned operations. Office uses are not typically associated with the creation of objectionable odors. Thus, the project would not introduce any new sources or be exposed to any existing sources of potential objectionable odors.

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

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

VII. GREENHOUSE GAS EMISSIONS. <i>Would the project:</i>		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	✗	☐
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	☐	☐	✗	☐

Discussion

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

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO₂) and, to a lesser extent, other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The primary source of GHG emissions for the project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO₂ equivalents (MTCO₂e/yr).

On October 13, 2016, the PCAPCD adopted GHG emissions thresholds in concert with the aforementioned criteria pollutant threshold update. The updated thresholds begin with a screening emission level of 1,100 MT CO₂e/yr. Any project below the 1,100 MT CO₂e/yr threshold is judged by the PCAPCD as having a less-than-significant impact on GHG emissions within the District and thus would not conflict with any state or regional GHG emissions reduction goals. Projects that would result in emissions above the 1,100 MT CO₂e/yr threshold would not necessarily result in substantial impacts, if certain efficiency thresholds are met. The efficiency thresholds, which are based on service populations and square footage, are presented in Table 4.

Table 4			
PCAPCD Operational Thresholds of Significance			
Efficiency Thresholds			
Residential (MT CO₂e/capita)		Non-Residential (MT CO₂e/1,000 sf)	
Urban	Rural	Urban	Rural
4.5	5.5	26.5	27.3
<i>Source: Placer County Air Pollution Control District. Placer County Air Pollution Control District Policy. Review of Land Use Projects Under CEQA. October 13, 2016.</i>			

Projects that fall below the 1,100 MT CO₂e/yr threshold or meet the efficiency thresholds are considered to be in keeping with statewide GHG emissions reduction targets, which would ensure that the proposed project would not inhibit the State's achievement of GHG emissions reductions. Thus, projects which involve emissions below the 1,100 MT CO₂e/yr threshold or below the efficiency thresholds presented in Table 4, are considered to result in less-than-significant impacts in regards to GHG emissions within the District and thus would not conflict with any state or regional GHG emissions reduction goals. Finally, the PCAPCD has also established a Bright Line Cap, which shall be the maximum limit for any proposed project. The Bright Line Cap is 10,000 MT CO₂e/yr for all types of projects.

Buildout of the proposed project would contribute to increases of GHG emissions that are associated with global climate change during construction and operations. The proposed project's short-term construction-related and long-term operational GHG emissions are presented below.

Short-Term Construction GHG Emissions

Construction-related GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change, as global climate change is inherently a cumulative effect that occurs over a long period of time and is quantified on a yearly basis. However, the proposed project's construction GHG emissions have been estimated and compared to the threshold of significance. The proposed project's maximum annual construction-related GHG emissions are presented in Table 5. The construction modeling assumptions are described in the Air Quality section above.

Table 5		
Maximum Unmitigated Project Construction GHG Emissions		
	Construction GHG Emissions (MTCO₂e/yr)	Threshold of Significance (MTCO₂e/yr)
Maximum Annual Construction-related GHG Emissions	941.51	1,100
<i>Source: CalEEMod, September 2016 (see Appendix).</i>		

As shown in the table, the proposed project's maximum unmitigated construction-related GHG emissions would be below the applicable 1,100 MT CO₂e/yr threshold. Accordingly, the proposed project would not be expected to have a significant impact related to GHG emissions during construction.

Long-Term Operational GHG Emissions

The modeling assumptions for operational GHG emissions are discussed in the Air Quality section of this report. The proposed project's estimated GHG emissions at full buildout (2021) are presented in Table 6.

Table 6	
Unmitigated Project Operational GHG Emissions	
Emission Source	Annual GHG Emissions (MTCO₂e/yr)
Area	0.02
Energy	1,035.93
Mobile	2,163.03
Solid Waste	118.46
Water	164.53
TOTAL ANNUAL GHG EMISSIONS	3,481.98
<i>Source: CalEEMod, September 2016 (see Appendix).</i>	

As shown in the table, the proposed project would result in operational GHG emissions in excess of the 1,100 MT CO₂e/yr threshold. Accordingly, the project must be further reviewed under the efficiency thresholds presented in Table 4. The efficiency thresholds rely on GHG emissions in MTCO₂e per 1,000 square feet to determine significance for non-residential projects. As such, the proposed project's estimated annual operational emissions of 3,481.98 MTCO₂e must be divided by the proposed office space area. The proposed project would include 280,000 sf. Thus, the proposed project would result in an efficiency rate of 12.44 MTCO₂ per 1,000 sf. Table 7 compares the proposed project's efficiency rate to the applicable efficiency threshold.

Table 7	
Unmitigated Project Operational GHG Emissions (MT CO₂e/1,000 sf)	
PCAPCD Urban Non-Residential Efficiency Threshold	Project Emissions
26.5	12.44
<i>Source: CalEEMod, September 2016 (see Appendix).</i>	
<i>Placer County Air Pollution Control District. Placer County Air Pollution Control District Policy. Review of Land Use Projects Under CEQA. October 13, 2016.</i>	

As shown in the table, the proposed project would result in operational GHG emissions below the applicable PCAPCD efficiency thresholds. Because the project's unmitigated annual GHG emissions would be below the applicable PCAPCD efficiency threshold, the proposed project would be considered to result in a ***less-than-significant*** impact related to GHG emissions and global climate change.

APPENDIX

CALEEMOD RESULTS

Stone Point Office Building
Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	280.00	1000sqft	11.79	280,000.00	0
Parking Lot	900.00	Space	6.00	360,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	74
Climate Zone	2			Operational Year	2019
Utility Company	Roseville Electric				
CO2 Intensity (lb/MW hr)	600.5	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Adjusted to reflect progress towards RPS

Land Use - Applicant information

Construction Phase - Applicant Information

Grading - Applicant Information

Vehicle Trips - Fehr and Peers provided trip rate

Area Mitigation - Per PCAPCD Rules

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	100
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	100
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	100
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	100
tblConstructionPhase	NumDays	20.00	528.00
tblConstructionPhase	NumDays	300.00	528.00
tblConstructionPhase	NumDays	30.00	129.00
tblConstructionPhase	NumDays	20.00	65.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	PhaseEndDate	12/21/2021	12/26/2019
tblConstructionPhase	PhaseEndDate	9/12/2019	12/12/2019
tblConstructionPhase	PhaseEndDate	3/26/2020	12/4/2018
tblConstructionPhase	PhaseStartDate	12/13/2019	12/19/2017
tblConstructionPhase	PhaseStartDate	9/5/2017	12/5/2017
tblConstructionPhase	PhaseStartDate	12/27/2019	9/5/2018
tblGrading	AcresOfGrading	322.50	25.00
tblGrading	MaterialImported	0.00	15,000.00
tblLandUse	LotAcreage	6.43	11.79
tblLandUse	LotAcreage	8.10	6.00
tblProjectCharacteristics	CO2IntensityFactor	793.8	600.5
tblProjectCharacteristics	OperationalYear	2014	2019
tblVehicleTrips	WD_TR	11.01	10.25

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					
2017	0.5371	5.2121	3.7945	5.6400e-003	0.5000	0.2435	0.7434	0.2541	0.2244	0.4785	0.0000	512.1420	512.1420	0.1234	0.0000	514.7342
2018	2.3534	5.0720	5.9619	0.0114	0.3878	0.2637	0.6515	0.1051	0.2481	0.3532	0.0000	939.1538	939.1538	0.1120	0.0000	941.5060
2019	2.1835	3.8943	5.0100	0.0101	0.3668	0.1924	0.5592	0.0994	0.1816	0.2810	0.0000	813.1703	813.1703	0.0847	0.0000	814.9487
Total	5.0741	14.1784	14.7664	0.0272	1.2546	0.6996	1.9541	0.4585	0.6541	1.1126	0.0000	2,264.4661	2,264.4661	0.3201	0.0000	2,271.1890

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					
2017	0.5371	5.2121	3.7945	5.6400e-003	0.5000	0.2435	0.7434	0.2541	0.2244	0.4785	0.0000	512.1415	512.1415	0.1234	0.0000	514.7337
2018	2.3534	5.0720	5.9618	0.0114	0.3878	0.2637	0.6515	0.1051	0.2481	0.3532	0.0000	939.1533	939.1533	0.1120	0.0000	941.5056
2019	2.1835	3.8943	5.0100	0.0101	0.3668	0.1924	0.5592	0.0994	0.1816	0.2810	0.0000	813.1699	813.1699	0.0847	0.0000	814.9484
Total	5.0741	14.1784	14.7663	0.0272	1.2546	0.6996	1.9541	0.4585	0.6541	1.1126	0.0000	2,264.4648	2,264.4648	0.3201	0.0000	2,271.1876

	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
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	tons/yr										MT/yr					
Area	2.8375	1.0000e-004	0.0110	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0211	0.0211	6.0000e-005	0.0000	0.0223
Energy	0.0261	0.2375	0.1995	1.4200e-003		0.0181	0.0181		0.0181	0.0181	0.0000	1,196.6876	1,196.6876	0.0503	0.0141	1,202.1182
Mobile	1.2221	3.2462	12.4123	0.0295	1.9287	0.0440	1.9727	0.5172	0.0406	0.5578	0.0000	2,161.5409	2,161.5409	0.0711	0.0000	2,163.0348
Waste						0.0000	0.0000		0.0000	0.0000	52.8589	0.0000	52.8589	3.1239	0.0000	118.4601
Water						0.0000	0.0000		0.0000	0.0000	15.7883	102.4255	118.2137	1.6266	0.0393	164.5584
Total	4.0857	3.4838	12.6227	0.0309	1.9287	0.0621	1.9908	0.5172	0.0586	0.5758	68.6471	3,460.6751	3,529.3222	4.8719	0.0534	3,648.1938

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	2.4485	1.0000e-004	0.0110	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0211	0.0211	6.0000e-005	0.0000	0.0223
Energy	0.0185	0.1682	0.1413	1.0100e-003		0.0128	0.0128		0.0128	0.0128	0.0000	1,031.3273	1,031.3273	0.0445	0.0118	1,035.9291
Mobile	1.2221	3.2462	12.4123	0.0295	1.9287	0.0440	1.9727	0.5172	0.0406	0.5578	0.0000	2,161.5409	2,161.5409	0.0711	0.0000	2,163.0348
Waste						0.0000	0.0000		0.0000	0.0000	52.8589	0.0000	52.8589	3.1239	0.0000	118.4601
Water						0.0000	0.0000		0.0000	0.0000	15.7883	102.4255	118.2137	1.6263	0.0393	164.5332
Total	3.6890	3.4145	12.5645	0.0305	1.9287	0.0568	1.9856	0.5172	0.0534	0.5706	68.6471	3,295.3148	3,363.9619	4.8658	0.0511	3,481.9795

	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
Percent Reduction	9.71	1.99	0.46	1.33	0.00	8.49	0.26	0.00	8.99	0.92	0.00	4.78	4.69	0.12	4.38	4.56

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	3/1/2017	3/7/2017	5	5	
2	Grading	Grading	3/8/2017	9/4/2017	5	129	
3	Building Construction	Building Construction	12/5/2017	12/12/2019	5	528	
4	Architectural Coating	Architectural Coating	12/19/2017	12/26/2019	5	528	
5	Paving	Paving	9/5/2018	12/4/2018	5	65	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 25

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 436,200; Non-Residential Outdoor: 145,400 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38

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
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	1,875.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	241.00	105.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	48.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2017**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0248	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0121	0.1294	0.0985	1.0000e-004		6.8900e-003	6.8900e-003		6.3300e-003	6.3300e-003	0.0000	9.0789	9.0789	2.7800e-003	0.0000	9.1373
Total	0.0121	0.1294	0.0985	1.0000e-004	0.0452	6.8900e-003	0.0521	0.0248	6.3300e-003	0.0312	0.0000	9.0789	9.0789	2.7800e-003	0.0000	9.1373

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	1.3000e-004	1.6000e-004	1.6400e-003	0.0000	3.5000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.2986	0.2986	1.0000e-005	0.0000	0.2989
Total	1.3000e-004	1.6000e-004	1.6400e-003	0.0000	3.5000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.2986	0.2986	1.0000e-005	0.0000	0.2989

3.2 Site Preparation - 2017**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0248	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0121	0.1294	0.0985	1.0000e-004		6.8900e-003	6.8900e-003		6.3300e-003	6.3300e-003	0.0000	9.0788	9.0788	2.7800e-003	0.0000	9.1373
Total	0.0121	0.1294	0.0985	1.0000e-004	0.0452	6.8900e-003	0.0521	0.0248	6.3300e-003	0.0312	0.0000	9.0788	9.0788	2.7800e-003	0.0000	9.1373

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	1.3000e-004	1.6000e-004	1.6400e-003	0.0000	3.5000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.2986	0.2986	1.0000e-005	0.0000	0.2989
Total	1.3000e-004	1.6000e-004	1.6400e-003	0.0000	3.5000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.2986	0.2986	1.0000e-005	0.0000	0.2989

3.3 Grading - 2017**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.4025	0.0000	0.4025	0.2151	0.0000	0.2151	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3934	4.4887	3.0189	3.9800e-003		0.2140	0.2140		0.1968	0.1968	0.0000	369.4168	369.4168	0.1132	0.0000	371.7938
Total	0.3934	4.4887	3.0189	3.9800e-003	0.4025	0.2140	0.6165	0.2151	0.1968	0.4119	0.0000	369.4168	369.4168	0.1132	0.0000	371.7938

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	0.0206	0.2319	0.2216	7.0000e-004	0.0157	3.3800e-003	0.0191	4.3200e-003	3.1100e-003	7.4300e-003	0.0000	63.0160	63.0160	4.4000e-004	0.0000	63.0251
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	3.6700e-003	4.6100e-003	0.0470	1.2000e-004	0.0101	7.0000e-005	0.0102	2.7000e-003	6.0000e-005	2.7600e-003	0.0000	8.5607	8.5607	3.9000e-004	0.0000	8.5688
Total	0.0243	0.2365	0.2685	8.2000e-004	0.0259	3.4500e-003	0.0293	7.0200e-003	3.1700e-003	0.0102	0.0000	71.5767	71.5767	8.3000e-004	0.0000	71.5940

3.3 Grading - 2017**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.4025	0.0000	0.4025	0.2151	0.0000	0.2151	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3934	4.4887	3.0189	3.9800e-003		0.2140	0.2140		0.1968	0.1968	0.0000	369.4164	369.4164	0.1132	0.0000	371.7933
Total	0.3934	4.4887	3.0189	3.9800e-003	0.4025	0.2140	0.6165	0.2151	0.1968	0.4119	0.0000	369.4164	369.4164	0.1132	0.0000	371.7933

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	0.0206	0.2319	0.2216	7.0000e-004	0.0157	3.3800e-003	0.0191	4.3200e-003	3.1100e-003	7.4300e-003	0.0000	63.0160	63.0160	4.4000e-004	0.0000	63.0251
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	3.6700e-003	4.6100e-003	0.0470	1.2000e-004	0.0101	7.0000e-005	0.0102	2.7000e-003	6.0000e-005	2.7600e-003	0.0000	8.5607	8.5607	3.9000e-004	0.0000	8.5688
Total	0.0243	0.2365	0.2685	8.2000e-004	0.0259	3.4500e-003	0.0293	7.0200e-003	3.1700e-003	0.0102	0.0000	71.5767	71.5767	8.3000e-004	0.0000	71.5940

3.4 Building Construction - 2017**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	0.0295	0.2509	0.1722	2.5000e-004		0.0169	0.0169		0.0159	0.0159	0.0000	22.7505	22.7505	5.6000e-003	0.0000	22.8681
Total	0.0295	0.2509	0.1722	2.5000e-004		0.0169	0.0169		0.0159	0.0159	0.0000	22.7505	22.7505	5.6000e-003	0.0000	22.8681

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	0.0117	0.0877	0.1350	2.4000e-004	6.3900e-003	1.3400e-003	7.7400e-003	1.8400e-003	1.2400e-003	3.0700e-003	0.0000	21.2446	21.2446	1.6000e-004	0.0000	21.2480
Worker	6.5200e-003	8.1900e-003	0.0834	2.1000e-004	0.0180	1.2000e-004	0.0181	4.7900e-003	1.1000e-004	4.9000e-003	0.0000	15.1936	15.1936	6.8000e-004	0.0000	15.2080
Total	0.0182	0.0959	0.2184	4.5000e-004	0.0244	1.4600e-003	0.0258	6.6300e-003	1.3500e-003	7.9700e-003	0.0000	36.4382	36.4382	8.4000e-004	0.0000	36.4560

3.4 Building Construction - 2017

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	0.0295	0.2509	0.1722	2.5000e-004		0.0169	0.0169		0.0159	0.0159	0.0000	22.7505	22.7505	5.6000e-003	0.0000	22.8681
Total	0.0295	0.2509	0.1722	2.5000e-004		0.0169	0.0169		0.0159	0.0159	0.0000	22.7505	22.7505	5.6000e-003	0.0000	22.8681

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	0.0117	0.0877	0.1350	2.4000e-004	6.3900e-003	1.3400e-003	7.7400e-003	1.8400e-003	1.2400e-003	3.0700e-003	0.0000	21.2446	21.2446	1.6000e-004	0.0000	21.2480
Worker	6.5200e-003	8.1900e-003	0.0834	2.1000e-004	0.0180	1.2000e-004	0.0181	4.7900e-003	1.1000e-004	4.9000e-003	0.0000	15.1936	15.1936	6.8000e-004	0.0000	15.2080
Total	0.0182	0.0959	0.2184	4.5000e-004	0.0244	1.4600e-003	0.0258	6.6300e-003	1.3500e-003	7.9700e-003	0.0000	36.4382	36.4382	8.4000e-004	0.0000	36.4560

3.4 Building Construction - 2018**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	0.3483	3.0355	2.2880	3.5000e-003		0.1950	0.1950		0.1833	0.1833	0.0000	308.9844	308.9844	0.0756	0.0000	310.5723
Total	0.3483	3.0355	2.2880	3.5000e-003		0.1950	0.1950		0.1833	0.1833	0.0000	308.9844	308.9844	0.0756	0.0000	310.5723

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	0.1445	1.0947	1.7286	3.2600e-003	0.0878	0.0166	0.1044	0.0252	0.0152	0.0405	0.0000	286.7484	286.7484	2.1500e-003	0.0000	286.7936
Worker	0.0789	0.1006	1.0145	2.9100e-003	0.2470	1.6300e-003	0.2486	0.0657	1.5000e-003	0.0672	0.0000	200.7972	200.7972	8.6200e-003	0.0000	200.9783
Total	0.2233	1.1953	2.7430	6.1700e-003	0.3348	0.0182	0.3530	0.0910	0.0167	0.1077	0.0000	487.5457	487.5457	0.0108	0.0000	487.7719

3.4 Building Construction - 2018**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	0.3483	3.0355	2.2880	3.5000e-003		0.1950	0.1950		0.1833	0.1833	0.0000	308.9841	308.9841	0.0756	0.0000	310.5720
Total	0.3483	3.0355	2.2880	3.5000e-003		0.1950	0.1950		0.1833	0.1833	0.0000	308.9841	308.9841	0.0756	0.0000	310.5720

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	0.1445	1.0947	1.7286	3.2600e-003	0.0878	0.0166	0.1044	0.0252	0.0152	0.0405	0.0000	286.7484	286.7484	2.1500e-003	0.0000	286.7936
Worker	0.0789	0.1006	1.0145	2.9100e-003	0.2470	1.6300e-003	0.2486	0.0657	1.5000e-003	0.0672	0.0000	200.7972	200.7972	8.6200e-003	0.0000	200.9783
Total	0.2233	1.1953	2.7430	6.1700e-003	0.3348	0.0182	0.3530	0.0910	0.0167	0.1077	0.0000	487.5457	487.5457	0.0108	0.0000	487.7719

3.4 Building Construction - 2019**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	0.2916	2.5997	2.1229	3.3200e-003		0.1594	0.1594		0.1498	0.1498	0.0000	290.3122	290.3122	0.0706	0.0000	291.7956
Total	0.2916	2.5997	2.1229	3.3200e-003		0.1594	0.1594		0.1498	0.1498	0.0000	290.3122	290.3122	0.0706	0.0000	291.7956

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	0.1284	0.9522	1.5823	3.0900e-003	0.0835	0.0146	0.0981	0.0240	0.0134	0.0374	0.0000	267.8790	267.8790	1.9900e-003	0.0000	267.9207
Worker	0.0685	0.0875	0.8841	2.7600e-003	0.2347	1.5400e-003	0.2362	0.0625	1.4300e-003	0.0639	0.0000	183.9313	183.9313	7.6900e-003	0.0000	184.0928
Total	0.1968	1.0397	2.4664	5.8500e-003	0.3182	0.0161	0.3343	0.0864	0.0149	0.1013	0.0000	451.8103	451.8103	9.6800e-003	0.0000	452.0135

3.4 Building Construction - 2019**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	0.2916	2.5997	2.1229	3.3200e-003		0.1594	0.1594		0.1498	0.1498	0.0000	290.3119	290.3119	0.0706	0.0000	291.7952
Total	0.2916	2.5997	2.1229	3.3200e-003		0.1594	0.1594		0.1498	0.1498	0.0000	290.3119	290.3119	0.0706	0.0000	291.7952

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	0.1284	0.9522	1.5823	3.0900e-003	0.0835	0.0146	0.0981	0.0240	0.0134	0.0374	0.0000	267.8790	267.8790	1.9900e-003	0.0000	267.9207
Worker	0.0685	0.0875	0.8841	2.7600e-003	0.2347	1.5400e-003	0.2362	0.0625	1.4300e-003	0.0639	0.0000	183.9313	183.9313	7.6900e-003	0.0000	184.0928
Total	0.1968	1.0397	2.4664	5.8500e-003	0.3182	0.0161	0.3343	0.0864	0.0149	0.1013	0.0000	451.8103	451.8103	9.6800e-003	0.0000	452.0135

3.5 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0574					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5000e-003	9.8300e-003	8.4100e-003	1.0000e-005		7.8000e-004	7.8000e-004		7.8000e-004	7.8000e-004	0.0000	1.1490	1.1490	1.2000e-004	0.0000	1.1515
Total	0.0589	9.8300e-003	8.4100e-003	1.0000e-005		7.8000e-004	7.8000e-004		7.8000e-004	7.8000e-004	0.0000	1.1490	1.1490	1.2000e-004	0.0000	1.1515

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	6.1000e-004	7.7000e-004	7.8700e-003	2.0000e-005	1.7000e-003	1.0000e-005	1.7100e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.4334	1.4334	6.0000e-005	0.0000	1.4348
Total	6.1000e-004	7.7000e-004	7.8700e-003	2.0000e-005	1.7000e-003	1.0000e-005	1.7100e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.4334	1.4334	6.0000e-005	0.0000	1.4348

3.5 Architectural Coating - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0574					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5000e-003	9.8300e-003	8.4100e-003	1.0000e-005		7.8000e-004	7.8000e-004		7.8000e-004	7.8000e-004	0.0000	1.1490	1.1490	1.2000e-004	0.0000	1.1515
Total	0.0589	9.8300e-003	8.4100e-003	1.0000e-005		7.8000e-004	7.8000e-004		7.8000e-004	7.8000e-004	0.0000	1.1490	1.1490	1.2000e-004	0.0000	1.1515

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	6.1000e-004	7.7000e-004	7.8700e-003	2.0000e-005	1.7000e-003	1.0000e-005	1.7100e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.4334	1.4334	6.0000e-005	0.0000	1.4348
Total	6.1000e-004	7.7000e-004	7.8700e-003	2.0000e-005	1.7000e-003	1.0000e-005	1.7100e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.4334	1.4334	6.0000e-005	0.0000	1.4348

3.5 Architectural Coating - 2018

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	1.6657					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0390	0.2618	0.2420	3.9000e-004		0.0197	0.0197		0.0197	0.0197	0.0000	33.3200	33.3200	3.1700e-003	0.0000	33.3865
Total	1.7047	0.2618	0.2420	3.9000e-004		0.0197	0.0197		0.0197	0.0197	0.0000	33.3200	33.3200	3.1700e-003	0.0000	33.3865

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	0.0157	0.0200	0.2021	5.8000e-004	0.0492	3.2000e-004	0.0495	0.0131	3.0000e-004	0.0134	0.0000	39.9928	39.9928	1.7200e-003	0.0000	40.0289
Total	0.0157	0.0200	0.2021	5.8000e-004	0.0492	3.2000e-004	0.0495	0.0131	3.0000e-004	0.0134	0.0000	39.9928	39.9928	1.7200e-003	0.0000	40.0289

3.5 Architectural Coating - 2018

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	1.6657					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0390	0.2618	0.2420	3.9000e-004		0.0197	0.0197		0.0197	0.0197	0.0000	33.3200	33.3200	3.1700e-003	0.0000	33.3865
Total	1.7047	0.2618	0.2420	3.9000e-004		0.0197	0.0197		0.0197	0.0197	0.0000	33.3200	33.3200	3.1700e-003	0.0000	33.3865

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	0.0157	0.0200	0.2021	5.8000e-004	0.0492	3.2000e-004	0.0495	0.0131	3.0000e-004	0.0134	0.0000	39.9928	39.9928	1.7200e-003	0.0000	40.0289
Total	0.0157	0.0200	0.2021	5.8000e-004	0.0492	3.2000e-004	0.0495	0.0131	3.0000e-004	0.0134	0.0000	39.9928	39.9928	1.7200e-003	0.0000	40.0289

3.5 Architectural Coating - 2019**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	1.6465					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0344	0.2368	0.2375	3.8000e-004		0.0166	0.0166		0.0166	0.0166	0.0000	32.9370	32.9370	2.7800e-003	0.0000	32.9954
Total	1.6809	0.2368	0.2375	3.8000e-004		0.0166	0.0166		0.0166	0.0166	0.0000	32.9370	32.9370	2.7800e-003	0.0000	32.9954

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	0.0142	0.0181	0.1832	5.7000e-004	0.0486	3.2000e-004	0.0489	0.0129	3.0000e-004	0.0132	0.0000	38.1108	38.1108	1.5900e-003	0.0000	38.1443
Total	0.0142	0.0181	0.1832	5.7000e-004	0.0486	3.2000e-004	0.0489	0.0129	3.0000e-004	0.0132	0.0000	38.1108	38.1108	1.5900e-003	0.0000	38.1443

3.5 Architectural Coating - 2019

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	1.6465					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0344	0.2368	0.2375	3.8000e-004		0.0166	0.0166		0.0166	0.0166	0.0000	32.9369	32.9369	2.7800e-003	0.0000	32.9954
Total	1.6809	0.2368	0.2375	3.8000e-004		0.0166	0.0166		0.0166	0.0166	0.0000	32.9369	32.9369	2.7800e-003	0.0000	32.9954

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	0.0142	0.0181	0.1832	5.7000e-004	0.0486	3.2000e-004	0.0489	0.0129	3.0000e-004	0.0132	0.0000	38.1108	38.1108	1.5900e-003	0.0000	38.1443
Total	0.0142	0.0181	0.1832	5.7000e-004	0.0486	3.2000e-004	0.0489	0.0129	3.0000e-004	0.0132	0.0000	38.1108	38.1108	1.5900e-003	0.0000	38.1443

3.6 Paving - 2018**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	0.0524	0.5578	0.4711	7.3000e-004		0.0305	0.0305		0.0281	0.0281	0.0000	66.1984	66.1984	0.0206	0.0000	66.6312
Paving	7.8600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0602	0.5578	0.4711	7.3000e-004		0.0305	0.0305		0.0281	0.0281	0.0000	66.1984	66.1984	0.0206	0.0000	66.6312

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	1.2200e-003	1.5600e-003	0.0157	5.0000e-005	3.8300e-003	3.0000e-005	3.8500e-003	1.0200e-003	2.0000e-005	1.0400e-003	0.0000	3.1125	3.1125	1.3000e-004	0.0000	3.1153
Total	1.2200e-003	1.5600e-003	0.0157	5.0000e-005	3.8300e-003	3.0000e-005	3.8500e-003	1.0200e-003	2.0000e-005	1.0400e-003	0.0000	3.1125	3.1125	1.3000e-004	0.0000	3.1153

3.6 Paving - 2018

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	0.0524	0.5578	0.4711	7.3000e-004		0.0305	0.0305		0.0281	0.0281	0.0000	66.1983	66.1983	0.0206	0.0000	66.6311
Paving	7.8600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0602	0.5578	0.4711	7.3000e-004		0.0305	0.0305		0.0281	0.0281	0.0000	66.1983	66.1983	0.0206	0.0000	66.6311

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	1.2200e-003	1.5600e-003	0.0157	5.0000e-005	3.8300e-003	3.0000e-005	3.8500e-003	1.0200e-003	2.0000e-005	1.0400e-003	0.0000	3.1125	3.1125	1.3000e-004	0.0000	3.1153
Total	1.2200e-003	1.5600e-003	0.0157	5.0000e-005	3.8300e-003	3.0000e-005	3.8500e-003	1.0200e-003	2.0000e-005	1.0400e-003	0.0000	3.1125	3.1125	1.3000e-004	0.0000	3.1153

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	1.2221	3.2462	12.4123	0.0295	1.9287	0.0440	1.9727	0.5172	0.0406	0.5578	0.0000	2,161.5409	2,161.5409	0.0711	0.0000	2,163.0348
Unmitigated	1.2221	3.2462	12.4123	0.0295	1.9287	0.0440	1.9727	0.5172	0.0406	0.5578	0.0000	2,161.5409	2,161.5409	0.0711	0.0000	2,163.0348

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	2,870.00	663.60	274.40	5,219,220	5,219,220
Parking Lot	0.00	0.00	0.00		
Total	2,870.00	663.60	274.40	5,219,220	5,219,220

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.436123	0.064009	0.189752	0.169683	0.063959	0.008608	0.013150	0.039191	0.001722	0.001069	0.008434	0.000534	0.003765

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	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	848.2745	848.2745	0.0410	8.4800e-003	851.7622
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	938.1933	938.1933	0.0453	9.3700e-003	942.0508
NaturalGas Mitigated	0.0185	0.1682	0.1413	1.0100e-003		0.0128	0.0128		0.0128	0.0128	0.0000	183.0528	183.0528	3.5100e-003	3.3600e-003	184.1668
NaturalGas Unmitigated	0.0261	0.2375	0.1995	1.4200e-003		0.0181	0.0181		0.0181	0.0181	0.0000	258.4943	258.4943	4.9500e-003	4.7400e-003	260.0674

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					
General Office Building	4.844e+006	0.0261	0.2375	0.1995	1.4200e-003		0.0181	0.0181		0.0181	0.0181	0.0000	258.4943	258.4943	4.9500e-003	4.7400e-003	260.0674
Parking Lot	0	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		0.0261	0.2375	0.1995	1.4200e-003		0.0181	0.0181		0.0181	0.0181	0.0000	258.4943	258.4943	4.9500e-003	4.7400e-003	260.0674

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					
Parking Lot	0	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
General Office Building	3.43028e+006	0.0185	0.1682	0.1413	1.0100e-003		0.0128	0.0128		0.0128	0.0128	0.0000	183.0528	183.0528	3.5100e-003	3.3600e-003	184.1668
Total		0.0185	0.1682	0.1413	1.0100e-003		0.0128	0.0128		0.0128	0.0128	0.0000	183.0528	183.0528	3.5100e-003	3.3600e-003	184.1668

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	3.1276e+006	851.9026	0.0411	8.5100e-003	855.4053
Parking Lot	316800	86.2907	4.1700e-003	8.6000e-004	86.6455
Total		938.1933	0.0453	9.3700e-003	942.0508

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	2.79748e+006	761.9838	0.0368	7.6100e-003	765.1168
Parking Lot	316800	86.2907	4.1700e-003	8.6000e-004	86.6455
Total		848.2745	0.0410	8.4700e-003	851.7622

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	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	2.4485	1.0000e-004	0.0110	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0211	0.0211	6.0000e-005	0.0000	0.0223
Unmitigated	2.8375	1.0000e-004	0.0110	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0211	0.0211	6.0000e-005	0.0000	0.0223

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	0.3370					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.4995					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0400e-003	1.0000e-004	0.0110	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0211	0.0211	6.0000e-005	0.0000	0.0223
Total	2.8375	1.0000e-004	0.0110	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0211	0.0211	6.0000e-005	0.0000	0.0223

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	0.1348					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.3126					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0400e-003	1.0000e-004	0.0110	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0211	0.0211	6.0000e-005	0.0000	0.0223
Total	2.4485	1.0000e-004	0.0110	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0211	0.0211	6.0000e-005	0.0000	0.0223

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	118.2137	1.6263	0.0393	164.5332
Unmitigated	118.2137	1.6266	0.0393	164.5584

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	49.7654 / 30.5014	118.2137	1.6266	0.0393	164.5584
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		118.2137	1.6266	0.0393	164.5584

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	49.7654 / 30.5014	118.2137	1.6263	0.0393	164.5332
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		118.2137	1.6263	0.0393	164.5332

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	52.8589	3.1239	0.0000	118.4601
Unmitigated	52.8589	3.1239	0.0000	118.4601

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	260.4	52.8589	3.1239	0.0000	118.4601
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		52.8589	3.1239	0.0000	118.4601

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	260.4	52.8589	3.1239	0.0000	118.4601
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		52.8589	3.1239	0.0000	118.4601

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Stone Point Office Building
Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	280.00	1000sqft	11.79	280,000.00	0
Parking Lot	900.00	Space	6.00	360,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	74
Climate Zone	2			Operational Year	2019
Utility Company	Roseville Electric				
CO2 Intensity (lb/MW hr)	600.5	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Adjusted to reflect progress towards RPS

Land Use - Applicant information

Construction Phase - Applicant Information

Grading - Applicant Information

Vehicle Trips - Fehr and Peers provided trip rate

Area Mitigation - Per PCAPCD Rules

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	100
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	100
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	100
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	100
tblConstructionPhase	NumDays	20.00	528.00
tblConstructionPhase	NumDays	300.00	528.00
tblConstructionPhase	NumDays	30.00	129.00
tblConstructionPhase	NumDays	20.00	65.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	PhaseEndDate	12/21/2021	12/26/2019
tblConstructionPhase	PhaseEndDate	9/12/2019	12/12/2019
tblConstructionPhase	PhaseEndDate	3/26/2020	12/4/2018
tblConstructionPhase	PhaseStartDate	12/13/2019	12/19/2017
tblConstructionPhase	PhaseStartDate	9/5/2017	12/5/2017
tblConstructionPhase	PhaseStartDate	12/27/2019	9/5/2018
tblGrading	AcresOfGrading	322.50	25.00
tblGrading	MaterialImported	0.00	15,000.00
tblLandUse	LotAcreage	6.43	11.79
tblLandUse	LotAcreage	8.10	6.00
tblProjectCharacteristics	CO2IntensityFactor	793.8	600.5
tblProjectCharacteristics	OperationalYear	2014	2019
tblVehicleTrips	WD_TR	11.01	10.25

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					
2017	18.2777	73.0735	50.3558	0.0844	18.2141	3.3706	20.9693	9.9699	3.1009	12.5047	0.0000	7,726.776 2	7,726.776 2	1.9484	0.0000	7,767.692 4
2018	19.4930	51.2995	54.8138	0.1081	3.1960	2.7254	5.9215	0.8620	2.5495	3.4115	0.0000	9,927.522 4	9,927.522 4	1.4742	0.0000	9,958.481 4
2019	17.1129	30.8878	38.1363	0.0842	3.0729	1.5458	4.6187	0.8293	1.4586	2.2879	0.0000	7,415.122 6	7,415.122 6	0.7511	0.0000	7,430.896 1
Total	54.8836	155.2608	143.3059	0.2767	24.4830	7.6419	31.5095	11.6612	7.1090	18.2041	0.0000	25,069.42 13	25,069.42 13	4.1737	0.0000	25,157.06 98

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					
2017	18.2777	73.0735	50.3558	0.0844	18.2141	3.3706	20.9693	9.9699	3.1009	12.5047	0.0000	7,726.776 2	7,726.776 2	1.9484	0.0000	7,767.692 4
2018	19.4930	51.2995	54.8138	0.1081	3.1960	2.7254	5.9215	0.8620	2.5495	3.4115	0.0000	9,927.522 4	9,927.522 4	1.4742	0.0000	9,958.481 3
2019	17.1129	30.8878	38.1363	0.0842	3.0729	1.5458	4.6187	0.8293	1.4586	2.2879	0.0000	7,415.122 6	7,415.122 6	0.7511	0.0000	7,430.896 1
Total	54.8836	155.2608	143.3059	0.2767	24.4830	7.6419	31.5095	11.6612	7.1090	18.2041	0.0000	25,069.42 13	25,069.42 13	4.1737	0.0000	25,157.06 98

[illegible]

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	15.5539	1.1300e-003	0.1217	1.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004		0.2583	0.2583	7.0000e-004		0.2729
Energy	0.1431	1.3011	1.0929	7.8100e-003		0.0989	0.0989		0.0989	0.0989		1,561.3215	1,561.3215	0.0299	0.0286	1,570.8235
Mobile	9.7042	21.8838	88.0420	0.2291	14.5573	0.3175	14.8748	3.8893	0.2925	4.1818		18,407.6048	18,407.6048	0.5664		18,419.5001
Total	25.4012	23.1860	89.2566	0.2369	14.5573	0.4168	14.9741	3.8893	0.3918	4.2811		19,969.1846	19,969.1846	0.5971	0.0286	19,990.5965

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	13.4221	1.1300e-003	0.1217	1.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004		0.2583	0.2583	7.0000e-004		0.2729
Energy	0.1014	0.9214	0.7740	5.5300e-003		0.0700	0.0700		0.0700	0.0700		1,105.6503	1,105.6503	0.0212	0.0203	1,112.3791
Mobile	9.7042	21.8838	88.0420	0.2291	14.5573	0.3175	14.8748	3.8893	0.2925	4.1818		18,407.6048	18,407.6048	0.5664		18,419.5001
Total	23.2276	22.8063	88.9376	0.2346	14.5573	0.3879	14.9452	3.8893	0.3630	4.2523		19,513.5134	19,513.5134	0.5883	0.0203	19,532.1522

	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
Percent Reduction	8.56	1.64	0.36	0.96	0.00	6.92	0.19	0.00	7.37	0.67	0.00	2.28	2.28	1.46	29.18	2.29

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	3/1/2017	3/7/2017	5	5	
2	Grading	Grading	3/8/2017	9/4/2017	5	129	
3	Building Construction	Building Construction	12/5/2017	12/12/2019	5	528	
4	Architectural Coating	Architectural Coating	12/19/2017	12/26/2019	5	528	
5	Paving	Paving	9/5/2018	12/4/2018	5	65	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 25

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 436,200; Non-Residential Outdoor: 145,400 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38

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
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	1,875.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	241.00	105.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	48.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2017**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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339		4,003.0859	4,003.0859	1.2265		4,028.8432
Total	4.8382	51.7535	39.3970	0.0391	18.0663	2.7542	20.8205	9.9307	2.5339	12.4646		4,003.0859	4,003.0859	1.2265		4,028.8432

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	0.0606	0.0571	0.7394	1.8400e-003	0.1479	9.5000e-004	0.1488	0.0392	8.7000e-004	0.0401		145.2794	145.2794	5.9300e-003		145.4040
Total	0.0606	0.0571	0.7394	1.8400e-003	0.1479	9.5000e-004	0.1488	0.0392	8.7000e-004	0.0401		145.2794	145.2794	5.9300e-003		145.4040

3.2 Site Preparation - 2017**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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339	0.0000	4,003.0859	4,003.0859	1.2265		4,028.8432
Total	4.8382	51.7535	39.3970	0.0391	18.0663	2.7542	20.8205	9.9307	2.5339	12.4646	0.0000	4,003.0859	4,003.0859	1.2265		4,028.8432

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	0.0606	0.0571	0.7394	1.8400e-003	0.1479	9.5000e-004	0.1488	0.0392	8.7000e-004	0.0401		145.2794	145.2794	5.9300e-003		145.4040
Total	0.0606	0.0571	0.7394	1.8400e-003	0.1479	9.5000e-004	0.1488	0.0392	8.7000e-004	0.0401		145.2794	145.2794	5.9300e-003		145.4040

3.3 Grading - 2017**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					6.2408	0.0000	6.2408	3.3344	0.0000	3.3344			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518		6,313.3690	6,313.3690	1.9344		6,353.9915
Total	6.0991	69.5920	46.8050	0.0617	6.2408	3.3172	9.5580	3.3344	3.0518	6.3862		6,313.3690	6,313.3690	1.9344		6,353.9915

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	0.2926	3.4181	2.7293	0.0109	0.2535	0.0524	0.3059	0.0694	0.0482	0.1176		1,078.0111	1,078.0111	7.3900e-003		1,078.1664
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	0.0673	0.0634	0.8215	2.0400e-003	0.1643	1.0500e-003	0.1654	0.0436	9.7000e-004	0.0446		161.4216	161.4216	6.5900e-003		161.5600
Total	0.3599	3.4815	3.5508	0.0129	0.4178	0.0534	0.4712	0.1130	0.0491	0.1621		1,239.4327	1,239.4327	0.0140		1,239.7264

3.3 Grading - 2017**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					6.2408	0.0000	6.2408	3.3344	0.0000	3.3344			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518	0.0000	6,313.3690	6,313.3690	1.9344		6,353.9915
Total	6.0991	69.5920	46.8050	0.0617	6.2408	3.3172	9.5580	3.3344	3.0518	6.3862	0.0000	6,313.3690	6,313.3690	1.9344		6,353.9915

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	0.2926	3.4181	2.7293	0.0109	0.2535	0.0524	0.3059	0.0694	0.0482	0.1176		1,078.0111	1,078.0111	7.3900e-003		1,078.1664
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	0.0673	0.0634	0.8215	2.0400e-003	0.1643	1.0500e-003	0.1654	0.0436	9.7000e-004	0.0446		161.4216	161.4216	6.5900e-003		161.5600
Total	0.3599	3.4815	3.5508	0.0129	0.4178	0.0534	0.4712	0.1130	0.0491	0.1621		1,239.4327	1,239.4327	0.0140		1,239.7264

3.4 Building Construction - 2017**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490

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	1.1066	8.8070	10.7614	0.0250	0.6988	0.1408	0.8396	0.1996	0.1294	0.3290		2,472.9808	2,472.9808	0.0187		2,473.3729
Worker	0.8111	0.7640	9.8995	0.0246	1.9798	0.0127	1.9925	0.5251	0.0117	0.5368		1,945.1302	1,945.1302	0.0794		1,946.7985
Total	1.9177	9.5710	20.6610	0.0497	2.6786	0.1535	2.8321	0.7247	0.1411	0.8658		4,418.1110	4,418.1110	0.0981		4,420.1714

3.4 Building Construction - 2017**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490

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	1.1066	8.8070	10.7614	0.0250	0.6988	0.1408	0.8396	0.1996	0.1294	0.3290		2,472.9808	2,472.9808	0.0187		2,473.3729
Worker	0.8111	0.7640	9.8995	0.0246	1.9798	0.0127	1.9925	0.5251	0.0117	0.5368		1,945.1302	1,945.1302	0.0794		1,946.7985
Total	1.9177	9.5710	20.6610	0.0497	2.6786	0.1535	2.8321	0.7247	0.1411	0.8658		4,418.1110	4,418.1110	0.0981		4,420.1714

3.4 Building Construction - 2018**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	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387		2,623.3517
Total	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387		2,623.3517

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	0.9981	8.0066	9.7823	0.0250	0.6987	0.1263	0.8250	0.1996	0.1161	0.3157		2,429.9176	2,429.9176	0.0179		2,430.2941
Worker	0.7218	0.6846	8.8395	0.0246	1.9798	0.0125	1.9922	0.5251	0.0115	0.5366		1,871.6725	1,871.6725	0.0728		1,873.2020
Total	1.7200	8.6912	18.6217	0.0496	2.6785	0.1387	2.8172	0.7247	0.1276	0.8523		4,301.5901	4,301.5901	0.0908		4,303.4961

3.4 Building Construction - 2018**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	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517
Total	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517

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	0.9981	8.0066	9.7823	0.0250	0.6987	0.1263	0.8250	0.1996	0.1161	0.3157		2,429.9176	2,429.9176	0.0179		2,430.2941
Worker	0.7218	0.6846	8.8395	0.0246	1.9798	0.0125	1.9922	0.5251	0.0115	0.5366		1,871.6725	1,871.6725	0.0728		1,873.2020
Total	1.7200	8.6912	18.6217	0.0496	2.6785	0.1387	2.8172	0.7247	0.1276	0.8523		4,301.5901	4,301.5901	0.0908		4,303.4961

3.4 Building Construction - 2019

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	2.3516	20.9650	17.1204	0.0268		1.2850	1.2850		1.2083	1.2083		2,580.7618	2,580.7618	0.6279		2,593.9479
Total	2.3516	20.9650	17.1204	0.0268		1.2850	1.2850		1.2083	1.2083		2,580.7618	2,580.7618	0.6279		2,593.9479

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	0.9357	7.3349	9.3825	0.0250	0.6988	0.1171	0.8159	0.1996	0.1077	0.3073		2,389.0264	2,389.0264	0.0174		2,389.3926
Worker	0.6633	0.6276	8.1657	0.0246	1.9798	0.0124	1.9922	0.5251	0.0115	0.5367		1,804.4865	1,804.4865	0.0684		1,805.9225
Total	1.5989	7.9624	17.5482	0.0496	2.6786	0.1295	2.8081	0.7247	0.1192	0.8440		4,193.5130	4,193.5130	0.0858		4,195.3151

3.4 Building Construction - 2019**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	2.3516	20.9650	17.1204	0.0268		1.2850	1.2850		1.2083	1.2083	0.0000	2,580.7618	2,580.7618	0.6279		2,593.9479
Total	2.3516	20.9650	17.1204	0.0268		1.2850	1.2850		1.2083	1.2083	0.0000	2,580.7618	2,580.7618	0.6279		2,593.9479

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	0.9357	7.3349	9.3825	0.0250	0.6988	0.1171	0.8159	0.1996	0.1077	0.3073		2,389.0264	2,389.0264	0.0174		2,389.3926
Worker	0.6633	0.6276	8.1657	0.0246	1.9798	0.0124	1.9922	0.5251	0.0115	0.5367		1,804.4865	1,804.4865	0.0684		1,805.9225
Total	1.5989	7.9624	17.5482	0.0496	2.6786	0.1295	2.8081	0.7247	0.1192	0.8440		4,193.5130	4,193.5130	0.0858		4,195.3151

3.5 Architectural Coating - 2017

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	12.7638					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	13.0961	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721

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	0.1615	0.1522	1.9717	4.9000e-003	0.3943	2.5300e-003	0.3968	0.1046	2.3300e-003	0.1069		387.4118	387.4118	0.0158		387.7441
Total	0.1615	0.1522	1.9717	4.9000e-003	0.3943	2.5300e-003	0.3968	0.1046	2.3300e-003	0.1069		387.4118	387.4118	0.0158		387.7441

3.5 Architectural Coating - 2017

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	12.7638					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	13.0961	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721

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	0.1615	0.1522	1.9717	4.9000e-003	0.3943	2.5300e-003	0.3968	0.1046	2.3300e-003	0.1069		387.4118	387.4118	0.0158		387.7441
Total	0.1615	0.1522	1.9717	4.9000e-003	0.3943	2.5300e-003	0.3968	0.1046	2.3300e-003	0.1069		387.4118	387.4118	0.0158		387.7441

3.5 Architectural Coating - 2018

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	12.7638					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	13.0624	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102

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	0.1438	0.1364	1.7606	4.9000e-003	0.3943	2.4800e-003	0.3968	0.1046	2.2900e-003	0.1069		372.7813	372.7813	0.0145		373.0859
Total	0.1438	0.1364	1.7606	4.9000e-003	0.3943	2.4800e-003	0.3968	0.1046	2.2900e-003	0.1069		372.7813	372.7813	0.0145		373.0859

3.5 Architectural Coating - 2018

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	12.7638					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102
Total	13.0624	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102

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	0.1438	0.1364	1.7606	4.9000e-003	0.3943	2.4800e-003	0.3968	0.1046	2.2900e-003	0.1069		372.7813	372.7813	0.0145		373.0859
Total	0.1438	0.1364	1.7606	4.9000e-003	0.3943	2.4800e-003	0.3968	0.1046	2.2900e-003	0.1069		372.7813	372.7813	0.0145		373.0859

3.5 Architectural Coating - 2019**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	12.7638					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		281.9473
Total	13.0303	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		281.9473

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	0.1321	0.1250	1.6264	4.9000e-003	0.3943	2.4800e-003	0.3968	0.1046	2.3000e-003	0.1069		359.3998	359.3998	0.0136		359.6858
Total	0.1321	0.1250	1.6264	4.9000e-003	0.3943	2.4800e-003	0.3968	0.1046	2.3000e-003	0.1069		359.3998	359.3998	0.0136		359.6858

3.5 Architectural Coating - 2019

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	12.7638					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		281.9473
Total	13.0303	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		281.9473

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	0.1321	0.1250	1.6264	4.9000e-003	0.3943	2.4800e-003	0.3968	0.1046	2.3000e-003	0.1069		359.3998	359.3998	0.0136		359.6858
Total	0.1321	0.1250	1.6264	4.9000e-003	0.3943	2.4800e-003	0.3968	0.1046	2.3000e-003	0.1069		359.3998	359.3998	0.0136		359.6858

3.6 Paving - 2018**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	1.6114	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635		2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.2419					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.8533	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635		2,245.2695	2,245.2695	0.6990		2,259.9481

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	0.0449	0.0426	0.5502	1.5300e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		116.4941	116.4941	4.5300e-003		116.5893
Total	0.0449	0.0426	0.5502	1.5300e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		116.4941	116.4941	4.5300e-003		116.5893

3.6 Paving - 2018

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	1.6114	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635	0.0000	2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.2419					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.8533	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635	0.0000	2,245.2695	2,245.2695	0.6990		2,259.9481

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	0.0449	0.0426	0.5502	1.5300e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		116.4941	116.4941	4.5300e-003		116.5893
Total	0.0449	0.0426	0.5502	1.5300e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		116.4941	116.4941	4.5300e-003		116.5893

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	9.7042	21.8838	88.0420	0.2291	14.5573	0.3175	14.8748	3.8893	0.2925	4.1818		18,407.6048	18,407.6048	0.5664		18,419.5001
Unmitigated	9.7042	21.8838	88.0420	0.2291	14.5573	0.3175	14.8748	3.8893	0.2925	4.1818		18,407.6048	18,407.6048	0.5664		18,419.5001

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	2,870.00	663.60	274.40	5,219,220	5,219,220
Parking Lot	0.00	0.00	0.00		
Total	2,870.00	663.60	274.40	5,219,220	5,219,220

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.436123	0.064009	0.189752	0.169683	0.063959	0.008608	0.013150	0.039191	0.001722	0.001069	0.008434	0.000534	0.003765

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	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	0.1014	0.9214	0.7740	5.5300e-003		0.0700	0.0700		0.0700	0.0700		1,105.6503	1,105.6503	0.0212	0.0203	1,112.3791
NaturalGas Unmitigated	0.1431	1.3011	1.0929	7.8100e-003		0.0989	0.0989		0.0989	0.0989		1,561.3215	1,561.3215	0.0299	0.0286	1,570.8235

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					
General Office Building	13271.2	0.1431	1.3011	1.0929	7.8100e-003		0.0989	0.0989		0.0989	0.0989		1,561.3215	1,561.3215	0.0299	0.0286	1,570.8235
Parking Lot	0	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		0.1431	1.3011	1.0929	7.8100e-003		0.0989	0.0989		0.0989	0.0989		1,561.3215	1,561.3215	0.0299	0.0286	1,570.8235

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					
Parking Lot	0	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
General Office Building	9.39803	0.1014	0.9214	0.7740	5.5300e-003		0.0700	0.0700		0.0700	0.0700		1,105.6503	1,105.6503	0.0212	0.0203	1,112.3791
Total		0.1014	0.9214	0.7740	5.5300e-003		0.0700	0.0700		0.0700	0.0700		1,105.6503	1,105.6503	0.0212	0.0203	1,112.3791

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	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	13.4221	1.1300e-003	0.1217	1.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004		0.2583	0.2583	7.0000e-004		0.2729
Unmitigated	15.5539	1.1300e-003	0.1217	1.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004		0.2583	0.2583	7.0000e-004		0.2729

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	1.8464					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	13.6960					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0115	1.1300e-003	0.1217	1.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004		0.2583	0.2583	7.0000e-004		0.2729
Total	15.5539	1.1300e-003	0.1217	1.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004		0.2583	0.2583	7.0000e-004		0.2729

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	lb/day										lb/day					
Architectural Coating	0.7386					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	12.6720					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0115	1.1300e-003	0.1217	1.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004		0.2583	0.2583	7.0000e-004		0.2729
Total	13.4221	1.1300e-003	0.1217	1.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004		0.2583	0.2583	7.0000e-004		0.2729

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
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10.0 Vegetation

Stone Point Office Building
Placer County APCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	280.00	1000sqft	11.79	280,000.00	0
Parking Lot	900.00	Space	6.00	360,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	74
Climate Zone	2			Operational Year	2019
Utility Company	Roseville Electric				
CO2 Intensity (lb/MW hr)	600.5	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Adjusted to reflect progress towards RPS

Land Use - Applicant information

Construction Phase - Applicant Information

Grading - Applicant Information

Vehicle Trips - Fehr and Peers provided trip rate

Area Mitigation - Per PCAPCD Rules

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	100
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	100
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	100
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	100
tblConstructionPhase	NumDays	20.00	528.00
tblConstructionPhase	NumDays	300.00	528.00
tblConstructionPhase	NumDays	30.00	129.00
tblConstructionPhase	NumDays	20.00	65.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	PhaseEndDate	12/21/2021	12/26/2019
tblConstructionPhase	PhaseEndDate	9/12/2019	12/12/2019
tblConstructionPhase	PhaseEndDate	3/26/2020	12/4/2018
tblConstructionPhase	PhaseStartDate	12/13/2019	12/19/2017
tblConstructionPhase	PhaseStartDate	9/5/2017	12/5/2017
tblConstructionPhase	PhaseStartDate	12/27/2019	9/5/2018
tblGrading	AcresOfGrading	322.50	25.00
tblGrading	MaterialImported	0.00	15,000.00
tblLandUse	LotAcreage	6.43	11.79
tblLandUse	LotAcreage	8.10	6.00
tblProjectCharacteristics	CO2IntensityFactor	793.8	600.5
tblProjectCharacteristics	OperationalYear	2014	2019
tblVehicleTrips	WD_TR	11.01	10.25

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					
2017	18.4459	73.3190	51.6673	0.0808	18.2141	3.3708	20.9693	9.9699	3.1011	12.5047	0.0000	7,531.168 5	7,531.168 5	1.9485	0.0000	7,572.086 9
2018	19.6116	51.9996	60.5530	0.1043	3.1960	2.7269	5.9229	0.8620	2.5508	3.4128	0.0000	9,629.046 9	9,629.046 9	1.4748	0.0000	9,660.016 7
2019	17.2204	31.5111	43.7627	0.0806	3.0729	1.5471	4.6200	0.8293	1.4598	2.2891	0.0000	7,140.043 4	7,140.043 4	0.7516	0.0000	7,155.827 9
Total	55.2778	156.8297	155.9830	0.2657	24.4830	7.6447	31.5122	11.6612	7.1117	18.2065	0.0000	24,300.25 88	24,300.25 88	4.1749	0.0000	24,387.93 15

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					
2017	18.4459	73.3190	51.6673	0.0808	18.2141	3.3708	20.9693	9.9699	3.1011	12.5047	0.0000	7,531.168 5	7,531.168 5	1.9485	0.0000	7,572.086 9
2018	19.6116	51.9996	60.5530	0.1043	3.1960	2.7269	5.9229	0.8620	2.5508	3.4128	0.0000	9,629.046 9	9,629.046 9	1.4748	0.0000	9,660.016 7
2019	17.2204	31.5111	43.7627	0.0806	3.0729	1.5471	4.6200	0.8293	1.4598	2.2891	0.0000	7,140.043 4	7,140.043 4	0.7516	0.0000	7,155.827 9
Total	55.2778	156.8297	155.9830	0.2657	24.4830	7.6447	31.5122	11.6612	7.1117	18.2065	0.0000	24,300.25 88	24,300.25 88	4.1749	0.0000	24,387.93 15

[illegible]

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	15.5539	1.1300e-003	0.1217	1.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004		0.2583	0.2583	7.0000e-004		0.2729
Energy	0.1431	1.3011	1.0929	7.8100e-003		0.0989	0.0989		0.0989	0.0989		1,561.3215	1,561.3215	0.0299	0.0286	1,570.8235
Mobile	9.2877	24.3830	99.7230	0.2092	14.5573	0.3191	14.8765	3.8893	0.2940	4.1833		16,899.1411	16,899.1411	0.5674		16,911.0571
Total	24.9848	25.6852	100.9376	0.2170	14.5573	0.4185	14.9758	3.8893	0.3934	4.2827		18,460.7209	18,460.7209	0.5981	0.0286	18,482.1535

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	13.4221	1.1300e-003	0.1217	1.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004		0.2583	0.2583	7.0000e-004		0.2729
Energy	0.1014	0.9214	0.7740	5.5300e-003		0.0700	0.0700		0.0700	0.0700		1,105.6503	1,105.6503	0.0212	0.0203	1,112.3791
Mobile	9.2877	24.3830	99.7230	0.2092	14.5573	0.3191	14.8765	3.8893	0.2940	4.1833		16,899.1411	16,899.1411	0.5674		16,911.0571
Total	22.8112	25.3055	100.6186	0.2148	14.5573	0.3896	14.9469	3.8893	0.3645	4.2538		18,005.0497	18,005.0497	0.5893	0.0203	18,023.7091

	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
Percent Reduction	8.70	1.48	0.32	1.05	0.00	6.90	0.19	0.00	7.34	0.67	0.00	2.47	2.47	1.46	29.18	2.48

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	3/1/2017	3/7/2017	5	5	
2	Grading	Grading	3/8/2017	9/4/2017	5	129	
3	Building Construction	Building Construction	12/5/2017	12/12/2019	5	528	
4	Architectural Coating	Architectural Coating	12/19/2017	12/26/2019	5	528	
5	Paving	Paving	9/5/2018	12/4/2018	5	65	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 25

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 436,200; Non-Residential Outdoor: 145,400 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38

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
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	1,875.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	241.00	105.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	48.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2017**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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339		4,003.085 9	4,003.085 9	1.2265		4,028.843 2
Total	4.8382	51.7535	39.3970	0.0391	18.0663	2.7542	20.8205	9.9307	2.5339	12.4646		4,003.085 9	4,003.085 9	1.2265		4,028.843 2

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	0.0535	0.0712	0.6754	1.6200e-003	0.1479	9.5000e-004	0.1488	0.0392	8.7000e-004	0.0401		128.0841	128.0841	5.9300e-003		128.2087
Total	0.0535	0.0712	0.6754	1.6200e-003	0.1479	9.5000e-004	0.1488	0.0392	8.7000e-004	0.0401		128.0841	128.0841	5.9300e-003		128.2087

3.2 Site Preparation - 2017**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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339	0.0000	4,003.0859	4,003.0859	1.2265		4,028.8432
Total	4.8382	51.7535	39.3970	0.0391	18.0663	2.7542	20.8205	9.9307	2.5339	12.4646	0.0000	4,003.0859	4,003.0859	1.2265		4,028.8432

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	0.0535	0.0712	0.6754	1.6200e-003	0.1479	9.5000e-004	0.1488	0.0392	8.7000e-004	0.0401		128.0841	128.0841	5.9300e-003		128.2087
Total	0.0535	0.0712	0.6754	1.6200e-003	0.1479	9.5000e-004	0.1488	0.0392	8.7000e-004	0.0401		128.0841	128.0841	5.9300e-003		128.2087

3.3 Grading - 2017**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					6.2408	0.0000	6.2408	3.3344	0.0000	3.3344			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518		6,313.3690	6,313.3690	1.9344		6,353.9915
Total	6.0991	69.5920	46.8050	0.0617	6.2408	3.3172	9.5580	3.3344	3.0518	6.3862		6,313.3690	6,313.3690	1.9344		6,353.9915

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	0.3486	3.6479	4.1118	0.0109	0.2535	0.0525	0.3060	0.0694	0.0483	0.1177		1,075.4838	1,075.4838	7.5000e-003		1,075.6413
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	0.0595	0.0791	0.7505	1.8000e-003	0.1643	1.0500e-003	0.1654	0.0436	9.7000e-004	0.0446		142.3157	142.3157	6.5900e-003		142.4541
Total	0.4081	3.7270	4.8623	0.0127	0.4178	0.0536	0.4714	0.1130	0.0493	0.1623		1,217.7995	1,217.7995	0.0141		1,218.0954

3.3 Grading - 2017**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					6.2408	0.0000	6.2408	3.3344	0.0000	3.3344			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518	0.0000	6,313.3690	6,313.3690	1.9344		6,353.9915
Total	6.0991	69.5920	46.8050	0.0617	6.2408	3.3172	9.5580	3.3344	3.0518	6.3862	0.0000	6,313.3690	6,313.3690	1.9344		6,353.9915

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	0.3486	3.6479	4.1118	0.0109	0.2535	0.0525	0.3060	0.0694	0.0483	0.1177		1,075.4838	1,075.4838	7.5000e-003		1,075.6413
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	0.0595	0.0791	0.7505	1.8000e-003	0.1643	1.0500e-003	0.1654	0.0436	9.7000e-004	0.0446		142.3157	142.3157	6.5900e-003		142.4541
Total	0.4081	3.7270	4.8623	0.0127	0.4178	0.0536	0.4714	0.1130	0.0493	0.1623		1,217.7995	1,217.7995	0.0141		1,218.0954

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490

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	1.3879	9.3527	17.6055	0.0250	0.6988	0.1425	0.8414	0.1996	0.1311	0.3307		2,454.1351	2,454.1351	0.0192		2,454.5381
Worker	0.7168	0.9528	9.0432	0.0217	1.9798	0.0127	1.9925	0.5251	0.0117	0.5368		1,714.9042	1,714.9042	0.0794		1,716.5724
Total	2.1046	10.3055	26.6487	0.0467	2.6786	0.1552	2.8338	0.7247	0.1427	0.8675		4,169.0393	4,169.0393	0.0986		4,171.1106

3.4 Building Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490

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	1.3879	9.3527	17.6055	0.0250	0.6988	0.1425	0.8414	0.1996	0.1311	0.3307		2,454.1351	2,454.1351	0.0192		2,454.5381
Worker	0.7168	0.9528	9.0432	0.0217	1.9798	0.0127	1.9925	0.5251	0.0117	0.5368		1,714.9042	1,714.9042	0.0794		1,716.5724
Total	2.1046	10.3055	26.6487	0.0467	2.6786	0.1552	2.8338	0.7247	0.1427	0.8675		4,169.0393	4,169.0393	0.0986		4,171.1106

3.4 Building Construction - 2018**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	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387		2,623.3517
Total	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387		2,623.3517

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	1.2342	8.4947	16.6264	0.0249	0.6987	0.1277	0.8264	0.1996	0.1174	0.3170		2,411.3405	2,411.3405	0.0185		2,411.7279
Worker	0.6287	0.8527	7.9636	0.0217	1.9798	0.0125	1.9922	0.5251	0.0115	0.5366		1,649.7794	1,649.7794	0.0728		1,651.3088
Total	1.8629	9.3473	24.5899	0.0466	2.6785	0.1401	2.8186	0.7247	0.1289	0.8536		4,061.1199	4,061.1199	0.0913		4,063.0368

3.4 Building Construction - 2018

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	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517
Total	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517

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	1.2342	8.4947	16.6264	0.0249	0.6987	0.1277	0.8264	0.1996	0.1174	0.3170		2,411.3405	2,411.3405	0.0185		2,411.7279
Worker	0.6287	0.8527	7.9636	0.0217	1.9798	0.0125	1.9922	0.5251	0.0115	0.5366		1,649.7794	1,649.7794	0.0728		1,651.3088
Total	1.8629	9.3473	24.5899	0.0466	2.6785	0.1401	2.8186	0.7247	0.1289	0.8536		4,061.1199	4,061.1199	0.0913		4,063.0368

3.4 Building Construction - 2019**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	2.3516	20.9650	17.1204	0.0268		1.2850	1.2850		1.2083	1.2083		2,580.7618	2,580.7618	0.6279		2,593.9479
Total	2.3516	20.9650	17.1204	0.0268		1.2850	1.2850		1.2083	1.2083		2,580.7618	2,580.7618	0.6279		2,593.9479

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	1.1517	7.7744	16.0828	0.0249	0.6988	0.1184	0.8172	0.1996	0.1089	0.3085		2,370.7229	2,370.7229	0.0180		2,371.1000
Worker	0.5727	0.7808	7.2702	0.0217	1.9798	0.0124	1.9922	0.5251	0.0115	0.5367		1,590.3588	1,590.3588	0.0684		1,591.7948
Total	1.7244	8.5552	23.3530	0.0465	2.6786	0.1308	2.8094	0.7247	0.1204	0.8452		3,961.0817	3,961.0817	0.0863		3,962.8948

3.4 Building Construction - 2019

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	2.3516	20.9650	17.1204	0.0268		1.2850	1.2850		1.2083	1.2083	0.0000	2,580.7618	2,580.7618	0.6279		2,593.9479
Total	2.3516	20.9650	17.1204	0.0268		1.2850	1.2850		1.2083	1.2083	0.0000	2,580.7618	2,580.7618	0.6279		2,593.9479

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	1.1517	7.7744	16.0828	0.0249	0.6988	0.1184	0.8172	0.1996	0.1089	0.3085		2,370.7229	2,370.7229	0.0180		2,371.1000
Worker	0.5727	0.7808	7.2702	0.0217	1.9798	0.0124	1.9922	0.5251	0.0115	0.5367		1,590.3588	1,590.3588	0.0684		1,591.7948
Total	1.7244	8.5552	23.3530	0.0465	2.6786	0.1308	2.8094	0.7247	0.1204	0.8452		3,961.0817	3,961.0817	0.0863		3,962.8948

3.5 Architectural Coating - 2017**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	12.7638					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	13.0961	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721

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	0.1428	0.1898	1.8011	4.3200e-003	0.3943	2.5300e-003	0.3968	0.1046	2.3300e-003	0.1069		341.5577	341.5577	0.0158		341.8899
Total	0.1428	0.1898	1.8011	4.3200e-003	0.3943	2.5300e-003	0.3968	0.1046	2.3300e-003	0.1069		341.5577	341.5577	0.0158		341.8899

3.5 Architectural Coating - 2017

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	12.7638					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	13.0961	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721

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	0.1428	0.1898	1.8011	4.3200e-003	0.3943	2.5300e-003	0.3968	0.1046	2.3300e-003	0.1069		341.5577	341.5577	0.0158		341.8899
Total	0.1428	0.1898	1.8011	4.3200e-003	0.3943	2.5300e-003	0.3968	0.1046	2.3300e-003	0.1069		341.5577	341.5577	0.0158		341.8899

3.5 Architectural Coating - 2018

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	12.7638					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	13.0624	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102

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	0.1252	0.1698	1.5861	4.3200e-003	0.3943	2.4800e-003	0.3968	0.1046	2.2900e-003	0.1069		328.5868	328.5868	0.0145		328.8914
Total	0.1252	0.1698	1.5861	4.3200e-003	0.3943	2.4800e-003	0.3968	0.1046	2.2900e-003	0.1069		328.5868	328.5868	0.0145		328.8914

3.5 Architectural Coating - 2018

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	12.7638					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102
Total	13.0624	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102

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	0.1252	0.1698	1.5861	4.3200e-003	0.3943	2.4800e-003	0.3968	0.1046	2.2900e-003	0.1069		328.5868	328.5868	0.0145		328.8914
Total	0.1252	0.1698	1.5861	4.3200e-003	0.3943	2.4800e-003	0.3968	0.1046	2.2900e-003	0.1069		328.5868	328.5868	0.0145		328.8914

3.5 Architectural Coating - 2019

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	12.7638					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		281.9473
Total	13.0303	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		281.9473

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	0.1141	0.1555	1.4480	4.3100e-003	0.3943	2.4800e-003	0.3968	0.1046	2.3000e-003	0.1069		316.7520	316.7520	0.0136		317.0380
Total	0.1141	0.1555	1.4480	4.3100e-003	0.3943	2.4800e-003	0.3968	0.1046	2.3000e-003	0.1069		316.7520	316.7520	0.0136		317.0380

3.5 Architectural Coating - 2019

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	12.7638					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		281.9473
Total	13.0303	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		281.9473

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	0.1141	0.1555	1.4480	4.3100e-003	0.3943	2.4800e-003	0.3968	0.1046	2.3000e-003	0.1069		316.7520	316.7520	0.0136		317.0380
Total	0.1141	0.1555	1.4480	4.3100e-003	0.3943	2.4800e-003	0.3968	0.1046	2.3000e-003	0.1069		316.7520	316.7520	0.0136		317.0380

3.6 Paving - 2018**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	1.6114	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635		2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.2419					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.8533	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635		2,245.2695	2,245.2695	0.6990		2,259.9481

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	0.0391	0.0531	0.4957	1.3500e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		102.6834	102.6834	4.5300e-003		102.7786
Total	0.0391	0.0531	0.4957	1.3500e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		102.6834	102.6834	4.5300e-003		102.7786

3.6 Paving - 2018

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	1.6114	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635	0.0000	2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.2419					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.8533	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635	0.0000	2,245.2695	2,245.2695	0.6990		2,259.9481

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	0.0391	0.0531	0.4957	1.3500e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		102.6834	102.6834	4.5300e-003		102.7786
Total	0.0391	0.0531	0.4957	1.3500e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		102.6834	102.6834	4.5300e-003		102.7786

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	9.2877	24.3830	99.7230	0.2092	14.5573	0.3191	14.8765	3.8893	0.2940	4.1833		16,899.14 11	16,899.14 11	0.5674		16,911.05 71
Unmitigated	9.2877	24.3830	99.7230	0.2092	14.5573	0.3191	14.8765	3.8893	0.2940	4.1833		16,899.14 11	16,899.14 11	0.5674		16,911.05 71

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	2,870.00	663.60	274.40	5,219,220	5,219,220
Parking Lot	0.00	0.00	0.00		
Total	2,870.00	663.60	274.40	5,219,220	5,219,220

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.436123	0.064009	0.189752	0.169683	0.063959	0.008608	0.013150	0.039191	0.001722	0.001069	0.008434	0.000534	0.003765

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	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	0.1014	0.9214	0.7740	5.5300e-003		0.0700	0.0700		0.0700	0.0700		1,105.6503	1,105.6503	0.0212	0.0203	1,112.3791
NaturalGas Unmitigated	0.1431	1.3011	1.0929	7.8100e-003		0.0989	0.0989		0.0989	0.0989		1,561.3215	1,561.3215	0.0299	0.0286	1,570.8235

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					
General Office Building	13271.2	0.1431	1.3011	1.0929	7.8100e-003		0.0989	0.0989		0.0989	0.0989		1,561.3215	1,561.3215	0.0299	0.0286	1,570.8235
Parking Lot	0	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		0.1431	1.3011	1.0929	7.8100e-003		0.0989	0.0989		0.0989	0.0989		1,561.3215	1,561.3215	0.0299	0.0286	1,570.8235

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					
Parking Lot	0	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
General Office Building	9.39803	0.1014	0.9214	0.7740	5.5300e-003		0.0700	0.0700		0.0700	0.0700		1,105.6503	1,105.6503	0.0212	0.0203	1,112.3791
Total		0.1014	0.9214	0.7740	5.5300e-003		0.0700	0.0700		0.0700	0.0700		1,105.6503	1,105.6503	0.0212	0.0203	1,112.3791

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	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	13.4221	1.1300e-003	0.1217	1.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004		0.2583	0.2583	7.0000e-004		0.2729
Unmitigated	15.5539	1.1300e-003	0.1217	1.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004		0.2583	0.2583	7.0000e-004		0.2729

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	1.8464					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	13.6960					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0115	1.1300e-003	0.1217	1.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004		0.2583	0.2583	7.0000e-004		0.2729
Total	15.5539	1.1300e-003	0.1217	1.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004		0.2583	0.2583	7.0000e-004		0.2729

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	lb/day										lb/day					
Architectural Coating	0.7386					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	12.6720					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0115	1.1300e-003	0.1217	1.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004		0.2583	0.2583	7.0000e-004		0.2729
Total	13.4221	1.1300e-003	0.1217	1.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004		0.2583	0.2583	7.0000e-004		0.2729

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
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10.0 Vegetation

Stone Point Office Building
Placer County APCD Air District, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	No Change	0	1	No Change	0.00
Cranes	Diesel	No Change	0	1	No Change	0.00
Excavators	Diesel	No Change	0	2	No Change	0.00
Forklifts	Diesel	No Change	0	3	No Change	0.00
Generator Sets	Diesel	No Change	0	1	No Change	0.00
Graders	Diesel	No Change	0	1	No Change	0.00
Pavers	Diesel	No Change	0	2	No Change	0.00
Paving Equipment	Diesel	No Change	0	2	No Change	0.00
Rollers	Diesel	No Change	0	2	No Change	0.00
Rubber Tired Dozers	Diesel	No Change	0	4	No Change	0.00
Scrapers	Diesel	No Change	0	2	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	No Change	0	9	No Change	0.00
Welders	Diesel	No Change	0	1	No Change	0.00

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Unmitigated tons/yr							Unmitigated mt/yr					
Air Compressors	7.48400E-002	5.08350E-001	4.87910E-001	7.80000E-004	3.70400E-002	3.70400E-002	0.00000E+000	6.74060E+001	6.74060E+001	6.07000E-003	0.00000E+000	6.75334E+001
Cranes	1.22650E-001	1.46359E+000	5.48050E-001	1.30000E-003	6.28600E-002	5.78300E-002	0.00000E+000	1.18202E+002	1.18202E+002	3.70600E-002	0.00000E+000	1.18980E+002
Excavators	4.67300E-002	5.18170E-001	4.41320E-001	6.80000E-004	2.54900E-002	2.34500E-002	0.00000E+000	6.33422E+001	6.33422E+001	1.94100E-002	0.00000E+000	6.37497E+001
Forklifts	1.35250E-001	1.19980E+000	9.54040E-001	1.21000E-003	9.46500E-002	8.70800E-002	0.00000E+000	1.09726E+002	1.09726E+002	3.44000E-002	0.00000E+000	1.10448E+002
Generator Sets	1.26430E-001	1.04766E+000	9.86520E-001	1.74000E-003	6.50500E-002	6.50500E-002	0.00000E+000	1.49215E+002	1.49215E+002	1.02000E-002	0.00000E+000	1.49429E+002
Graders	6.14400E-002	6.21870E-001	3.12060E-001	4.00000E-004	3.49300E-002	3.21400E-002	0.00000E+000	3.73082E+001	3.73082E+001	1.14300E-002	0.00000E+000	3.75483E+001
Pavers	2.03900E-002	2.25530E-001	1.82910E-001	2.90000E-004	1.10200E-002	1.01400E-002	0.00000E+000	2.68262E+001	2.68262E+001	8.35000E-003	0.00000E+000	2.70016E+001
Paving Equipment	1.52200E-002	1.70190E-001	1.62350E-001	2.60000E-004	8.33000E-003	7.67000E-003	0.00000E+000	2.38105E+001	2.38105E+001	7.41000E-003	0.00000E+000	2.39661E+001
Rollers	1.67600E-002	1.62070E-001	1.25800E-001	1.70000E-004	1.11500E-002	1.02600E-002	0.00000E+000	1.55618E+001	1.55618E+001	4.84000E-003	0.00000E+000	1.56635E+001
Rubber Tired Dozers	8.57000E-002	9.49870E-001	7.15720E-001	6.40000E-004	4.41300E-002	4.06000E-002	0.00000E+000	5.94393E+001	5.94393E+001	1.82100E-002	0.00000E+000	5.98218E+001
Scrapers	1.67580E-001	2.10506E+000	1.31558E+000	1.92000E-003	8.44700E-002	7.77200E-002	0.00000E+000	1.78273E+002	1.78273E+002	5.46200E-002	0.00000E+000	1.79420E+002
Tractors/Loaders/Backhoes	2.18870E-001	2.16066E+000	1.94243E+000	2.59000E-003	1.52140E-001	1.39970E-001	0.00000E+000	2.35347E+002	2.35347E+002	7.35000E-002	0.00000E+000	2.36890E+002
Welders	1.10170E-001	4.37440E-001	4.84860E-001	6.70000E-004	2.83900E-002	2.83900E-002	0.00000E+000	4.96903E+001	4.96903E+001	9.00000E-003	0.00000E+000	4.98792E+001

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated tons/yr							Mitigated mt/yr					
Air Compressors	7.48400E-002	5.08350E-001	4.87910E-001	7.80000E-004	3.70400E-002	3.70400E-002	0.00000E+000	6.74059E+001	6.74059E+001	6.07000E-003	0.00000E+000	6.75333E+001
Cranes	1.22650E-001	1.46359E+000	5.48050E-001	1.30000E-003	6.28600E-002	5.78300E-002	0.00000E+000	1.18202E+002	1.18202E+002	3.70600E-002	0.00000E+000	1.18980E+002
Excavators	4.67300E-002	5.18170E-001	4.41310E-001	6.80000E-004	2.54900E-002	2.34500E-002	0.00000E+000	6.33421E+001	6.33421E+001	1.94100E-002	0.00000E+000	6.37496E+001
Forklifts	1.35250E-001	1.19980E+000	9.54040E-001	1.21000E-003	9.46500E-002	8.70800E-002	0.00000E+000	1.09726E+002	1.09726E+002	3.44000E-002	0.00000E+000	1.10448E+002
Generator Sets	1.26430E-001	1.04766E+000	9.86520E-001	1.74000E-003	6.50500E-002	6.50500E-002	0.00000E+000	1.49215E+002	1.49215E+002	1.02000E-002	0.00000E+000	1.49429E+002
Graders	6.14400E-002	6.21860E-001	3.12060E-001	4.00000E-004	3.49300E-002	3.21400E-002	0.00000E+000	3.73082E+001	3.73082E+001	1.14300E-002	0.00000E+000	3.75482E+001
Pavers	2.03900E-002	2.25530E-001	1.82910E-001	2.90000E-004	1.10200E-002	1.01400E-002	0.00000E+000	2.68262E+001	2.68262E+001	8.35000E-003	0.00000E+000	2.70015E+001
Paving Equipment	1.52200E-002	1.70190E-001	1.62350E-001	2.60000E-004	8.33000E-003	7.67000E-003	0.00000E+000	2.38104E+001	2.38104E+001	7.41000E-003	0.00000E+000	2.39661E+001
Rollers	1.67600E-002	1.62070E-001	1.25800E-001	1.70000E-004	1.11500E-002	1.02600E-002	0.00000E+000	1.55618E+001	1.55618E+001	4.84000E-003	0.00000E+000	1.56635E+001
Rubber Tired Dozers	8.57000E-002	9.49870E-001	7.15720E-001	6.40000E-004	4.41300E-002	4.06000E-002	0.00000E+000	5.94392E+001	5.94392E+001	1.82100E-002	0.00000E+000	5.98217E+001
Scrapers	1.67580E-001	2.10506E+000	1.31558E+000	1.92000E-003	8.44700E-002	7.77200E-002	0.00000E+000	1.78273E+002	1.78273E+002	5.46200E-002	0.00000E+000	1.79420E+002
Tractors/Loaders/Balckhoes	2.18870E-001	2.16066E+000	1.94243E+000	2.59000E-003	1.52140E-001	1.39970E-001	0.00000E+000	2.35347E+002	2.35347E+002	7.34900E-002	0.00000E+000	2.36890E+002
Welders	1.10170E-001	4.37440E-001	4.84860E-001	6.70000E-004	2.83900E-002	2.83900E-002	0.00000E+000	4.96902E+001	4.96902E+001	9.00000E-003	0.00000E+000	4.98792E+001

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.18684E-006	1.18684E-006	0.00000E+000	0.00000E+000	1.18460E-006
Cranes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.18442E-006	1.18442E-006	0.00000E+000	0.00000E+000	1.17667E-006
Excavators	0.00000E+000	0.00000E+000	2.26593E-005	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.26298E-006	1.26298E-006	0.00000E+000	0.00000E+000	1.25491E-006
Forklifts	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.18477E-006	1.18477E-006	0.00000E+000	0.00000E+000	1.17702E-006
Generator Sets	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.20631E-006	1.20631E-006	0.00000E+000	0.00000E+000	1.20459E-006
Graders	0.00000E+000	1.60805E-005	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.07215E-006	1.07215E-006	0.00000E+000	0.00000E+000	1.33162E-006
Pavers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.11831E-006	1.11831E-006	0.00000E+000	0.00000E+000	1.11105E-006
Paving Equipment	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.25995E-006	1.25995E-006	0.00000E+000	0.00000E+000	1.25177E-006
Rollers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.28520E-006	1.28520E-006	0.00000E+000	0.00000E+000	1.27685E-006
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.17767E-006	1.17767E-006	0.00000E+000	0.00000E+000	1.17014E-006
Scrapers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.23406E-006	1.23406E-006	0.00000E+000	0.00000E+000	1.17044E-006
Tractors/Loaders/Balckhoes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.18973E-006	1.18973E-006	1.36054E-004	0.00000E+000	1.22419E-006
Welders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.20748E-006	1.20748E-006	0.00000E+000	0.00000E+000	1.20291E-006

Fugitive Dust Mitigation

Yes/No	Mitigation Measure	Mitigation Input	Mitigation Input	Mitigation Input
No	Soil Stabilizer for unpaved Roads	PM10 Reduction	PM2.5 Reduction	
No	Replace Ground Cover of Area Disturbed	PM10 Reduction	PM2.5 Reduction	
No	Water Exposed Area	PM10 Reduction	PM2.5 Reduction	Frequency (per day)

No	Unpaved Road Mitigation	Moisture Content %		Vehicle Speed (mph)			
No	Clean Paved Road	% PM Reduction	0.00				

Phase	Source	Unmitigated		Mitigated		Percent Reduction	
		PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.10	0.03	0.10	0.03	0.00	0.00
Building Construction	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Roads	0.68	0.18	0.68	0.18	0.00	0.00
Grading	Fugitive Dust	0.40	0.22	0.40	0.22	0.00	0.00
Grading	Roads	0.03	0.01	0.03	0.01	0.00	0.00
Paving	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Fugitive Dust	0.05	0.02	0.05	0.02	0.00	0.00
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.00	0.00

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	60.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	7.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.58	9.58	9.58	9.61	9.58
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Natural Gas	29.17	29.19	29.18	28.87	29.20	29.20	0.00	29.18	29.18	29.09	29.11	29.18
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.15	0.02
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting:

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	0.11	0.33		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
No	Land Use	Increase Transit Accessibility	0.25			
No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.00			

No	Neighborhood Enhancements	Improve Pedestrian Network			
No	Neighborhood Enhancements	Provide Traffic Calming Measures			
No	Neighborhood Enhancements	Implement NEV Network	0.00		
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00		
No	Parking Policy Pricing	Limit Parking Supply	0.00		
No	Parking Policy Pricing	Unbundle Parking Costs	0.00		
No	Parking Policy Pricing	On-street Market Pricing	0.00		
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00		
No	Transit Improvements	Provide BRT System	0.00		
No	Transit Improvements	Expand Transit Network	0.00		
No	Transit Improvements	Increase Transit Frequency	0.00		
	Transit Improvements	Transit Improvements Subtotal	0.00		
		Land Use and Site Enhancement Subtotal	0.00		
No	Commute	Implement Trip Reduction Program			
No	Commute	Transit Subsidy			
No	Commute	Implement Employee Parking "Cash Out"			
No	Commute	Workplace Parking Charge			
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00		
No	Commute	Market Commute Trip Reduction Option	0.00		
No	Commute	Employee Vanpool/Shuttle	0.00		2.00
No	Commute	Provide Ride Sharing Program			
	Commute	Commute Subtotal	0.00		

No	School Trip	Implement School Bus Program	0.00		
		Total VMT Reduction	0.00		

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
Yes	Use Low VOC Cleaning Supplies	
Yes	Use Low VOC Paint (Residential Interior)	100.00
Yes	Use Low VOC Paint (Residential Exterior)	100.00
Yes	Use Low VOC Paint (Non-residential Interior)	100.00
Yes	Use Low VOC Paint (Non-residential Exterior)	100.00
No	% Electric Lawnmower	0.00
No	% Electric Leafblower	0.00
No	% Electric Chainsaw	0.00

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
Yes	Exceed Title 24	30.00	
No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00

DishWasher	15.00
Fan	50.00
Refrigerator	15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy		
No	Use Reclaimed Water		
No	Use Grey Water		
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction		
No	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape		

Solid Waste Mitigation

Mitigation Measures	Input Value
Institute Recycling and Composting Services Percent Reduction in Waste Disposed	

Evaluation of Circulation for Proposed Adventist Health Office Project on Stone Point Property

for Roseville, CA



FEHR & PEERS

Submitted By:

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TABLE OF CONTENTS

Executive Summary	i
1. Introduction	1
Purpose	1
Study Area	1
Project Description	3
Analysis Methodologies	3
2. Existing Conditions	5
Roadway System	5
Peak Hour Traffic Volumes	5
SimTraffic Model Validation	5
Bicycle/Pedestrian System	7
Transit System	9
3. Existing Plus Project Conditions	10
Project Travel Characteristics	10
Project Access Evaluation – Vehicular Queuing Along Eureka Road	16
Project Access Evaluation – Vehicular Queuing Along North Sunrise Avenue	20
Project Access Evaluation – Need For Deceleration Lanes	20
4. Evaluation Of On-Site Circulation	22
Evaluation of on-Site Circulation	22

APPENDICES

Appendix A –Technical Calculations

Appendix B – Analysis of Buildout Conditions

LIST OF FIGURES

Figure ES-1: Recommendations	v
Figure 1: Study Area	2
Figure 2: Phase 1 Project Site Plan.....	4
Figure 3: Peak Hour Traffic Volumes, Lane Configurations, and Traffic Controls – Existing Conditions	6
Figure 4: Existing Transit, Bicycle, and Pedestrian Facilities	8
Figure 5a: Phase 1 Inbound Trip Distribution	13
Figure 5b: Phase 1 Outbound Trip Distribution	14
Figure 6: Peak Hour Traffic Volumes, Lane Configurations, and Traffic Controls – Phase 1 Existing Plus Project....	15
Figure 7: Recommendations	25

LIST OF TABLES

Table 1: Observed Maximum Peak Hour Driveway Queueing	7
Table 2: Proposed Project AM and PM Peak Hour Trip Generation	10
Table 3: Vehicular Queuing Along Eureka Road – Existing Plus Project Conditions	18
Table 4: Driveway Throat Depth Requirements – Existing Plus Project Conditions	22
Table B -1: AM and PM Peak Hour Trip Generation	28
Table B-2: Vehicular Queuing Along Eureka Road – Existing Plus Phase 3 Conditions.....	29
Table B-3: Vehicular Queuing Along Eureka Road – Existing Plus Phase 3 Plus Approved Projects Conditions.....	33

EXECUTIVE SUMMARY

This study analyzes vehicular circulation associated with the development of the proposed Adventist Health Office Project on Stone Point Parcels 6, 7, 8, and 9 located in the northeast quadrant of the North Sunrise Avenue/Eureka Road intersection in Roseville, CA. Although the project would be developed in multiple phases, the Major Project Permit application being submitted to the City includes only Phase 1 of the project. Therefore, the access needs and internal circulation for this phase of the project are analyzed under existing conditions. Since it is important to also consider a site's ultimate access needs, an evaluation of a conceptual full build-out scenario is also presented.

This study does not include analyses of project impacts to surrounding intersections because the project land uses are consistent with the assumptions in the City's 2035 Capital Improvement Program (CIP) travel demand model and a 2007 study analyzed its project-specific traffic impacts.

PROJECT DESCRIPTION

Phase 1 of the project would consist of 280,000 square feet of office space including two four-story general office buildings and 887 surface parking spaces. Refer to Figure 2 for the project site plan. This figure also shows the proposed project driveways and their permitted turn movements.

Full build-out could include up to 685,000 total square feet of office including replacement of some surface parking with two new parking structures.

ACCESS EVALUATION FOR EXISTING PLUS PROJECT (PHASE 1) CONDITIONS

Preliminary analyses by Fehr & Peers of a prior project site plan indicated a strong potential for vehicular queuing issues along Eureka Road based on the access provisions proposed under that plan and existing field conditions. To address these concerns, a meeting was held on July 28, 2016 with Fehr & Peers, City staff, and the applicant, in which agreement was reached on the following:

1. Fehr & Peers and the City evaluated potential enhancements in signal timings and physical improvements at the Eureka Road/North Sunrise Avenue intersection to address the current imbalanced lane usage in the eastbound Eureka Road left-turn lanes onto North Sunrise Avenue. This evaluation led to the following feasible improvements:
 - Restripe (and add delineators or equivalent) northbound North Sunrise Avenue north of Eureka Road to eliminate the inside (#1) receiving lane for a distance of 200 feet. The inside lane would reopen beyond this point so that motorists would continue to be able to access the northbound left-turn ingress lane to the North Sunrise Professional Center.

- Repaint the eastbound left-turn lane markings within the intersection to align with the two remaining lanes.
 - Retime the traffic signal so that the eastbound left-turn is given an additional seven seconds of green time during the AM peak hour.
2. Lengthen the eastbound dual left-turn lanes from 225 to 325 feet at the North Sunrise Avenue/Eureka Road intersection to provide greater opportunities for left-turning motorists to access the turn lanes without being blocked by queued traffic in the adjacent through lane. This would require removal of some trees and landscaping in the median.

City staff directed Fehr & Peers to assume these improvements are in place for purposes of analyzing existing plus project conditions. The City and applicant should discuss the financial responsibility and timing for implementing these improvements.

A micro-simulation model was used to analyze access to the project site under existing plus project conditions. Conclusions from this analysis were that:

- During the AM peak hour, the eastbound left-turn lanes on Eureka Road would not exceed the available storage. The maximum queue in the eastbound through lanes would increase from 850 to 1,175 feet, but would not reach the Eureka Road/Taylor Road/I-80 EB Ramps intersection.
- During the AM peak hour, the left-turn movement from eastbound Eureka Road onto the Stone Point Driveway would experience a maximum queue increase from 150 to 200 feet. This queue would not exceed the 325 feet of available storage that is provided.
- During the PM peak hour, the southbound right-turn movement from the Stone Point Driveway onto westbound Eureka Road would experience a maximum queue increase from 200 to 425 feet. The queue would extend beyond the entrance to the Stone Point Retail Center.

Vehicular queuing at the accesses along North Sunrise Avenue would be accommodated within the available storage. The following are recommended:

- Construct a 200-foot southbound left-turn ingress lane on North Sunrise Avenue at Driveway 1.
- Extend the acceleration lane on northbound North Sunrise Avenue departing Eureka Road to Driveway 1.

REVIEW OF ON-SITE CIRCULATION

The following two options are recommended to address the queuing issue that would occur along the Stone Point Driveway in the vicinity of Driveway 4:

- Option 1: *Construct a new right-turn only driveway on Eureka Road between the Stone Point Driveway and North Sunrise Avenue; or*
- Option 2: *Widen the width of Stone Point Driveway from north of Eureka Road to beyond Driveway 4 to enable construction of exclusive left-turn lanes. Stripe markings and/or post signs indicating "Do Not Block Intersection".*

Due to the horizontal curvature of Stone Point Drive between Avanti Drive and Vittorio Drive, a detailed sight distance review was found to be necessary. Based on that analysis, the following is recommended:

- Landscaping should be limited to low shrubs (e.g., less than 2 feet tall) for a distance of 260 feet east of Driveway 2 (within the cross-hatched area).
- Landscaping should be limited to low shrubs (e.g., less than 2 feet tall) for a distance of 300 feet east of Driveway 2 (within the cross-hatched area).

The following recommendations are offered along the main internal circulatory roadway that extends between Driveways 1 and 3:

- *Install a raised crosswalk at the main crossing in the central portion of the site.*
- *Add two additional crosswalks across the main internal circulatory roadway.*
- *Install stop signs as shown on Figure 7.*
- *Design/construct center median at Driveway 3 to enable its potential conversion to an outbound left-turn lane (under a future build-out condition)*

The following additional recommendations are offered:

- *Install crosswalks across Stone Point Drive at the all-way-stop Stone Point Driveway intersection.*
- *Additional review is necessary at Driveway 3 to evaluate the proposed location of the multi-use path crossing of the driveway relative to the stop bar.*
- *Modify pedestrian connectivity near the Stone Point Driveway / Driveway 4 intersection to provide better connectivity to the adjacent retail/restaurant uses located east of the Stone Point Driveway.*

FUTURE CONSIDERATIONS

The timing of the construction of the remainder of the project is currently unknown. While conceptual plans showing potential buildings and parking structures have been developed, a formal application has not been submitted to the City of Roseville. Therefore, the following actions are recommended with respect to the review of access when development applications for future phases are submitted:

1. Conduct multi-day, peak-hour trip generation studies of the Phase 1 project to determine if its trip generation is less than the estimates in this report (given the applicant's expectation based on the transitory nature of Adventist Health employee travel between different offices).
2. Measure the volume of turning traffic and queuing at the Eureka Road/Stone Point Driveway intersection and note the degree to which approved, but currently not yet built projects have been constructed.
3. Observe the level of queuing that occurs on eastbound Eureka Road approaching North Sunrise Avenue. Based on these observations, determine whether additional signal timing adjustments are necessary, and if a modification of signal phasing to provide an eastbound left-turn lead phase should be considered.
4. Conduct supplemental analyses of the additional project phases to determine which, if any, type of traffic control change (e.g., partial traffic signal) or additional storage is needed at the Eureka Road/Stone Point Driveway intersection.
5. Measure vehicular queuing at proposed project driveways on Eureka Road, North Sunrise Avenue, Stone Point Drive, and Stone Point Driveway, and evaluate how project buildout would affect these queues.

1. INTRODUCTION

PURPOSE

This study analyzes vehicular circulation associated with development of the proposed Adventist Health Office Project on Stone Point Parcels 6, 7, 8, and 9 located in the northeast quadrant of the North Sunrise Avenue/Eureka Road intersection in Roseville, CA. Although the project would be developed in multiple phases, the Major Project Permit application being submitted to the City includes only Phase 1 of the project. Therefore, the access needs and internal circulation for this phase of the project are analyzed under existing conditions. Since it is important to also consider a site's access needs under a build-out condition, an evaluation of a conceptual full-buildout scenario is presented in Appendix B.

This report does not include a transportation impact study that analyzes surrounding intersections under existing and cumulative conditions. Such a study was previously conducted for the property in 2007, and the proposed project land uses generate less traffic than the assumed land uses for the site in the City's 2035 Capital Improvement Program (CIP) travel demand model. Accordingly, the impacts associated with development of the site have been previously evaluated, and the City's list of CIP projects considers the traffic generated by the project.

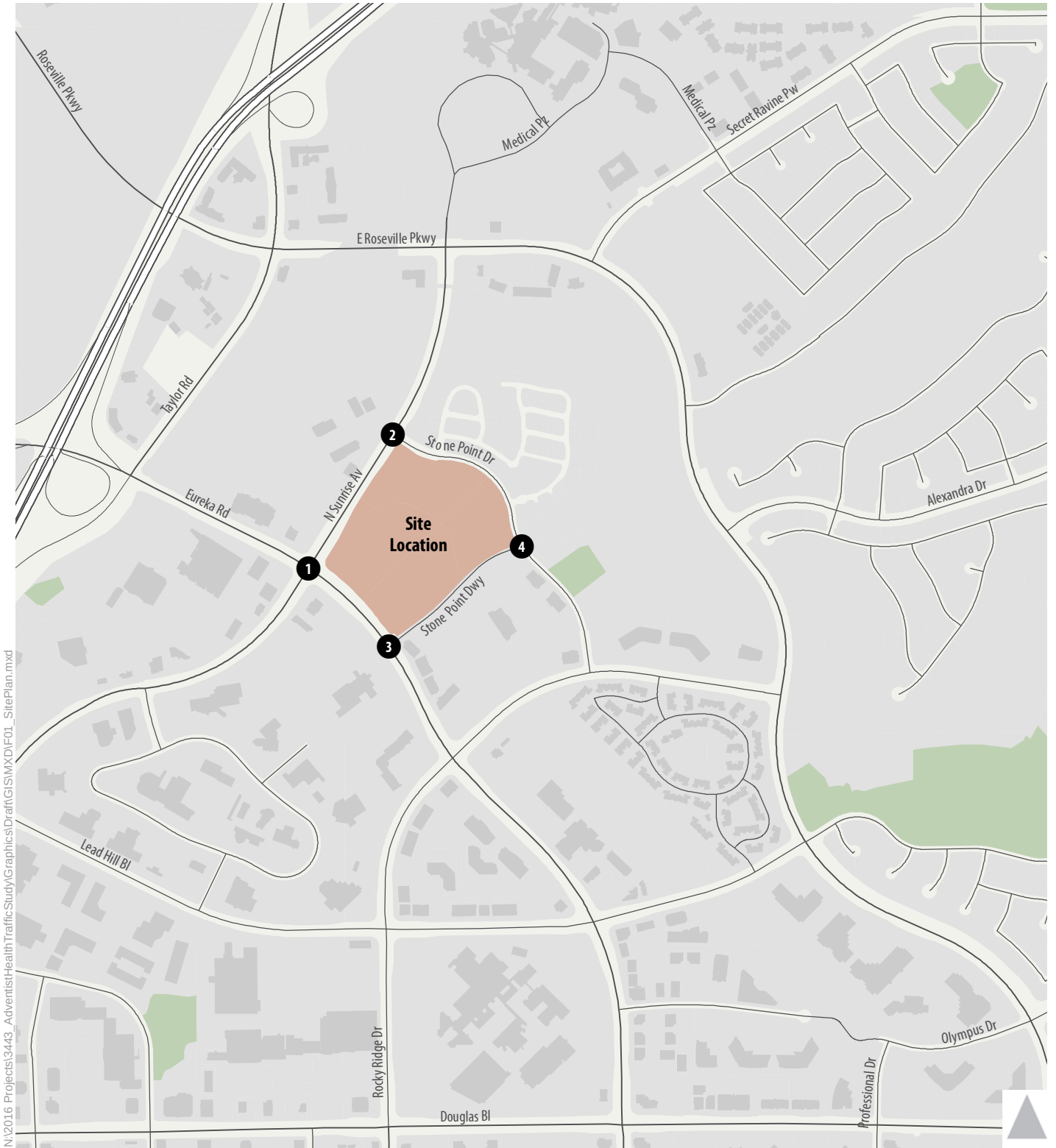
STUDY AREA

The study area includes existing and proposed access points along the North Sunrise Avenue, Eureka Road, and Stone Point Drive corridors. Since this study focuses on project access and circulation (versus potential off-site traffic impacts), intersection operations are only considered in the context for which their operations may affect project access.

Through field visits, it was determined that a micro-simulation model that includes the following intersections was necessary to properly analyze project access (see **Figure 1**):

1. North Sunrise Avenue/Eureka Road
2. North Sunrise Avenue/Stone Point Drive
3. Stone Point Driveway/Eureka Road
4. Stone Point Driveway/Stone Point Drive

Intersection 1 was included in the model to replicate the effects of upstream coordinated, signal operations and vehicle spillbacks that may affect project driveways. The remaining intersections were included based on their proximity to the project site and expected usage by project traffic.



1 Study Intersection

Figure 1

Project Site Location



PROJECT DESCRIPTION

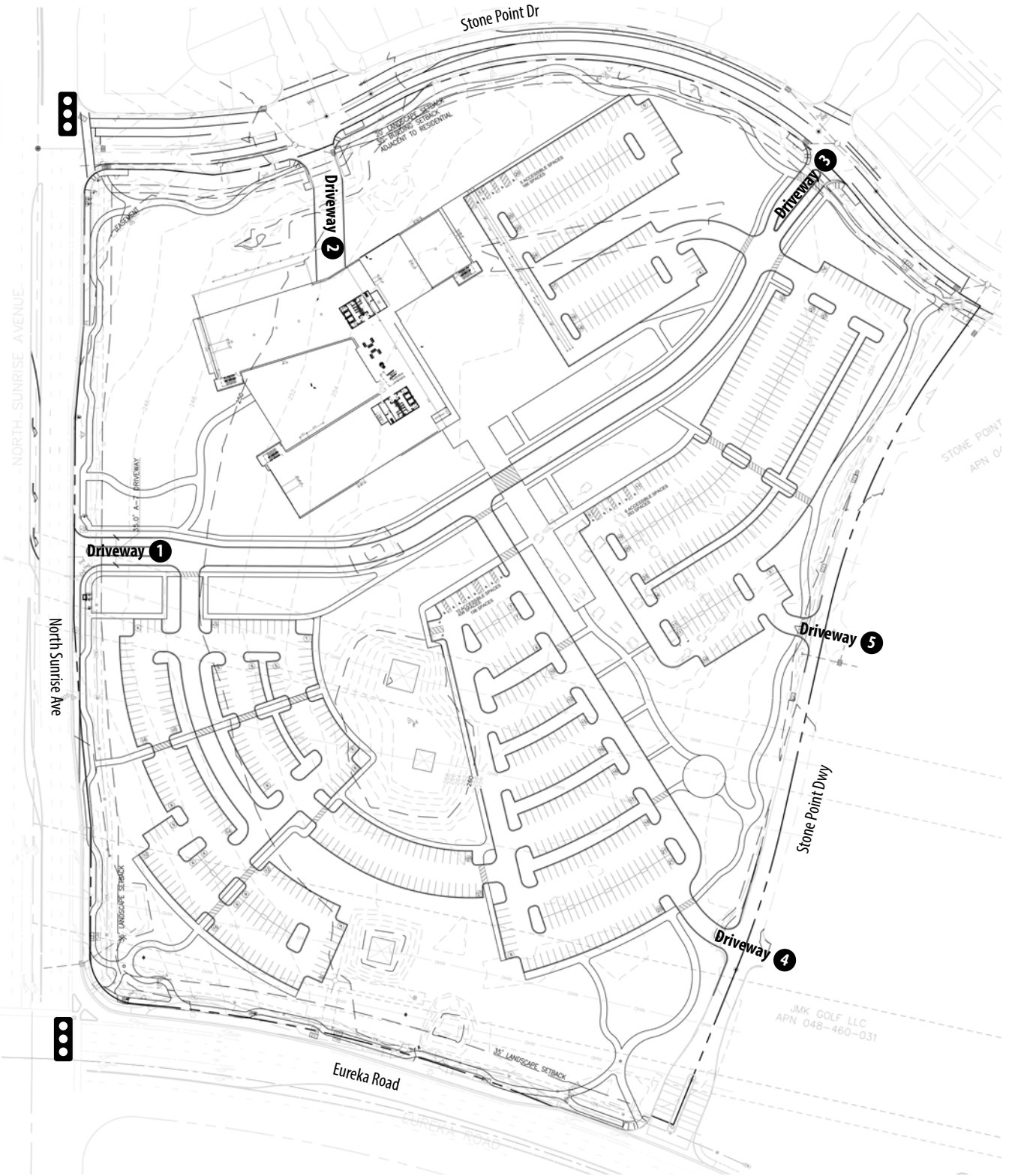
According to the most recent project site plan (*Little*, August 16, 2016), Phase 1 of the project (i.e., “Proposed Project”) would consist of 280,000 square feet including two four-story general office buildings and 887 surface parking spaces. Refer to **Figure 2**, for the project site plan. This figure also shows the proposed project driveways including permitted turn movements.

Full buildout, which is evaluated in Appendix B, could include up to 685,000 total square feet, consisting of four four-story general office buildings and two parking structures with 1,850 combined spaces and 461 surface parking spaces, totaling 2,311 parking spaces.

ANALYSIS METHODOLOGIES

The study area was analyzed using the SimTraffic micro-simulation software package (Version 9). This model employs procedures from the *Highway Capacity Manual* (Transportation Research Board, 2010) to estimate delay and vehicle queues. The model considers lane utilization, turn pocket storage lengths, upstream/downstream queue spillbacks, and coordinated signal timings on intersection queuing and delays. The SimTraffic model was validated against measured traffic volumes and observed queues (as described in Chapter 2). Reported results are based on the average of 10 runs. The following specific procedures and assumptions were applied:

- Roadway geometric data were gathered using aerial photographs and field observations.
- Peak hour traffic volumes were entered into the model according to the peak hour of the study area.
- The peak hour factor (PHF) was calculated based on traffic counts and entered into the model.
- The counted pedestrian and bicycle volumes were entered into the model according to the peak hour.
- Signal phasing and timings were based on existing signal timing sheets provided by the City of Roseville.
- Speeds for the model network were based on the posted speed limits.



-  Traffic Signal
-  Driveway Number



Figure 2

Phase 1 Project Site Plan

2. EXISTING CONDITIONS

This chapter describes the physical and operational characteristics of the transportation system within the study area including the roadway, transit, bicycle, and pedestrian components of the system.

ROADWAY SYSTEM

Regional access to the project site is provided by Interstate 80 (I-80) via an existing interchange with Eureka Road. The following arterial streets provide access to the site.

- **North Sunrise Avenue** is a north-south arterial that extends from south of Douglas Boulevard northerly to East Roseville Parkway. Within the study area, it has a posted speed limit of 40 miles per hour with three lanes in each direction separated by a center median or channelized left-turn pockets.
- **Eureka Road** is an arterial that extends from I-80 into Granite Bay in unincorporated Placer County. Within the study area, it has a posted speed limit of 40 miles per hour with three lanes in each direction separated by a center median or channelized left-turn pocket. For study purposes, Eureka Road is defined as an east-west roadway.

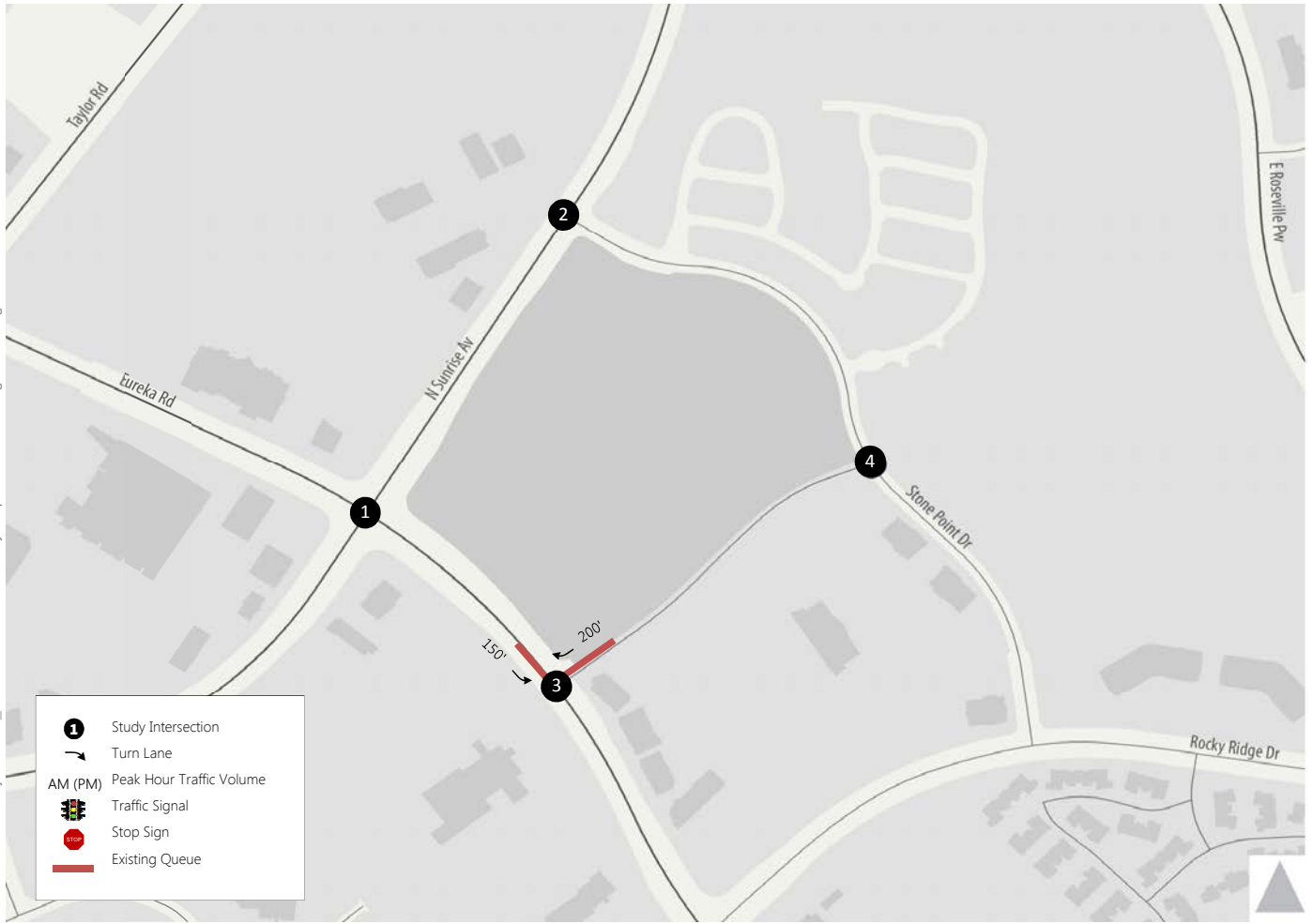
Access is also provided via Stone Point Drive, which is a two-lane collector street with a posted speed limit of 35 miles per hour. It extends from North Sunrise Avenue to Rocky Ridge Drive. The Stone Point Driveway is a private two-lane street that extends from Eureka Road to Stone Point Drive.

PEAK HOUR TRAFFIC VOLUMES

Traffic counts were collected at study intersections 3 and 4 on Tuesday, June 14, 2016 during the AM (7:00 – 9:00) and PM (4:00 – 6:00 PM) peak period. Although schools in the area were not in session at this time, this is not particularly critical because the purpose of the counts was to document existing levels of traffic entering/exiting the Stone Point property to access retail, restaurant, and office uses. Therefore, the effects of school traffic are modest. Traffic counts for intersections 1 and 2 were obtained from the City's ITS traffic count database and were collected on April 13, 2015. **Figure 3** shows the existing peak hour traffic volumes, lane configurations, and traffic controls at each intersection.

SIMTRAFFIC MODEL VALIDATION

It is critical that the SimTraffic model be adequately validated to existing conditions to accurately predict "plus project" conditions. Model validation typically consists of measures relating to volume served, queue lengths, and average travel time. Given the modest size of the study area but moderate levels of congestion, volume served and vehicle queuing are considered important validation parameters.



1. N. Sunrise Avenue/Eureka Road	2. N. Sunrise Avenue/Stone Point Drive	3. Stone Point Driveway/Eureka Road	4. Stone Point Driveway/Stone Point Dr
Eureka Road N. Sunrise Avenue 170 (263) 229 (366) 92 (172) 74 (156) 620 (1,571) 50 (154) 226 (187) 1,852 (1,124) 381 (326) 116 (424) 141 (356) 175 (167)	N. Sunrise Avenue 478 (770) 71 (40) 5 (86) 13 (31) 423 (682) 18 (17)	Stone Point Driveway Eureka Road 25 (169) 5 (35) 719 (1,712) 161 (99) 1,958 (1,364)	Stone Point Drive 12 (83) 0 (38) 65 (26) 24 (31) 6 (34) 62 (4)

Figure 3
Peak Hour Traffic Volumes
and Lane Configurations -
Existing Conditions



As part of the traffic count data collection, maximum vehicle queues were recorded for two critical turning movements at the Eureka Road/Stone Point Driveway intersection. **Table 1** displays the observed maximum vehicle queue and modeled maximum queue (via SimTraffic) during the existing AM and PM peak hours. Refer to Appendix A for technical calculations.

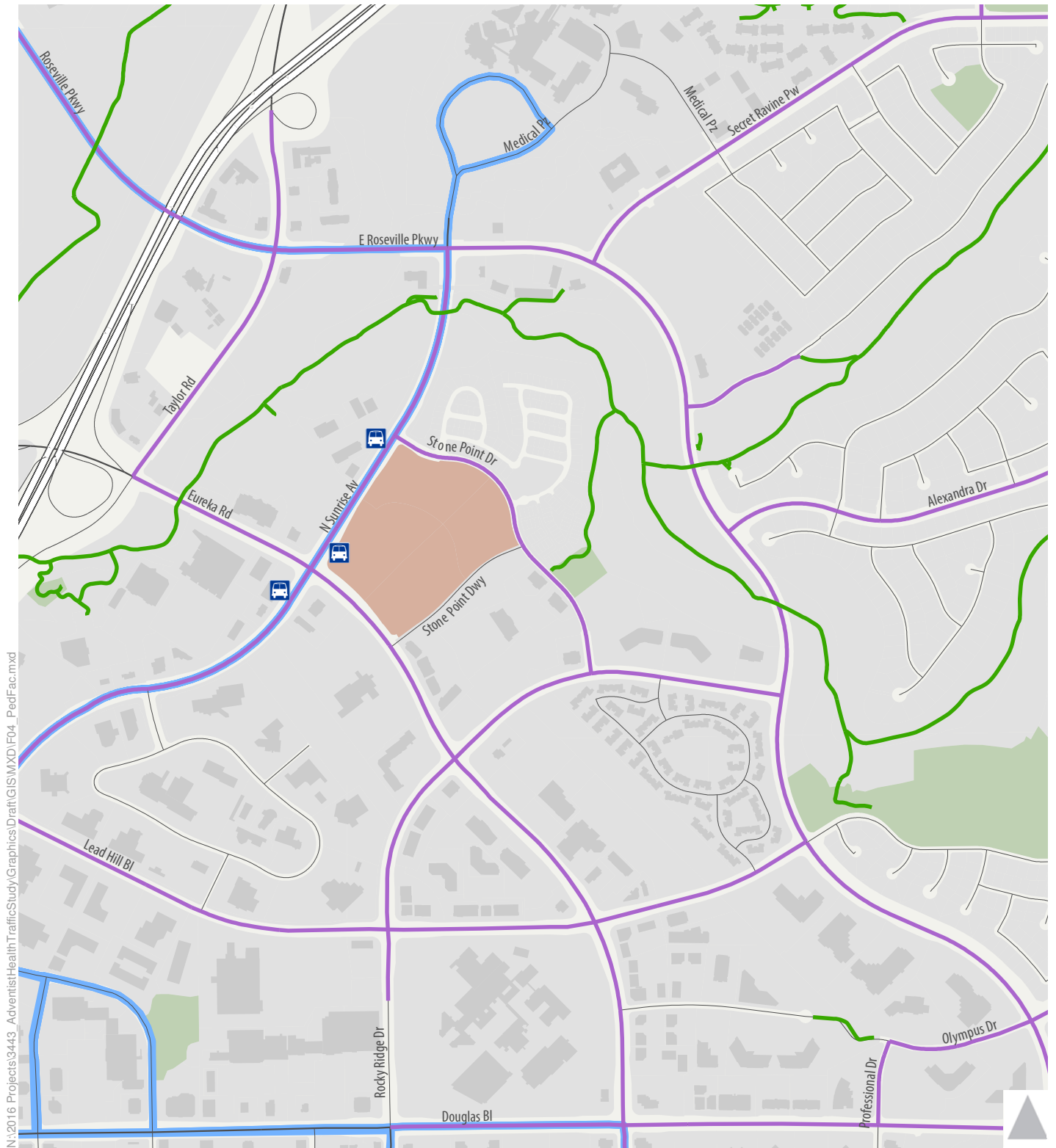
TABLE 1: OBSERVED MAXIMUM PEAK HOUR DRIVEWAY QUEUEING							
Intersection	Movement	Maximum Observed Vehicle Queue ^{1, 2}		Maximum Modeled Vehicle Queue ^{1, 3}		Difference	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Eureka Road/ Stone Point Driveway	Eastbound Left	6	5	6	5	0	0
	Southbound Right	2	8	2	8	0	0
Notes: ¹ Queues measured in number of vehicles ² Based on traffic counts collected during the AM and PM peak hours on Tuesday, June 14, 2016 ³ Based on SimTraffic model output. Source: Fehr & Peers, 2016.							

Table 1 shows that the modeled queues validate very well to observed maximum queues. This table shows that each critical directional turn movement currently handles maximum queues of 6 to 8 vehicles during the AM and PM peak hours. With the modeled queues ability to replicated observed conditions, the model is deemed adequately calibrated to forecast “plus project” conditions.

BICYCLE/PEDESTRIAN SYSTEM

Figure 4 displays the bike and pedestrian facilities near the project site. A Class II bicycle lane (designated on-street with appropriate signing and striping) is provided in both directions along North Sunrise Avenue between Lead Hill Boulevard and East Roseville Parkway, Eureka Road from the I-80 ramps to past Sierra College Boulevard, and along Stone Point Drive from North Sunrise Avenue to Rocky Ridge Drive. The Miners Ravine Trail Class I bike path (separated from the roadway) connects to Stone Point Drive just east of Stone Point Driveway, and runs from Harding Boulevard to Sierra College Boulevard.

Sidewalks exist at all four corners of the project site, but with no connections between them (due to the lack of development). At the signalized intersections of North Sunrise Avenue/Eureka Road and North Sunrise Avenue/Stone Point Drive, crosswalks with push-button pedestrian activation are present.



- | | |
|--|--|
|  Class I Bike Path |  Bus Route |
|  Class II Bike Lane |  Bus Stop |
|  Class III Bike Route |  Project Site |

Figure 4
Existing Bike/Pedestrian and
Transit Facilities

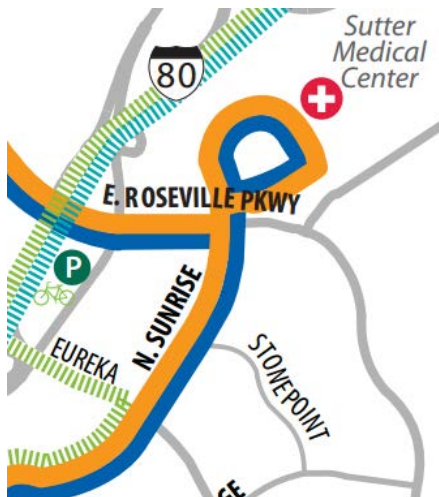


TRANSIT SYSTEM

The City of Roseville operates both fixed route busing and demand-responsive dial-a-ride service throughout much of the City. The project is served by the following routes which operate together in a loop system serving the same streets:

Route A operates in a clockwise loop starting at the Galleria Transfer Point at Galleria Mall, using North Sunrise Avenue, Cirby Way, Riverside Avenue, and East Roseville Parkway. Route A operates Monday through Friday on 30 minute headways from 6:00 AM to 6:30 PM, and hourly headways thereafter until 9:53 PM. On Saturday, Route A operates on 1-hour headways from 8:00 AM to 5:00 PM. The nearest transit stop to the project site is located on the western side of North Sunrise Avenue just south of Stone Point Drive.

Route B operates in a counter-clockwise loop starting at the Galleria Transfer Point at Galleria Mall, using Riverside Avenue, Cirby Way, Sunrise Avenue, and East Roseville Parkway. Route B operates Monday through Friday on 30 minute headways from 6:10 AM to 6:40 PM, and hourly headways thereafter until 9:43 PM. On Saturday, Route B operates on 1-hour headways from 8:07 AM to 4:50 PM. The nearest transit stop to the project site is located on the eastern side of North Sunrise Avenue adjacent to the project just north of Eureka Road.



City of Roseville Transit Network Surrounding Project
Route A – Orange Route B - Blue

3. EXISTING PLUS PROJECT CONDITIONS

This chapter first analyzes the proposed project's expected trip distribution and assignment characteristics under existing plus project conditions. It then analyzes project access. Appendix A contains all technical calculations for this scenario.

PROJECT TRAVEL CHARACTERISTICS

This chapter begins by describing the project's expected travel characteristics including the anticipated number of vehicle trips, directionality of those trips, and the resulting travel routes.

Trip Generation

The project is intended as a support office for Adventist Health operations, and thus is evaluated as general office space and not a medical office building. Page 27 of the *Trip Generation Handbook, 3rd Edition* (Institute of Transportation Engineers, 2014) provides guidance for selecting average rate or equation when estimating trip generation. Based on this guidance, the equation was used for this project, with the trip rate calculated based on the estimated trips generated. **Table 2** displays the proposed project's expected weekday AM and PM peak hour trip generation based on data published in the *Trip Generation Manual, 9th Edition* (Institute of Transportation Engineers, 2012). Table 2 shows that the vast majority of AM peak hour trips are inbound and PM peak hour trips are outbound, which is typical of an office complex.

TABLE 2: PROPOSED PROJECT AM AND PM PEAK HOUR TRIP GENERATION													
Land Use	Quantity	Trip Rate ¹						Trips					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Office	280 ksf ²	1.37	0.19	1.56	0.24	1.16	1.40	384	52	436	67	325	392
Notes: ¹ Based on fitted curve equations for the General Office land use (Code 710) from the <i>Trip Generation Manual, 9th Edition</i> (Institute of Transportation Engineers, 2012). ² ksf = Thousand Square Feet Source: Fehr & Peers, 2016.													

Following are some important considerations when reviewing the data in Table 2:

- *Suitability of ITE Trip Rates:* Fehr & Peers had previously studied (in March 2015) the existing Adventist Health office site at 2100 Douglas Boulevard, including analyzing driveway counts to calculate its trip generation during both the AM and PM peak hours. The site was exclusively occupied by Adventist Health employees who would relocate to the proposed site, reflecting similar travel patterns. After reviewing the previous study, it was found that observed Adventist Health trip rates were comparable to ITE trip rates for the general office land use category. This suggests that ITE trip rates are suitable for use in estimating the trip generation of the Adventist Health office buildings.
- *Internalization:* To be conservative, this study does not assume any internalization of trips between the project and other complementary (e.g., retail and restaurant) uses within the Stone Point property.

Trip Distribution

The distribution of project trips was developed using the following methods:

- *Existing turning movements at adjacent intersections.* Since travel patterns of employees/visitors to these offices would likely be similar to existing travel patterns, their travel patterns provide valuable insight.
- *Travel demand model select zone assignments.* The City of Roseville travel demand model was used to analyze how project trips would access the project site from the surrounding arterial streets. The model was calibrated to match the project's trip generation and then used to run select zone assignments to determine the percentage of trips expected to use each corridor.

Trip Assignment

Trip assignment determines the routes project trips would likely take to enter and exit the project site. The trip assignment considers the project's driveway including their permitted turning movements, which are described below (and shown on Figure 2):

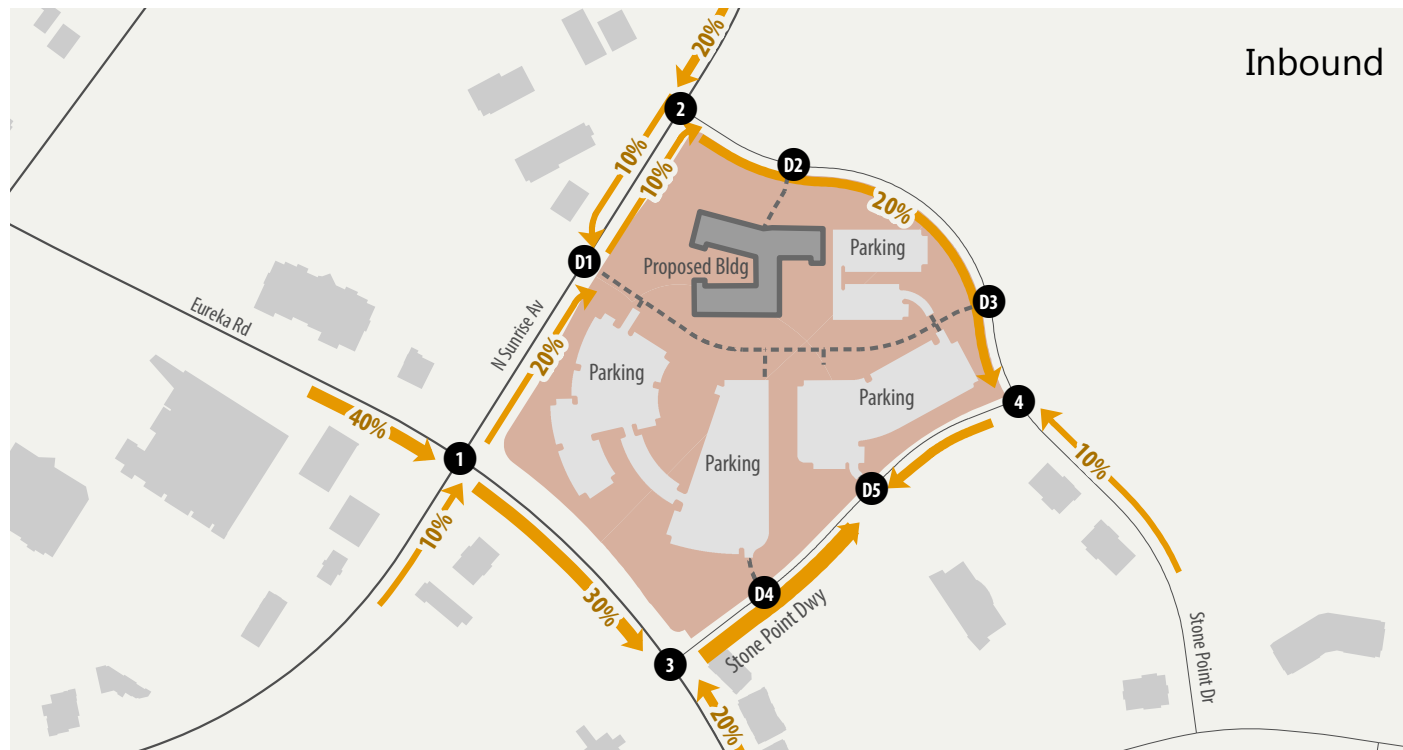
- Driveway 1 – would be located 525 feet north of North Sunrise Avenue/Eureka Road and permit left-in/right-in, right-out only.
- Driveway 2 – would be located 275 feet east of North Sunrise Avenue/Stone Point Drive and permit full access. This driveway would be a service-entrance to the back of the Phase 1 office building.
- Driveway 3 – would be located 230 feet west of Stone Point Driveway/Stone Point Drive and permit full access.

- Driveway 4 – would be located 320 feet north of Stone Point Driveway/Eureka Road and permit full access. This driveway would be situated directly opposite an existing Stone Point Retail Center driveway.
- Driveway 5 – would be 80 feet south of Stone Point Driveway/Stone Point Drive and permit full access.

Approximately 50 percent of the site's parking would be located in the southwest corner of the site, with the remaining 50 percent of the site's parking located in the northeast corner.

Figures 5a and 5b display the expected distribution of inbound and outbound project trips, respectively. As shown, trip distribution patterns vary by travel direction. This is due to several factors including driveway turning movement restrictions, parking allocation, and different inbound versus outbound trip purposes. Inbound trips during the AM peak hour are most likely to be from a residence destination, whereas outbound trips during the PM peak hour may also have shopping, recreation, or other travel purposes. In addition, delays and queuing caused by ramp metering at the Eureka Road and Douglas Boulevard on-ramps onto westbound Interstate 80 also affect traveler route choice.

Project trips were assigned to the study intersections and driveways in accordance with the trip generation estimates and trip distribution percentages shown in Figure 5a and 5b. The trip assignment also considers the relative travel times for motorists traveling eastbound on Eureka Road who choose to either turn left onto North Sunrise Avenue or continue straight and then turn left into the Stone Point Driveway. Project trips were then added to the existing volumes to yield the existing plus project volumes shown on **Figure 6**.

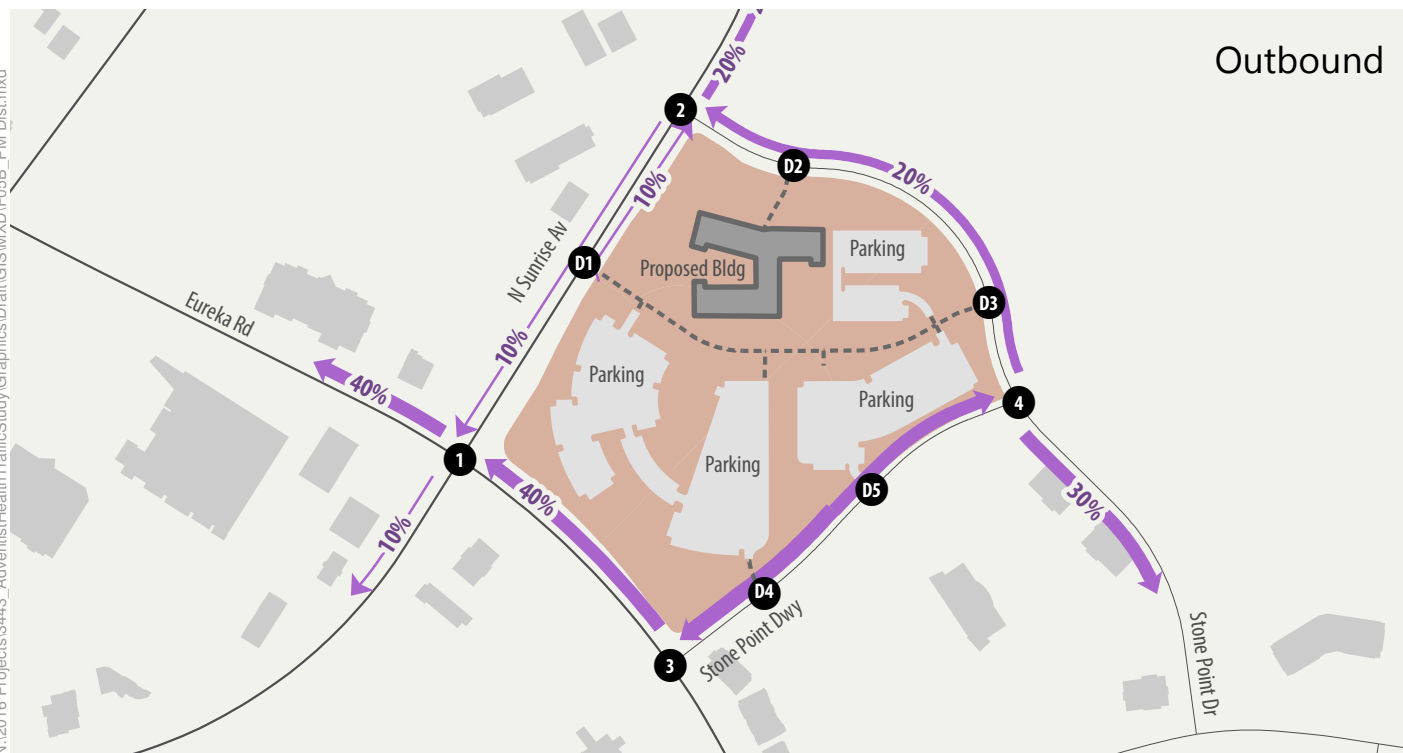
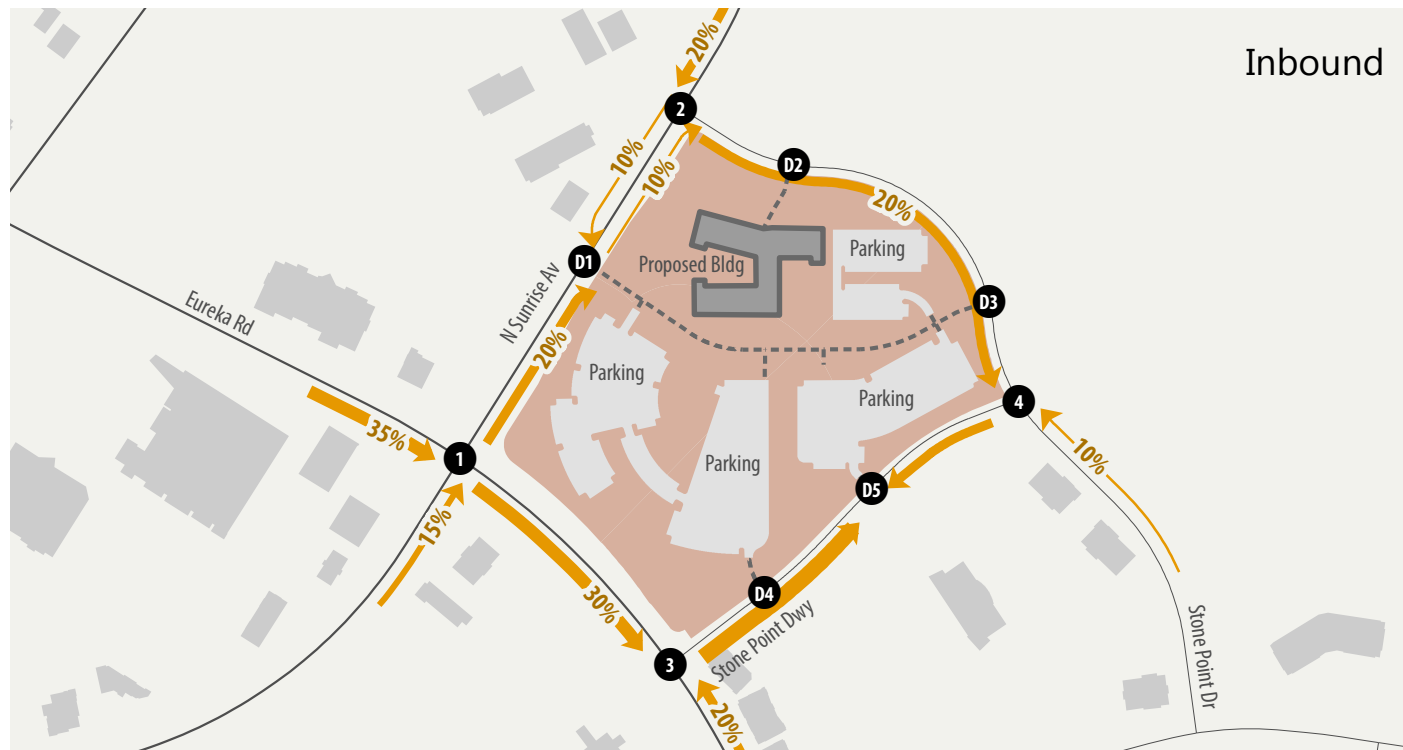


- Project Site
- Study Intersection/Study Driveway Location
- Inbound
- Outbound

Figure 5A



Existing Plus Phase 1 Project Conditions
AM Peak Hour Distribution By Direction



- Project Site
- Study Intersection/Study Driveway Location
- Inbound
- Outbound

Figure 5B



Existing Plus Phase 1 Project Conditions
PM Peak Hour Distribution By Direction

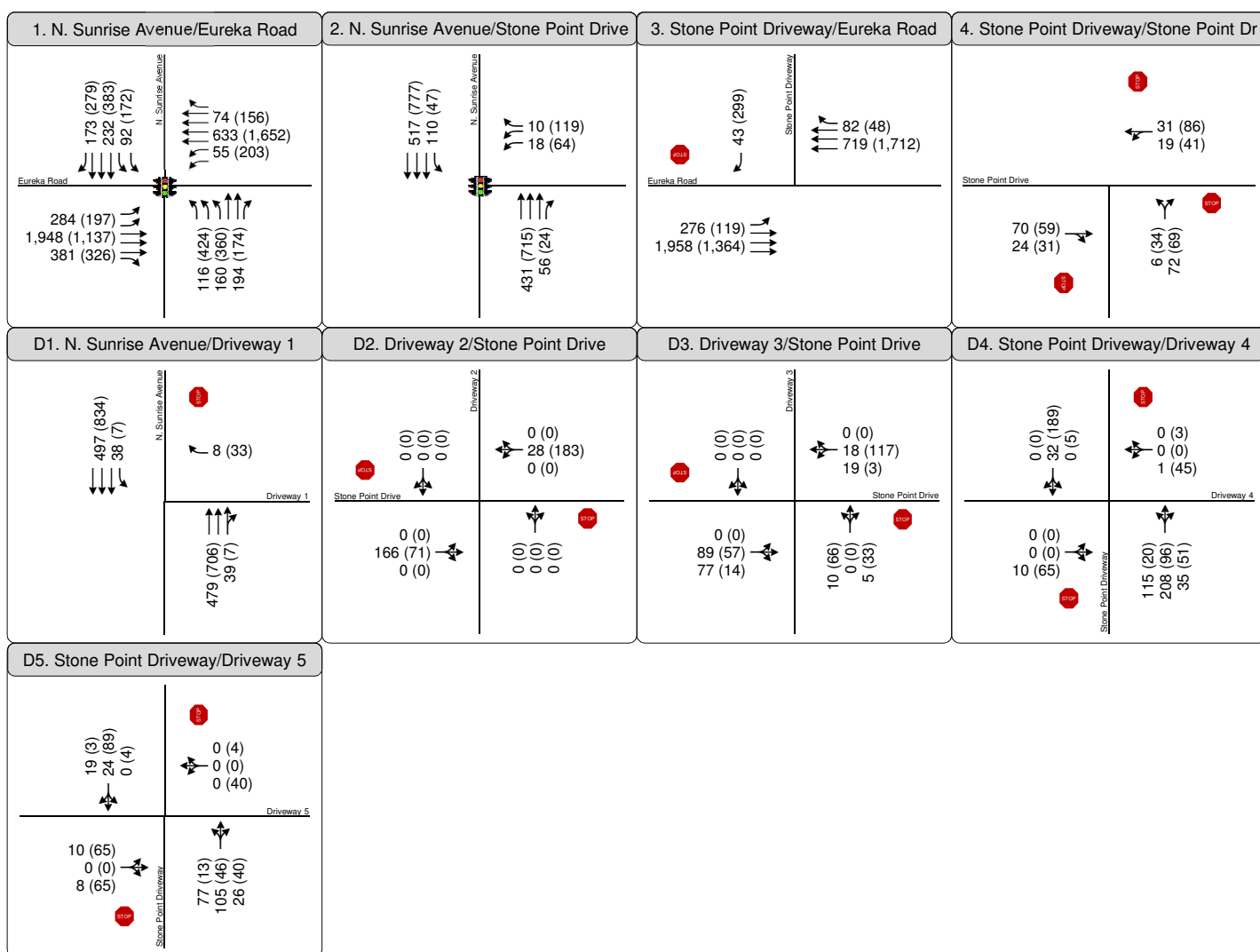
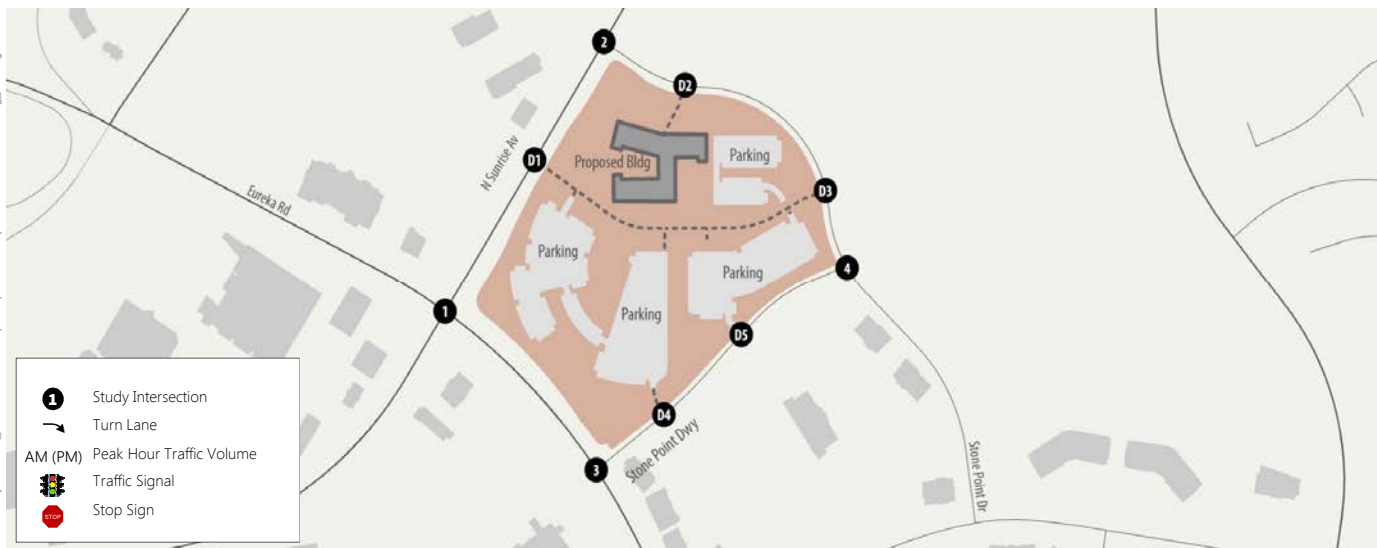


Figure 6
Peak Hour Traffic Volumes
and Lane Configurations -
Existing Plus Phase 1 Conditions



PROJECT ACCESS EVALUATION – VEHICULAR QUEUING ALONG EUREKA ROAD

The eastbound direction of Eureka Road accommodates substantial volumes of traffic during the AM peak hour. Below is a photo of queuing approaching North Sunrise Avenue.



View of Queuing During AM Peak Hour along Eastbound Eureka Road Approaching North Sunrise Avenue

Preliminary analyses by Fehr & Peers of a prior project site plan indicated a strong potential for vehicular queuing issues along Eureka Road based on the access provisions proposed under that plan and existing field conditions. To address these concerns, a meeting was held on July 28, 2016 with Fehr & Peers, City staff, and the applicant, in which agreement was reached for the following steps:

1. Fehr & Peers and the City evaluated potential enhancements in signal timings and physical improvements at the Eureka Road/North Sunrise Avenue intersection to address the imbalanced lane usage in the eastbound Eureka Road left-turn lanes onto North Sunrise Avenue.¹ This evaluation led to the identification of the following feasible improvements:

¹ Currently, the outside left-turn lane is used more heavily than the inside left-turn lane during the AM peak hour. This occurs because the lanes turn into the #1 (inside), and #2 (middle) receiving lanes on northbound North Sunrise Avenue. However, those lanes both become "trap" left-turn lanes as they approach East Roseville Parkway. This suggests that motorists using the inside left-turn lane would need to shift over two lanes to either turn right onto eastbound East Roseville Parkway or travel straight into Sutter Roseville Medical Center.

- Restripe northbound North Sunrise Avenue north of Eureka Road to eliminate the inside (#1) receiving lane for a distance of 200 feet.² The inside lane would reopen beyond this point so that motorists can access the northbound left-turn ingress lane to the North Sunrise Professional Center.
 - Repaint the eastbound left-turn lane markings within the intersection to align with the two remaining lanes.
 - Retime the traffic signal so that the eastbound left-turn is given an additional seven seconds of green time during the AM peak hour.³
2. Lengthen the eastbound dual left-turn lanes at the North Sunrise Avenue/Eureka Road intersection to provide greater opportunities for left-turning motorists to access the left-turn lanes without being blocked by queued traffic in the adjacent through lane. Aerial imagery suggests that the median is sufficiently wide to enable the dual left-turn lanes to be extended from 225 to 325 feet in length. However, this would require removal of some trees and landscaping in the median.

City staff directed Fehr & Peers to assume these improvements are in place for purposes of reporting the existing plus project analysis results.

This section presents the analysis of the following two particularly critical vehicular queuing considerations, which occur along Eureka Road.

- Unsignalized eastbound left-turn movement from Eureka Road onto Stone Point Driveway.
- Signalized eastbound left-turn and through movements at the Eureka Road/North Sunrise Avenue intersection.

Table 3 displays the maximum expected vehicle queue for each movement under existing and existing plus project conditions.

² Northbound North Sunrise Avenue has two through lanes approaching Eureka Road, meaning that the elimination of one of the three receiving lanes would not necessitate changes on that approach.

³ The eastbound left-turn green (plus yellow and all-red) phase would be increased from 22 to 29 seconds. To maintain the overall 120-second cycle length, the green time at the non-critical westbound left-turn and through movements would decrease by four and three seconds, respectively.

**TABLE 3:
VEHICULAR QUEUING ALONG EUREKA ROAD – EXISTING PLUS PROJECT CONDITIONS**

Intersection	Movement	Storage Length ¹	Existing Conditions				Existing Plus Project Conditions			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Traffic Volume	Maximum Queue ²	Traffic Volume	Maximum Queue ²	Traffic Volume	Maximum Queue ²	Traffic Volume	Maximum Queue ²
North Sunrise Avenue/ Eureka Road	Eastbound Left	225 / 325 feet	226	300 ft.	187	250 ft.	284	325 ft.	197	250 ft.
	Eastbound Through	1,325 feet	1,852	850 ft.	1,124	425 ft.	1,948	1,175 ft.	1,137	500 ft.
Stone Point Driveway/ Eureka Road	Eastbound Left	375 feet	161	150 ft.	99	125 ft.	276	200 ft.	119	175 ft.
	Southbound Right	250 feet	25	50 ft.	169	200 ft.	43	50 ft.	299	425 ft.

Notes:

¹ Measured distance is length of turn lane or distance to upstream driveway or intersection.

² Maximum queue estimated using SimTraffic model. Queues are expressed on a 'per lane' basis.

- Bolded cells represent queues that exceed the available storage.

- Only critical movements along Eureka Road that would potentially be affected by proposed project are shown.

- All values rounded to the nearest 25 feet.

Source: Fehr & Peers, 2016.

Table 3 indicates the following:

AM Peak Hour

- The eastbound left-turn lanes on Eureka Road would have a maximum queue that equals the proposed storage length. Additional turn lane storage is not feasible due to the width of Eureka Road.
- The maximum queue in the eastbound through lanes would increase from 850 to 1,175 feet. This occurs because the entire additional 154 project-related trips would be in the most inside (31) travel lanes in advance of turning left onto North Sunrise Avenue, or continuing straight or turning left onto the Stone Point Driveway. The queue would not reach the Eureka Road/Taylor Road/I-80 EB Ramps intersection.
- The left-turn movement from eastbound Eureka Road onto the Stone Point Driveway would experience a maximum queue increase from 150 to 200 feet. This queue would not exceed the 325 feet of available storage that is provided.

PM Peak Hour

The southbound right-turn movement from the Stone Point Driveway onto westbound Eureka Road would experience a maximum queue increase from 200 to 425 feet. The queue would extend back beyond the entrance to the Stone Point Retail Center, which is 250 feet from Eureka Road. Due to the especially important conclusions at the Eureka Road/Stone Point Driveway intersection on overall project access and circulation, it was determined that the queuing results shown in Table 3 for this intersection should be supplemented with additional queuing methodologies, as described below:

1. City of Roseville improvements standards recognize a methodology described in *Estimation of Maximum Queue Lengths at Unsignalized Intersections* (ITE Journal, 2001). This methodology was used to estimate the maximum queue for the eastbound left-turn (AM peak hour) movement. As shown in Appendix A, this methodology predicts a maximum queue of 200 feet, which is identical to the SimTraffic micro-simulation estimate.
2. During the morning of Wednesday, September 14, 2016, Fehr & Peers observed vehicles and their associated queues in the eastbound left-turn movement from Eureka Road onto Lava Ridge Court. This movement is made predominantly by motorists who work in the various office buildings on Lava Ridge Court. Between 7:45 and 8:15 AM, 153 vehicles were observed to turn left. Using the same peak hour factor as was measured at Stone Point Driveway, it is estimated that this turn lane accommodates an hourly demand of about 250 vehicles. At 8:05 AM, a maximum queue of 10 vehicles was observed, which occupied the entire 250 feet of vehicle storage. It is worth noting the the westbound right-turn from Douglas Boulevard onto Eureka

Road is a fairly heavy, free-flowing movement, which contributes to fewer available gaps for the Lava Ridge Court eastbound left-turn movement (and longer queues):

- Under existing plus project conditions, the eastbound left-turn volume entering the Stone Point Driveway would be 276 vehicles during the AM peak hour, and the maximum queue would be 200 feet. Although the left-turn volume is comparable, the maximum queue is somewhat less than at Lava Ridge Court due to the specific conditions at Lava Ridge Court cited above, which do not exist at the Stone Point Driveway.

Thus, the field observations and various methodologies all reveal the same conclusion that the available storage in the eastbound left-turn lane on Eureka Road at Stone Point Driveway would be able to accommodate the maximum expected queue under existing plus project conditions. However, the PM peak hour queuing issues exiting this driveway would be problematic and require solutions as is discussed in Chapter 4.

PROJECT ACCESS EVALUATION – VEHICULAR QUEUING ALONG NORTH SUNRISE AVENUE

Vehicular queues at the project accesses on North Sunrise Avenue would occur at the following locations:

- Southbound unsignalized left-turn movement at Driveway 1: As shown on Figure 6, this movement would accommodate 38 left-turns during the (more critical) AM peak hour. The median is sufficiently wide to enable construction of a 200-foot left-turn lane per City improvement standards, which would be able to accommodate this level of traffic.
- Southbound signalized left-turn movement at Stone Point Drive: As shown on Figure 6, this movement would accommodate 110 left-turns during the (more critical) AM peak hour. This turn lane provides 315 feet of storage, which is sufficient to accommodate this volume of traffic.

PROJECT ACCESS EVALUATION – NEED FOR DECELERATION LANES

City of Roseville standards require construction of a right-turn deceleration lane into private driveways located on arterial streets when the right-turn ingress volume is expected to exceed 50 vehicles per hour. When the right-turn volume is expected to range from 10 to 50 vehicles per hour, a right-turn curb flare is required. Deceleration lanes are not required on collector streets such as Stone Point Drive or private driveways such as Stone Point Driveway.

As shown on Figure 6, Driveway 1 is projected to serve 39 AM peak hour right-turning vehicles under existing plus project conditions, but would accommodate 79 AM peak hour right-turns at full project

buildout. Based on design guidance on Plate ST-48 of the *City of Roseville Design Standards*, the following is recommended:

- Extend the acceleration lane on northbound North Sunrise Avenue departing Eureka Road to Driveway 1.

A 240-foot right-turn deceleration lane is already present on westbound Eureka Road at the Stone Point Driveway.

4. EVALUATION OF ON-SITE CIRCULATION

This chapter reviews on-site circulation and presents recommendations to improve travel for all modes.

EVALUATION OF ON-SITE CIRCULATION

On-site circulation was evaluated with respect to the following:

- Driveway Throat Depth Requirements
- Sight Distance Review at Driveways 2 and 3
- Project Driveway Alignments
- Review of On-site Circulation

Each of these items is evaluated below. Refer to **Figure 7** for an illustration of recommendations.

Driveway Throat Depth Requirements

It is important that projects be designed with adequate on-site storage for vehicles desiring to exit. If not provided, internal parking drive aisles can be blocked, which could cause inbound traffic to spill back onto the adjacent public street. **Table 4** displays the available throat depth, and maximum expected vehicle queue at each project driveway under existing plus project conditions. Refer to Appendix A for technical calculations.

TABLE 4: DRIVEWAY THROAT DEPTH REQUIREMENTS – EXISTING PLUS PROJECT CONDITIONS			
Driveway	Movement	Available Storage ¹	Maximum Vehicle Queue ²
1	Outbound Right	100 ft.	50 ft.
2 ³	Outbound Shared Left/Thru/Right	125 ft.	25 ft.
3	Outbound Shared Left/Thru/Right	100 ft.	75 ft.
4	Outbound Shared Left/Thru/Right	75 ft.	50 ft. ³
5	Outbound Shared Left/Thru/Right	50 ft.	100 ft.
Notes: ¹ Based on project site plan. ² Queue lengths estimated based on methodology described in <i>Estimation of Maximum Queue Lengths at Unsignalized Intersections</i> (ITE Journal, 2001). One car length is equivalent to 25 feet (Max queue 2 cars = 50 feet). ³ Table 3 indicates that queuing from the Stone Point Driveway stop sign at Eureka Road would extend beyond this driveway opening, thereby causing greater levels of queuing than is shown here. Bolded cells represent queues that exceed the available storage. Source: Fehr & Peers, 2016.			

This table indicates that the maximum vehicle queue is not expected to exceed the available storage at any driveways with the exception of Driveway 5. This queuing issue would occur during the PM peak hour, in which the vast majority of traffic is exiting the campus. During this period, very little inbound travel would occur. Furthermore, any queuing issues would not spill onto a public street. For these reasons, this short-term queuing concern is noted, but does not require modifications to the site plan.

The following two options are recommended to address the queuing issue that would occur along the Stone Point Driveway in the vicinity of Driveway 4:

- Option 1: *Construct a new right-turn only driveway on Eureka Road between the Stone Point Driveway and North Sunrise Avenue.* The Stone Point Master Plan contemplated such a driveway. City standards require driveways on arterial streets to be spaced a minimum of 250 feet apart, and at least 185 feet from an intersection. This suggests that there are two potential locations for the new driveway: either east of the elevated utility area (labeled OHW on site plan) or west of the electrical tower.
- Option 2: *Widen the width of Stone Point Driveway from north of Eureka Road to beyond Driveway 4 to enable construction of exclusive left-turn lanes. Stripe markings and/or post signs indicating "Do Not Block Intersection".* This driveway is about 32 feet wide, and would need to be at least 33 to 36 feet wide to accommodate a three-lane cross-section. All widening would occur along the project frontage.

Sight Distance Review at Driveways 2 and 3

Due to the curvature of Stone Point Drive between Avanti Drive and Vittorio Drive, a detailed sight distance review was found to be necessary. Based on Stone Point Drive's horizontal curve radius of 475 feet, the corresponding design speed would be 45 miles per hour based on Figure 201.6 of the *Highway Design Manual* (December, 2015). A 45 mph design speed is equivalent to a stopping sight distance of approximately 360 feet.

Figure 7 shows the required sight distance triangles for the critical sight lines at each driveway. The following recommendations are offered (refer to Appendix A for aerial imagery showing lines of sight):

- Landscaping should be limited to low shrubs (e.g., less than 2 feet tall) for a distance of 260 feet east of Driveway 2 (within the cross-hatched area).
- Landscaping should be limited to low shrubs (e.g., less than 2 feet tall) for a distance of 300 feet east of Driveway 2 (within the cross-hatched area).

Project Driveway Alignments

The project site plan has been modified to eliminate offset configurations with existing driveways along the Stone Point Driveway. Although Driveway 3 is slightly offset from Vittorio Drive, motorists on each side-street would have adequate visibility of one another. Therefore, no additional recommendations are offered.

Review of On-Site Circulation

The internal circulation system is designed to allow efficient and convenient travel to/from public streets. The following on-site circulation recommendations are offered (see Figure 7):

- The following recommendations are offered along the main internal circulatory roadway that extends between Driveways 1 and 3:
 - *Install a raised crosswalk at the main crossing in the central portion of the site. This will slow motorists and enhance pedestrian visibility.*
 - *Add two additional crosswalks across the main internal circulatory roadway.*
 - *Install stop signs as shown on Figure 7.*
 - *Design/construct center median at Driveway 3 to enable its potential conversion to an outbound left-turn lane.*
- *Install crosswalks across Stone Point Drive at the all-way-stop Stone Point Driveway intersection.*
- *Additional review is necessary at Driveway 3 to evaluate the proposed location of the multi-use path crossing of the driveway. The current location is shown to be about 10 to 15 feet beyond the stop bar, which means that vehicles may queue in the path.*
- *Revisit the pedestrian connectivity near the Stone Point Driveway / Driveway 4 intersection. The current design does not provide direct connectivity to the adjacent retail/restaurant uses located east of the Stone Point Driveway.*

The proposed project would not disrupt any existing bicycle facilities within the study area. According to the *City of Roseville 2008 Bikeway Master Plan*, no future bicycle facilities are planned in the immediate vicinity of the site.

The proposed project would construct a continuous sidewalk on all four sides of the project frontage, connecting with the existing sidewalks located at the project corners. The project would also provide an extensive internal system of sidewalks and crosswalks that would range from six to ten feet in width. The project would provide sidewalks to enable employees and visitors to access the Route A and B bus route stops located along North Sunrise Avenue.

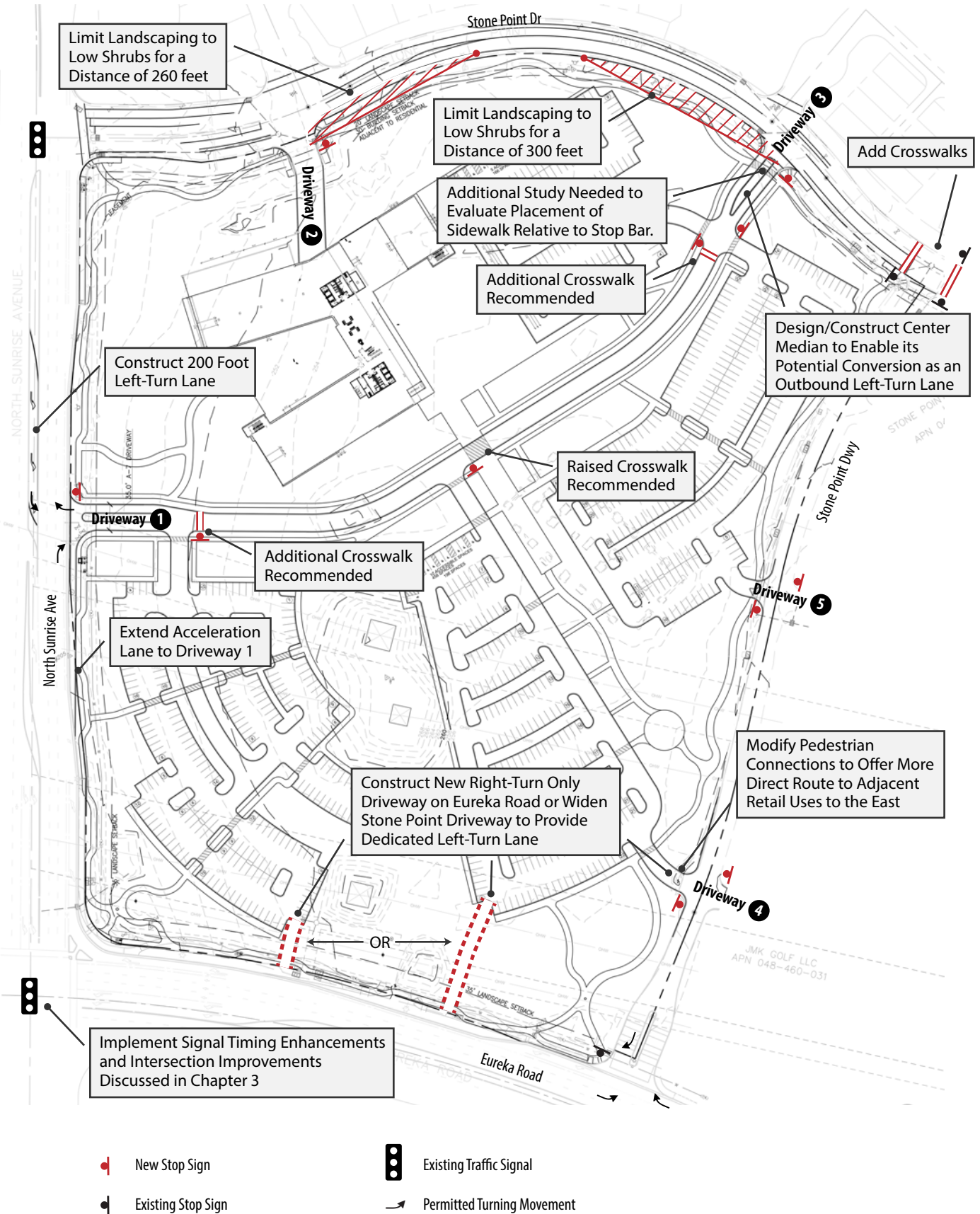


Figure 7

Phase 1 Recommendations

APPENDIX A:
TECHNICAL CALCULATIONS

Maximum Queue Estimation for: Major Street Left-Turn

Movement: EB Left-Turn on Eureka Road at Stone Point Driveway
Existing Conditions AM peak Hour

Input Data

Subject Approach	
Traffic Volume (vph) =	161
PHF=	0.79

Major Street	
Conflicting Traffic Volume (vph) =	724
PHF=	0.88
Conflicting Number of Through Lanes	3
Posted Speed Limit (mph)=	40

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	6	vehicles
-------------------------	---	----------

Maximum Queue Estimation for: Major Street Left-Turn

Movement: EB Left-Turn on Eureka Road at Stone Point Driveway
Existing Conditions Plus Phase 1 AM peak Hour

Input Data

Subject Approach	
Traffic Volume (vph) =	276
PHF=	0.79

Major Street	
Conflicting Traffic Volume (vph) =	801
PHF=	0.88
Conflicting Number of Through Lanes	3
Posted Speed Limit (mph)=	40

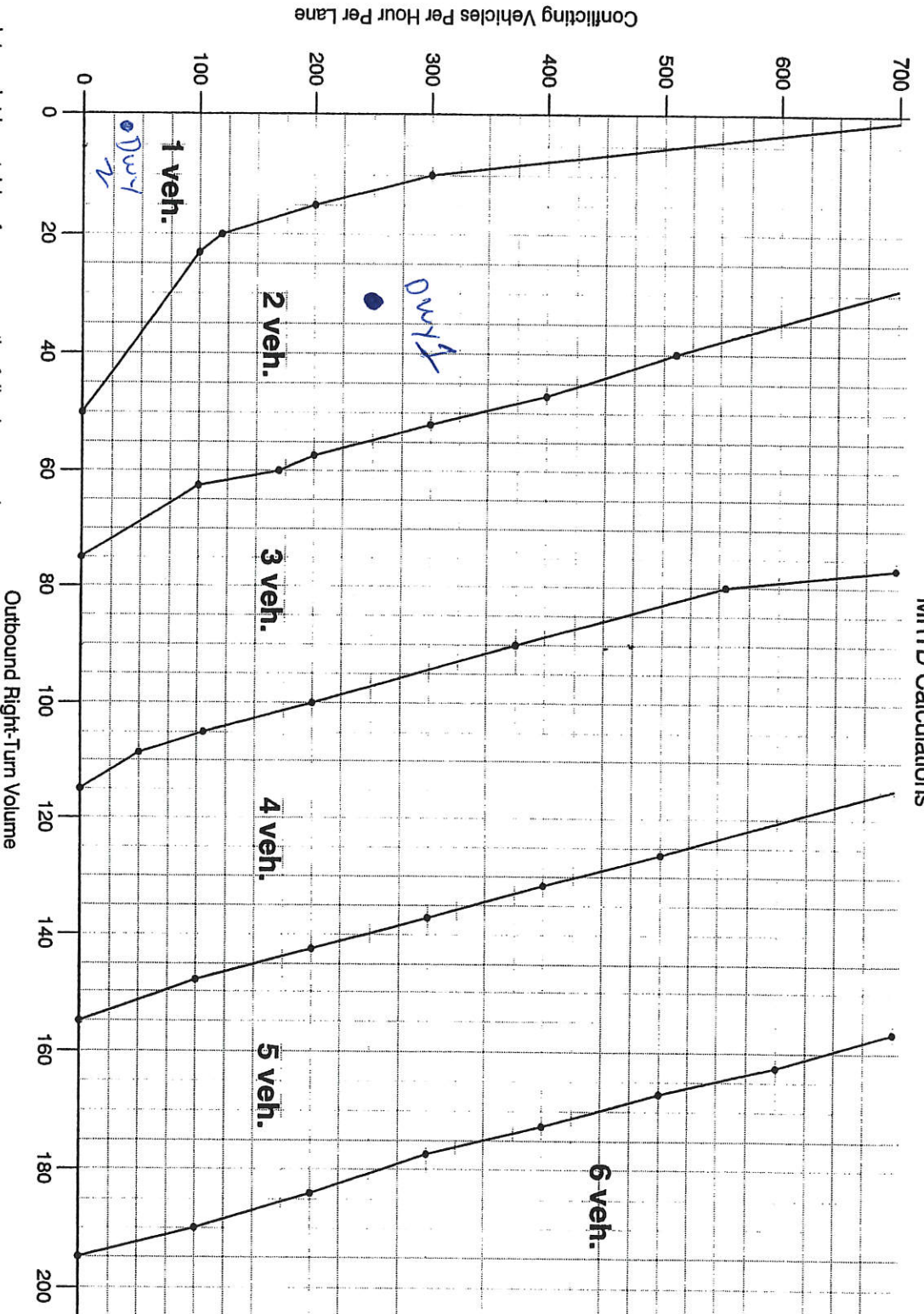
Is a Traffic Signal Located on Major Street Within 1/4 mi of intersection? (Enter 1 if yes; 0 if no)	1
---	---

Output

Estimated Maximum Queue	8	vehicles
-------------------------	---	----------

Existing Pls Project - PM peak-hour queuing

MRTD Calculations



NOTE: When data point is outside of range, use the following equation:
 Queue = 0.877 + 0.02365 (Approach Volume) + 0.001307 (Conflicting Vehicles Per Lane)

Maximum Queue Estimation for: Minor Street Left/Through/Right-Turn

Movement: Egress onto Stone Point Drive from Driveway 3
Existing Plus Project Phase 1 PM Peak Hour

Input Data

Subject Approach	
Total Approach Volume (vph) =	99
PHF=	0.9
%RT's =	0.33
Is a Traffic Signal Located on Major Street Within 1/4 mi of intersection? (Enter 1 if yes; 0 if no)	0

Major Street	
Conflicting Traffic Volume for Left/Through Movements (vph) =	188
PHF=	0.9
Conflicting Traffic Volume for Right-Turn Movements (vph) =	68
PHF=	0.9

Output

Estimated Maximum Queue	3 vehicles
-------------------------	------------

Maximum Queue Estimation for: Minor Street Left/Through/Right-Turn

Movement: Egress onto Stone Point Driveway from Driveway 4
Existing Plus Project Phase 1 PM Peak Hour

Input Data

Subject Approach	
Total Approach Volume (vph) =	65
PHF=	0.79
%RT's =	1
Is a Traffic Signal Located on Major Street Within 1/4 mi of intersection? (Enter 1 if yes; 0 if no)	0

Major Street	
Conflicting Traffic Volume for Left/Through Movements (vph) =	361
PHF=	0.79
Conflicting Traffic Volume for Right-Turn Movements (vph) =	194
PHF=	0.79

Output

Estimated Maximum Queue	2	vehicles
-------------------------	---	----------

Maximum Queue Estimation for: Minor Street Left/Through/Right-Turn

Movement: Egress onto Stone Point Driveway from Driveway 5
Existing Plus Project Phase 1 PM Peak Hour

Input Data

Subject Approach	
Total Approach Volume (vph) =	130
PHF=	0.79
%RT's =	0.5
Is a Traffic Signal Located on Major Street Within 1/4 mi of intersection? (Enter 1 if yes; 0 if no)	0

Major Street	
Conflicting Traffic Volume for Left/Through Movements (vph) =	195
PHF=	0.79
Conflicting Traffic Volume for Right-Turn Movements (vph) =	96
PHF=	0.79

Output

Estimated Maximum Queue	4	vehicles
-------------------------	---	----------

Southbound Right-Turn From Stone Point Driveway onto Eureka Road

Max Queue = $0.877 + 0.02365 * A + 0.001307 * B$

Scenario	"A" Approach Volume	"B" Conflicting Vehicles per Lane	Max Queue	Rounded Max Queue in Feet
Existing	169	582	5.634524	150
Existing Plus Phase 1	299	587	8.715559	225
Existing Plus Phase 2	328	590	9.40533	250
Existing Plus Phase 3	380	592	10.637744	275
Existing Plus Phase 3 Plus Approved Projects	498	592	13.428444	350

Note: this methodology doesn't take into consideration downstream bottlenecks (e.g., congestion on westbound approach to Eureka/N. Sunrise) that may result in less outbound capacity and even greater queuing.





Imagery ©2016 Google, Map data ©2016 Google 20 ft

Measure distance
Total distance: 360.55 ft (109.89 m)

Intersection 1

Eureka Road/North Sunrise Avenue

Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	350	300	36	450	30	350	38	0%	0%
	Through	1,250	750	150	1,125	268	1,175	248	30%	4%
	Right Turn	275	200	41	400	36	300	0	0%	0%
NB	Left Turn	250	75	47	125	77	125	76	0%	0%
	Through	425	100	18	150	37	150	30	0%	0%
	Right Turn	225	50	22	150	44	175	44	0%	0%
SB	Left Turn	1,575	125	14	200	25	175	29	0%	0%
	Through	275	100	13	150	16	150	16	0%	0%
	Right Turn	225	50	7	100	13	100	19	0%	0%
WB	Left Turn	250	50	8	75	20	75	24	0%	0%
	Through	700	100	28	175	44	200	44	0%	0%

Intersection 2

Stone Point Drive/North Sunrise Avenue

Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
NB	Through	475	75	13	125	25	125	22	0%	0%
	Right Turn	200	25	7	75	19	75	26	0%	0%
SB	Left Turn	325	75	14	125	33	125	43	0%	0%
	Through	825	50	14	75	36	100	43	0%	0%
WB	Left Turn	250	25	8	50	20	50	18	0%	0%
	Right Turn	225	25	4	50	7	50	7	0%	0%
O										

Intersection 3

Eureka Road/Stone Point Driveway

Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	375	100	18	175	48	200	57	0%	0%
SB	Right Turn	300	25	9	50	13	50	13	0%	0%
WB	Right Turn	250	25	2	25	9	25	12	0%	0%
0										

Intersection 4

Stone Point Drive/Stone Point Driveway

All-way Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through/Right	225	50	5	75	10	75	3	0%	0%
NB	Shared	175	50	5	75	12	75	11	0%	0%
WB	Left/Through	400	50	4	50	10	50	13	0%	0%
0										

Intersection 1

Eureka Road/North Sunrise Avenue

Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	250	200	28	325	30	275	19	0%	0%
	Through	1,250	350	50	475	92	500	110	20%	0%
	Right Turn	275	75	49	225	128	225	115	0%	0%
NB	Left Turn	250	250	17	275	29	275	28	26%	0%
	Through	425	325	54	500	62	450	71	2%	4%
	Right Turn	225	50	22	125	63	150	75	0%	0%
SB	Left Turn	1,575	150	20	225	27	250	37	0%	0%
	Through	300	125	24	225	51	225	83	0%	0%
	Right Turn	225	125	29	225	32	225	30	1%	0%
WB	Left Turn	250	150	25	225	41	250	44	0%	0%
	Through	1,600	325	61	525	126	550	145	31%	0%
	Right Turn	475	150	37	300	46	275	6	0%	0%

Intersection 2

Stone Point Drive/North Sunrise Avenue

Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
NB	Through	500	100	12	175	24	175	25	0%	0%
	Right Turn	200	25	7	50	12	50	8	0%	0%
SB	Left Turn	325	50	13	100	18	100	22	0%	0%
	Through	825	75	13	150	31	150	39	0%	0%
WB	Left Turn	250	50	9	75	14	75	14	0%	0%
	Right Turn	225	50	9	100	12	100	16	0%	0%
O										

Intersection 3

Eureka Road/Stone Point Driveway

Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	375	100	21	150	34	175	35	0%	0%
SB	Right Turn	625	275	71	450	99	425	78	0%	0%
WB	Through	875	25	40	75	203	100	282	0%	0%
	Right Turn	250	25	2	25	12	25	17	0%	0%
0										

Intersection 4

Stone Point Drive/Stone Point Driveway

All-way Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through/Right	225	50	9	75	21	75	26	0%	0%
NB	Shared	175	50	4	50	10	75	13	0%	0%
WB	Left/Through	400	50	8	75	16	75	24	0%	0%
0										

Intersection 1

North Sunrise Avenue/Eureka Road

Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	250	225	29	325	41	275	51	0%	0%
	Through	1,275	600	135	875	259	850	253	33%	0%
	Right Turn	275	225	53	375	56	300	0	0%	0%
NB	Left Turn	250	100	17	150	46	175	54	0%	0%
	Through	425	100	20	125	39	125	46	0%	0%
	Right Turn	225	50	22	125	48	125	36	0%	0%
SB	Left Turn	1,250	75	13	125	31	125	32	0%	0%
	Through	275	100	14	150	22	150	23	0%	0%
	Right Turn	225	25	12	75	25	100	29	0%	0%
WB	Left Turn	250	50	17	75	30	100	33	0%	0%
	Through	700	150	15	225	34	225	37	1%	0%

Intersection 2

North Sunrise Avenue/Stone Point Drive

Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
NB	Through	475	25	11	75	24	100	27	0%	0%
	Right Turn	200	25	4	50	12	50	14	0%	0%
SB	Left Turn	325	50	6	75	11	75	13	0%	0%
	Through	825	25	12	75	25	75	25	0%	0%
WB	Left Turn	250	25	3	50	11	50	14	0%	0%
	Right Turn	500	50	3	75	8	75	8	0%	0%
0										

Intersection 3

Stone Point Driveway/Eureka Road

Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	375	100	22	150	36	150	41	0%	0%
SB	Right Turn	300	25	5	50	6	50	8	0%	0%
WBWB	Through	175	25	0	25	0	25	0	0%	0%
		175	25	0	25	0	25	0	0%	0%
0										

Intersection 4

Stone Point Driveway/Stone Point Drive

All-way Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through/Right	225	50	4	75	9	75	13	0%	0%
NB	Shared	175	50	5	75	14	75	22	0%	0%
WB	Left/Through	400	25	5	50	7	50	1	0%	0%
0										

Intersection 1

Eureka Road/North Sunrise Avenue

Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	250	175	30	275	42	275	30	0%	0%
	Through	1,250	275	38	400	69	425	83	12%	0%
	Right Turn	275	25	33	100	125	100	133	0%	0%
NB	Left Turn	250	250	20	275	37	275	18	26%	0%
	Through	425	325	56	500	93	425	90	4%	6%
	Right Turn	225	50	26	150	78	175	82	0%	0%
SB	Left Turn	1,250	125	14	175	44	175	49	0%	0%
	Through	275	150	26	200	44	200	63	0%	0%
	Right Turn	225	125	19	200	21	225	26	1%	0%
WB	Left Turn	250	100	18	150	44	150	42	0%	0%
	Through	1,600	250	38	350	85	375	98	11%	0%
	Right Turn	475	100	23	200	66	250	63	0%	0%

Intersection 2

Stone Point Drive/North Sunrise Avenue

Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
NB	Through	500	75	20	150	41	150	41	0%	0%
	Right Turn	200	25	7	50	18	50	19	0%	0%
SB	Left Turn	325	50	8	75	11	75	15	0%	0%
	Through	825	75	13	125	29	125	37	0%	0%
WB	Left Turn	250	25	12	50	28	50	29	0%	0%
	Right Turn	225	50	5	75	6	75	10	0%	0%
0										

Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	375	75	15	125	28	150	38	0%	0%
	Through	875	25	35	75	176	100	244	0%	0%
	Right Turn	250	25	2	25	9	25	11	0%	0%
WB	Left Turn	175	25	0	25	0	25	0	0%	0%
	Through	875	25	35	75	176	100	244	0%	0%
	Right Turn	250	25	2	25	9	25	11	0%	0%
O	Left Turn	375	75	15	125	28	150	38	0%	0%
	Through	875	25	35	75	176	100	244	0%	0%
	Right Turn	250	25	2	25	9	25	11	0%	0%

All-way Stop

[illegible]

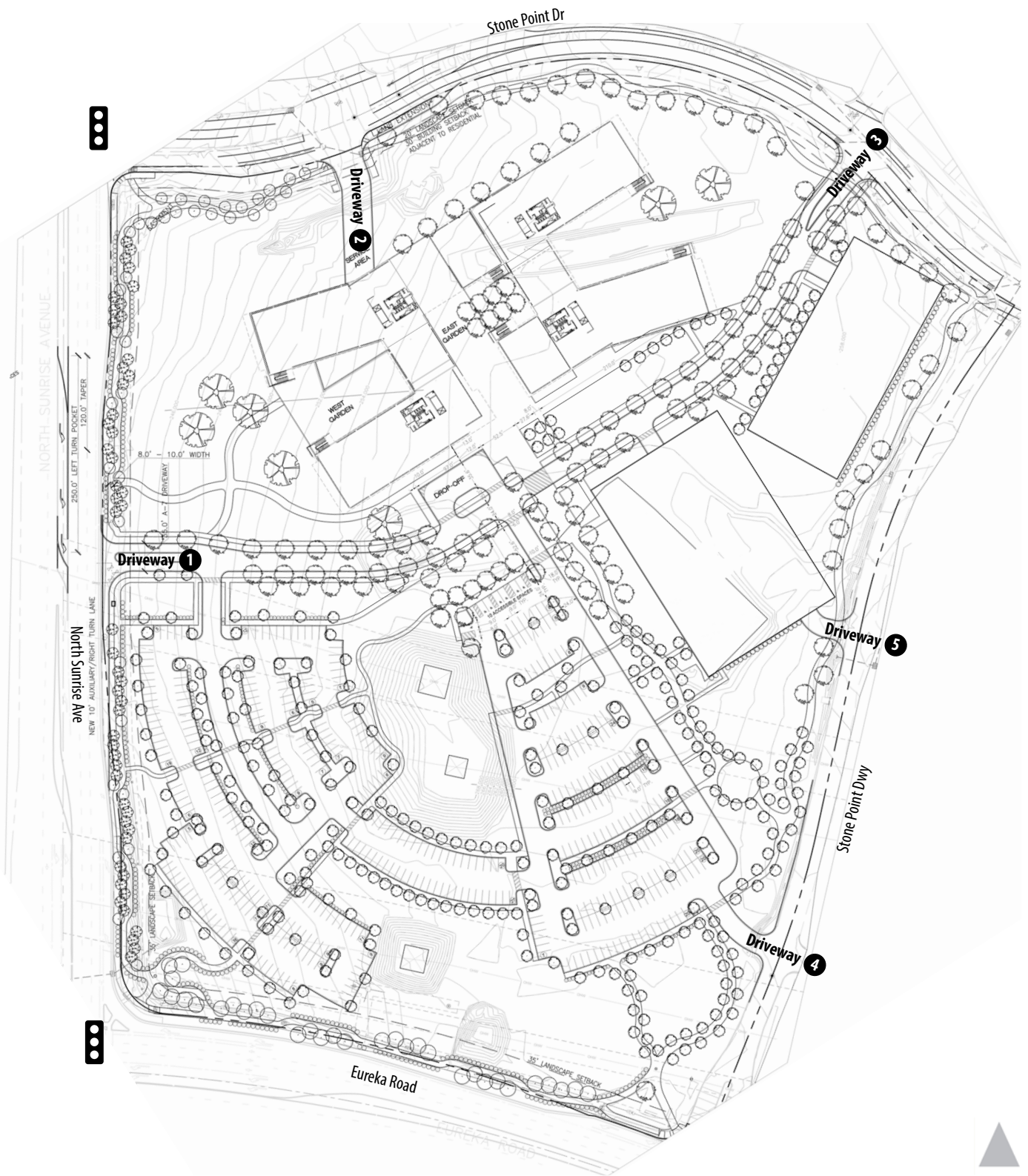
APPENDIX B:
ANALYSIS OF BUILDOUT CONDITIONS

EXISTING PLUS PHASE 3 CONDITIONS

TABLE B -1: AM AND PM PEAK HOUR TRIP GENERATION													
Land Use	Quantity	Trip Rate ¹						Trips					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Office – Phase 1	280 ksf ²	1.37	0.19	1.56	0.24	1.16	1.40	384	52	436	67	325	392
Office – Phase 2	500 ksf ²	1.22	0.17	1.39	0.22	1.06	1.28	610	83	693	108	530	638
Office – Phase 3	685 ksf ²	1.14	0.16	1.30	0.21	1.03	1.24	785	107	892	144	702	846
Notes: ¹ Based on fitted curve equations for the General Office land use (Code 710) from the <i>Trip Generation Manual, 9th Edition</i> (Institute of Transportation Engineers, 2012). ² ksf = Thousand Square Feet Source: Fehr & Peers, 2016.													

**TABLE B-2:
VEHICULAR QUEUING ALONG EUREKA ROAD – EXISTING PLUS PHASE 3 CONDITIONS**

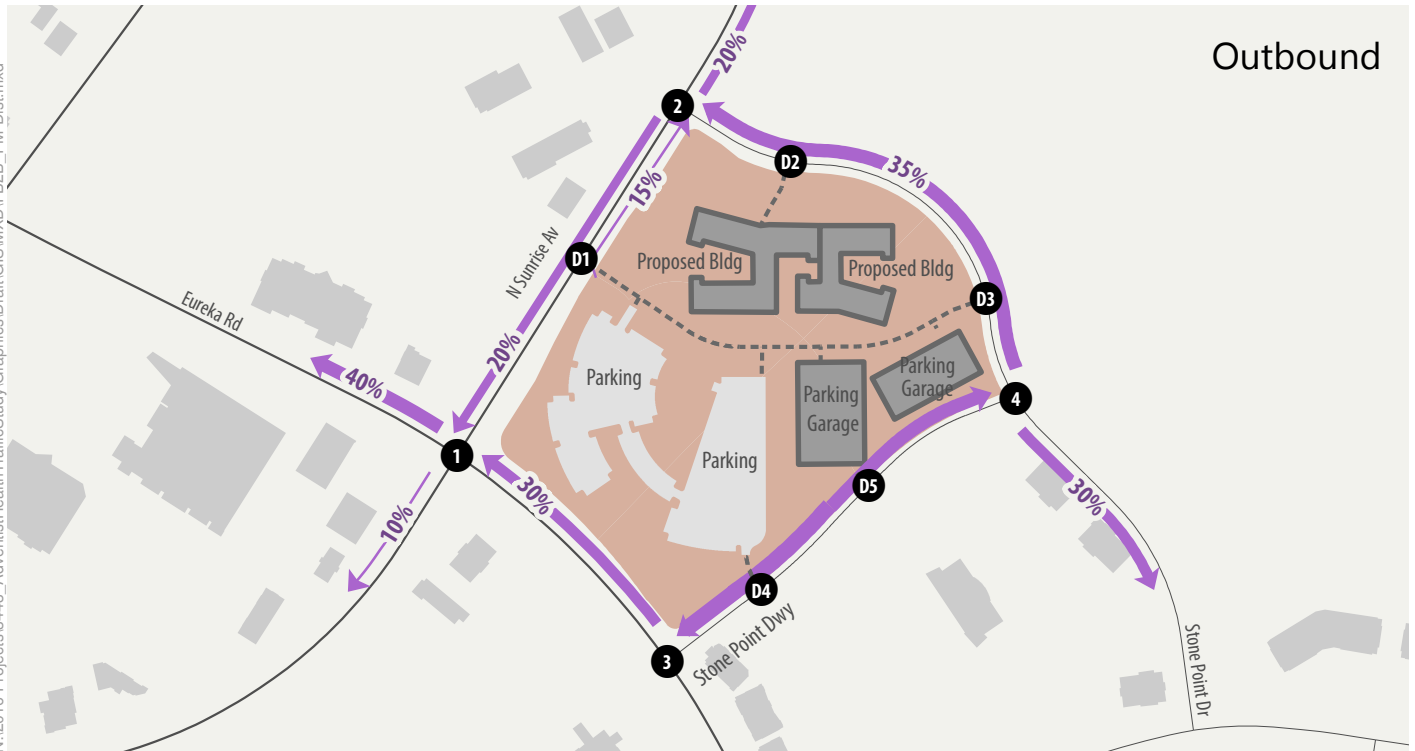
Intersection	Movement	Storage Length ¹	Existing Conditions				Existing Plus Phase 3 Conditions			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Traffic Volume	Maximum Queue ²	Traffic Volume	Maximum Queue ²	Traffic Volume	Maximum Queue ²	Traffic Volume	Maximum Queue ²
North Sunrise Avenue/ Eureka Road	Eastbound Left	225 / 325 feet	226	300 ft.	187	250 ft.	359	325 ft.	211	250 ft.
	Eastbound Through	1,325 feet	1,852	850 ft.	1,124	425 ft.	2,033	1,275 ft.	1,157	550 ft.
Stone Point Driveway/ Eureka Road	Eastbound Left	375 feet	161	150 ft.	99	125 ft.	358 ³	250 ft.	135	200 ft.
	Southbound Right	250 feet	25	50 ft.	169	200 ft.	57	50 ft.	380	525 ft.
Notes: ¹ Measured distance is length of turn lane or distance to upstream driveway or intersection. ² Maximum queue estimated using SimTraffic model. Queues are expressed on a 'per lane' basis. ³ Due to upstream bottlenecks, 86 percent of this demand is served during the peak hour. - Bolded cells represent queues that exceed the available storage. - Only critical movements along Eureka Road that would potentially be affected by proposed project are shown. - All values rounded to the nearest 25 feet. Source: Fehr & Peers, 2016.										



-  Traffic Signal
-  Driveway Number

Figure B-1

Phase 3 Project site Plan



- Project Site
- Study Intersection/Study Driveway Location
- Inbound
- Outbound

Figure B-2B

Existing Plus Phase 3 Project Conditions
PM Peak Hour Distribution By Direction



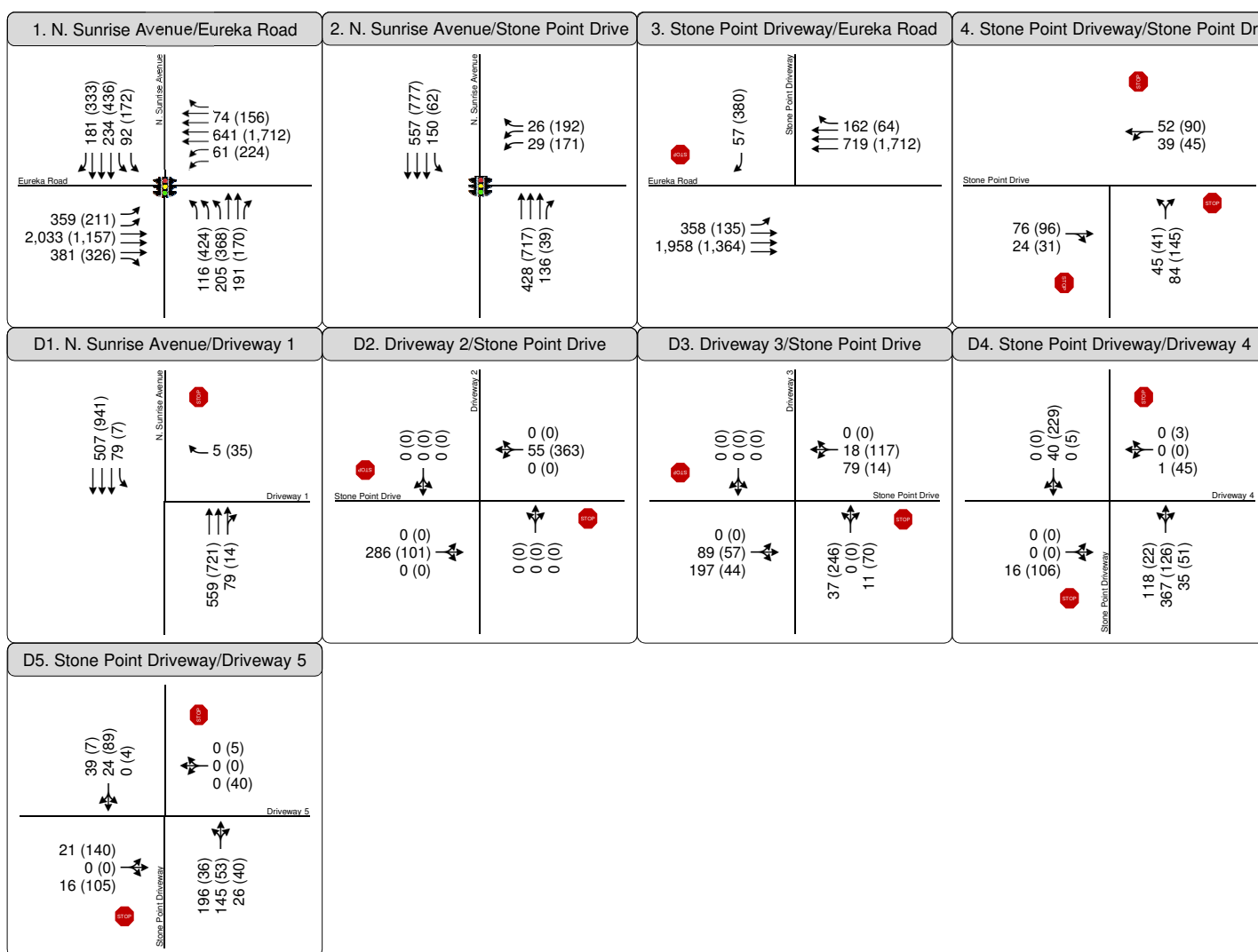
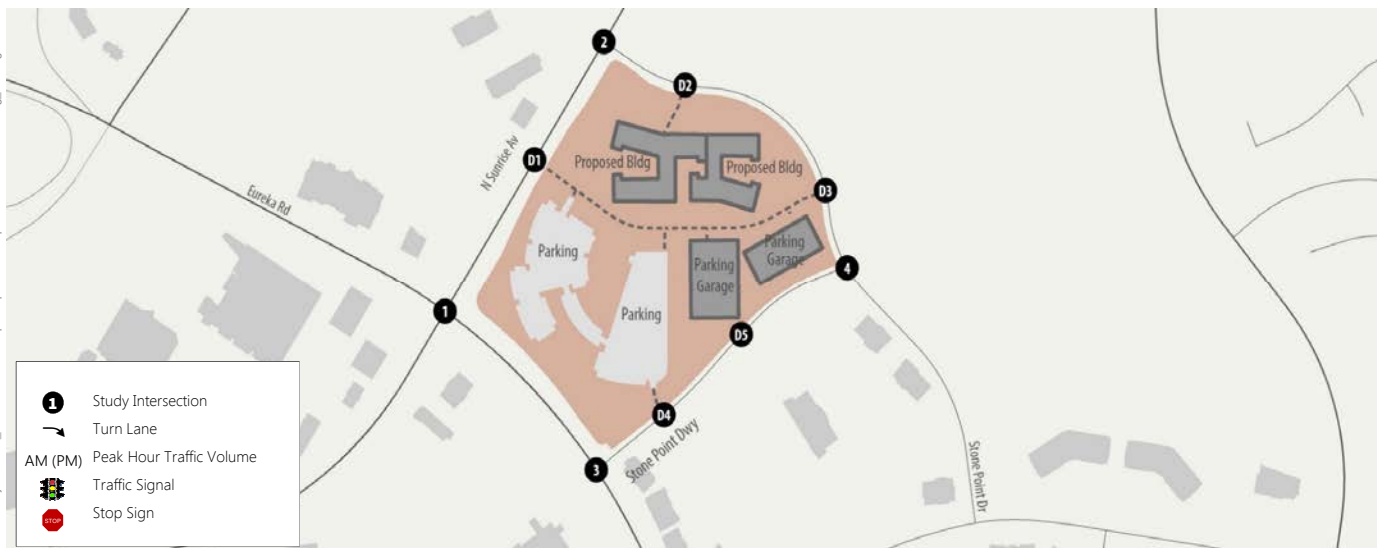


Figure B-3
Peak Hour Traffic Volumes
and Lane Configurations -
Existing Plus Phase 3 Conditions



FUTURE CONSIDERATIONS

The timing of the construction of the remainder of the project is currently unknown. While conceptual plans showing potential buildings and parking structures have been developed, a formal application has not been submitted to the City of Roseville. Therefore, the following actions are recommended with respect to the review of access when development applications for future phases are submitted:

1. Conduct multi-day, peak-hour trip generation studies of the Phase 1 project to determine if its trip generation is less than the estimates in this report (given the applicant's expectation based on the transitory nature of Adventist Health employee travel between different offices).
2. Measure the volume of turning traffic and queuing at the Eureka Road/Stone Point Driveway intersection and note the degree to which approved, but currently not yet built projects have been constructed.
3. Observe the level of queuing that occurs on eastbound Eureka Road approaching North Sunrise Avenue. Based on these observations, determine whether additional signal timing adjustments are necessary, and if a special time-of-day modification of signal phasing to provide an eastbound left-turn lead phase should be considered (per conversations with City staff).
4. Conduct supplemental analyses of the additional project phases to determine which, if any, type of traffic control change (e.g., partial traffic signal) or additional storage is needed at the Eureka Road/Stone Point Driveway intersection.
5. Measure vehicular queuing at proposed project driveways on Eureka Road, North Sunrise Avenue, Stone Point Drive, and Stone Point Driveway, and evaluate how project buildout would affect these queues.

EXISTING PLUS APPROVED PROJECTS PLUS PHASE 3 CONDITIONS

Approved projects consist of 186 dwelling units on Stone Point Parcels 11, 12, 13, and 14 (i.e., east of Stone Point Drive) and 248,000 square feet of office space on the remaining vacant area within Stone Point Parcels 2 and 3 (i.e., south of Stone Point Driveway). Combined, these projects would generate approximately 1,430 AM peak hour trips and 1,390 PM peak hour trips. They would be accessed from Eureka Road, North Sunrise Avenue, and Rocky Ridge Drive.

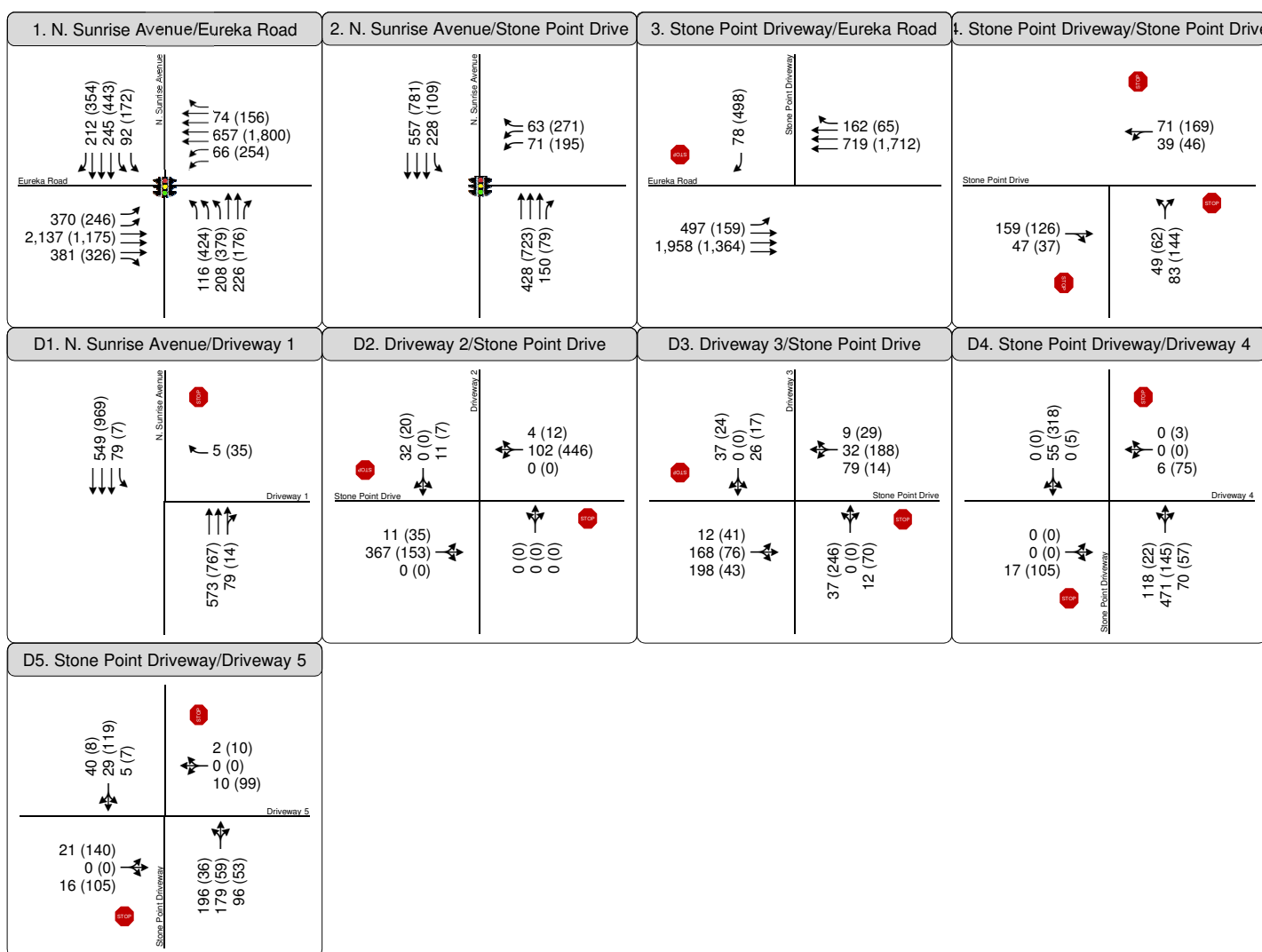
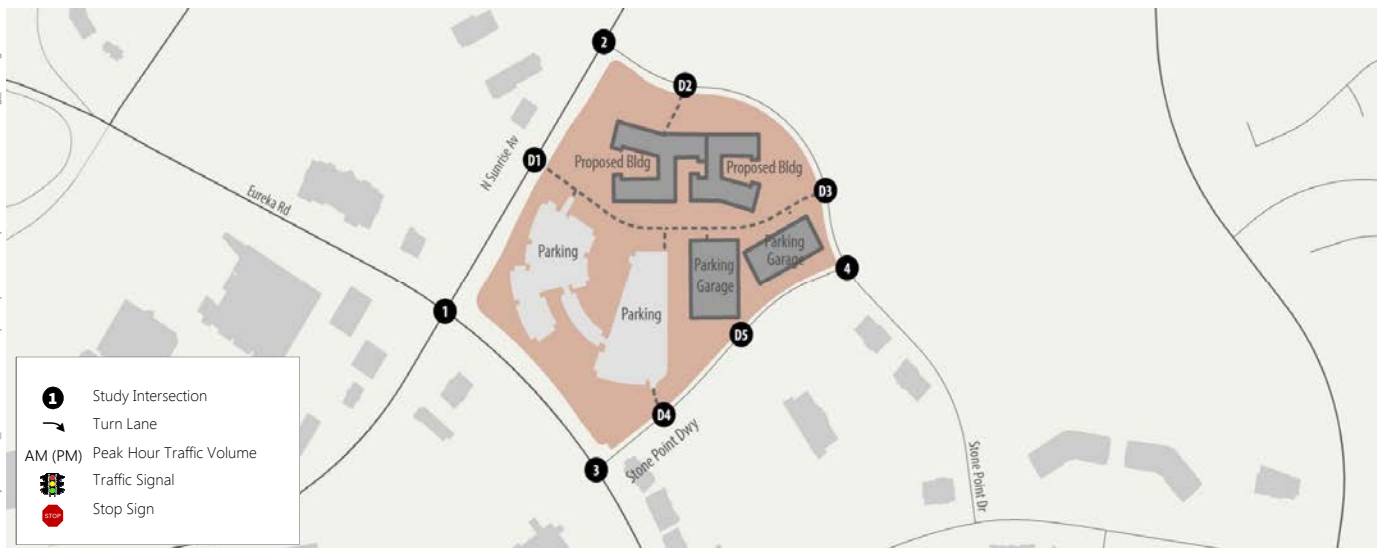


Figure B-4

Peak Hour Traffic Volumes
and Lane Configurations -
Existing Plus Approved Plus Phase 3 Conditions



**TABLE B-3:
VEHICULAR QUEUING ALONG EUREKA ROAD – EXISTING PLUS PHASE 3 PLUS APPROVED PROJECTS CONDITIONS**

Intersection	Movement	Storage Length ¹	Existing Conditions				Existing Plus Phase 3 Plus Approved Projects Conditions			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Traffic Volume	Maximum Queue ²	Traffic Volume	Maximum Queue ²	Traffic Volume	Maximum Queue ²	Traffic Volume	Maximum Queue ²
North Sunrise Avenue/ Eureka Road	Eastbound Left	225 / 325 feet	226	300 ft.	187	250 ft.	370	325 ft.	246	250 ft.
	Eastbound Through	1,325 feet	1,852	850 ft.	1,124	425 ft.	2,137	1,300 ft.	1,175	575 ft.
Stone Point Driveway/ Eureka Road	Eastbound Left	375 feet	161	150 ft.	99	125 ft.	497 ³	325 ft.	159	200 ft.
	Southbound Right	250 feet	25	50 ft.	169	200 ft.	78	75 ft.	498	650 ft.

Notes:

¹ Measured distance is length of turn lane or distance to upstream driveway or intersection.

² Maximum queue estimated using SimTraffic model. Queues are expressed on a 'per lane' basis.

³ Due to upstream bottlenecks, 82 percent of this demand is served during the peak hour.

- Bolded cells represent queues that exceed the available storage.

- Only critical movements along Eureka Road that would potentially be affected by proposed project are shown.

- All values rounded to the nearest 25 feet.

Source: Fehr & Peers, 2016.

Intersection 1

North Sunrise Avenue/Eureka Road

Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	350	325	32	400	52	375	27	0%	0%
	Through	1,275	1,100	183	1,575	293	1,300	111	34%	22%
	Right Turn	275	250	36	375	49	300	0	0%	0%
NB	Left Turn	250	100	38	175	60	175	59	0%	0%
	Through	425	75	16	150	37	150	44	0%	0%
	Right Turn	225	100	19	200	35	200	30	1%	0%
SB	Left Turn	1,250	50	11	100	20	100	21	0%	0%
	Through	275	100	9	150	18	150	23	0%	0%
	Right Turn	225	50	13	100	30	125	41	0%	0%
WB	Left Turn	250	50	14	100	16	75	20	0%	0%
	Through	700	100	16	200	35	200	36	1%	0%

Intersection 2

North Sunrise Avenue/Stone Point Drive

Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
NB	Through	475	100	12	150	23	150	27	0%	0%
	Right Turn	200	50	11	100	22	100	26	0%	0%
SB	Left Turn	325	125	18	200	27	200	29	0%	0%
	Through	825	50	11	100	19	100	21	0%	0%
WB	Left Turn	250	50	15	75	33	75	38	0%	0%
	Right Turn	500	100	7	150	15	150	17	0%	0%
O										

Intersection 3

Stone Point Driveway/Eureka Road

Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	375	225	61	350	95	325	59	4%	0%
	Right Turn	300	50	5	50	10	75	16	0%	0%
SB	Through	875	25	1	25	7	25	10	0%	0%
	Right Turn	250	25	5	50	8	50	16	0%	0%
WB	Through									
	Right Turn									
0	Through									
	Right Turn									

Intersection 4

Stone Point Driveway/Stone Point Drive

All-way Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through/Right	225	75	7	100	18	100	24	0%	0%
	Shared	175	50	5	75	9	75	8	0%	0%
NB	Through/Right									
	Shared									
WB	Left/Through	400	50	3	75	9	75	11	0%	0%
	Shared									
0	Through/Right									
	Shared									

Intersection 1

Eureka Road/North Sunrise Avenue

Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	250	225	21	325	43	275	53	0%	0%
	Through	1,250	400	67	575	129	575	138	31%	0%
	Right Turn	275	125	45	325	59	300	0	0%	0%
NB	Left Turn	250	250	26	275	50	275	24	24%	0%
	Through	425	325	64	475	68	425	65	3%	6%
	Right Turn	225	50	35	175	83	175	81	0%	0%
SB	Left Turn	1,575	150	17	225	36	225	46	0%	0%
	Through	300	150	36	250	73	275	68	1%	1%
	Right Turn	225	175	35	275	30	250	4	3%	0%
WB	Left Turn	250	175	36	275	56	250	29	0%	0%
	Through	700	350	65	500	134	475	128	42%	0%
	Right Turn	475	175	33	325	19	275	6	0%	0%

Intersection 2

Stone Point Drive/North Sunrise Avenue

Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
NB	Through	500	150	17	225	38	225	32	1%	0%
	Right Turn	200	50	13	100	62	150	76	0%	0%
SB	Left Turn	325	100	17	125	27	125	23	0%	0%
	Through	825	100	19	150	27	150	34	0%	0%
WB	Left Turn	250	100	9	125	24	125	35	0%	0%
	Right Turn	225	100	19	150	36	175	36	0%	0%
O										

Intersection 3

Eureka Road/Stone Point Driveway

Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	375	125	41	200	70	200	55	0%	0%
SB	Right Turn	625	525	49	700	62	650	24	0%	25%
WB	Right Turn	250	25	3	25	11	25	12	0%	0%
O										

Intersection 4

Stone Point Drive/Stone Point Driveway

All-way Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through/Right	225	50	7	75	14	75	17	0%	0%
NB	Shared	175	75	5	100	6	100	8	0%	0%
WB	Left/Through	400	75	8	100	12	100	14	0%	0%
O										

Intersection 1

Eureka Road/North Sunrise Avenue

Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	350	325	43	425	46	350	55	0%	0%
	Through	1,250	950	106	1,475	185	1,275	16	32%	13%
	Right Turn	275	225	38	375	51	300	0	0%	0%
NB	Left Turn	250	100	47	150	74	150	73	0%	0%
	Through	425	100	15	150	35	150	41	0%	0%
	Right Turn	225	75	31	175	53	175	42	1%	0%
SB	Left Turn	1,575	150	16	225	22	225	22	0%	0%
	Through	275	100	20	150	25	150	30	0%	0%
	Right Turn	225	50	19	100	32	100	27	0%	0%
WB	Left Turn	250	50	10	75	13	75	19	0%	0%
	Through	700	125	16	200	25	200	38	0%	0%

Intersection 2

Stone Point Drive/North Sunrise Avenue

Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
NB	Through	725	125	25	175	46	175	46	0%	0%
	Right Turn	200	50	9	100	18	100	19	0%	0%
SB	Left Turn	325	100	16	150	34	150	28	0%	0%
	Through	825	50	12	100	21	100	21	0%	0%
WB	Left Turn	250	25	6	50	12	50	15	0%	0%
	Right Turn	225	25	5	50	9	50	17	0%	0%
O										

Intersection 3

Eureka Road/Stone Point Driveway

Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	375	150	17	250	31	250	42	0%	0%
	Right Turn	300	50	4	50	6	50	7	0%	0%
SB	Left Turn	175	25	0	25	0	25	0	0%	0%
	Through	325	25	0	25	0	25	0	0%	0%
WB	Right Turn	250	25	6	50	11	50	12	0%	0%
0										

Intersection 4

Stone Point Drive/Stone Point Driveway

All-way Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through/Right	225	50	7	75	12	75	10	0%	0%
NB	Shared	175	50	4	75	8	75	8	0%	0%
WB	Left/Through	400	50	3	75	9	75	11	0%	0%
0										

Intersection 1

Eureka Road/North Sunrise Avenue

Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	250	200	20	325	30	275	33	0%	0%
	Through	1,275	375	53	550	83	550	101	28%	0%
	Right Turn	275	125	55	325	67	275	0	0%	0%
NB	Left Turn	250	225	101	275	115	250	107	18%	0%
	Through	425	300	42	500	61	450	78	3%	4%
	Right Turn	225	50	26	175	72	175	71	0%	0%
SB	Left Turn	1,575	150	19	225	35	225	45	0%	0%
	Through	300	150	25	250	50	275	60	1%	1%
	Right Turn	225	175	21	275	19	250	9	3%	0%
WB	Left Turn	250	175	28	275	50	250	30	0%	0%
	Through	1,600	375	62	525	106	550	111	40%	0%
	Right Turn	475	175	27	325	17	250	5	0%	0%

Intersection 2

Stone Point Drive/North Sunrise Avenue

Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
NB	Through	500	125	19	200	34	200	33	1%	0%
	Right Turn	200	25	12	75	40	75	53	0%	0%
SB	Left Turn	325	75	10	100	21	100	28	0%	0%
	Through	825	100	14	150	25	150	32	0%	0%
WB	Left Turn	250	75	12	125	19	125	22	0%	0%
	Right Turn	225	75	12	125	24	125	25	0%	0%
O										

Intersection 3

Eureka Road/Stone Point Driveway

Side-street Stop

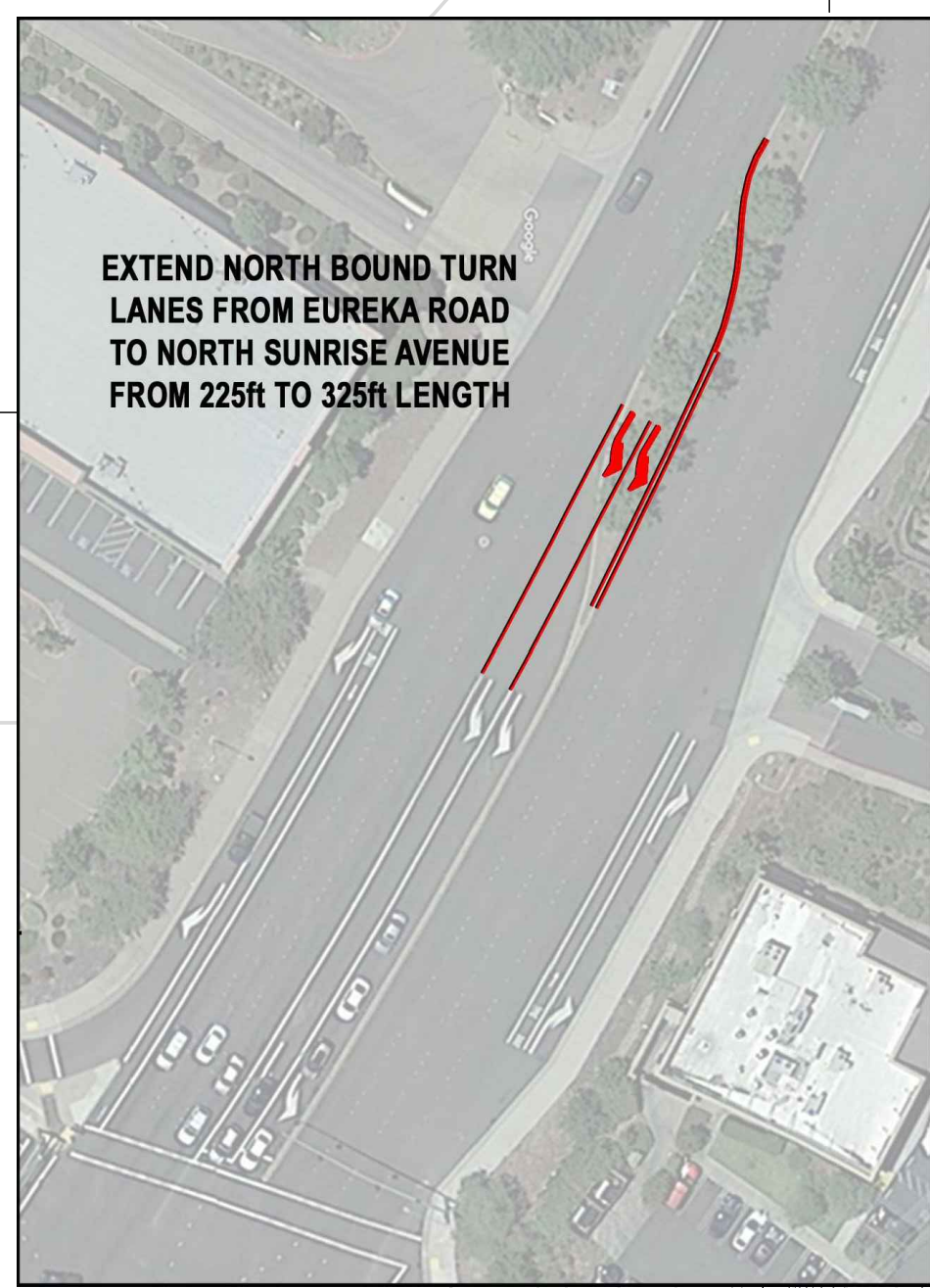
Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	375	125	36	200	82	200	84	0%	0%
	Through	700	25	0	25	0	50	111	0%	0%
SB	Right Turn	625	350	59	500	77	525	59	0%	0%
WB	Through	875	25	2	25	9	25	12	0%	0%
	Right Turn	250	25	2	25	9	25	11	0%	0%
0										

Intersection 4

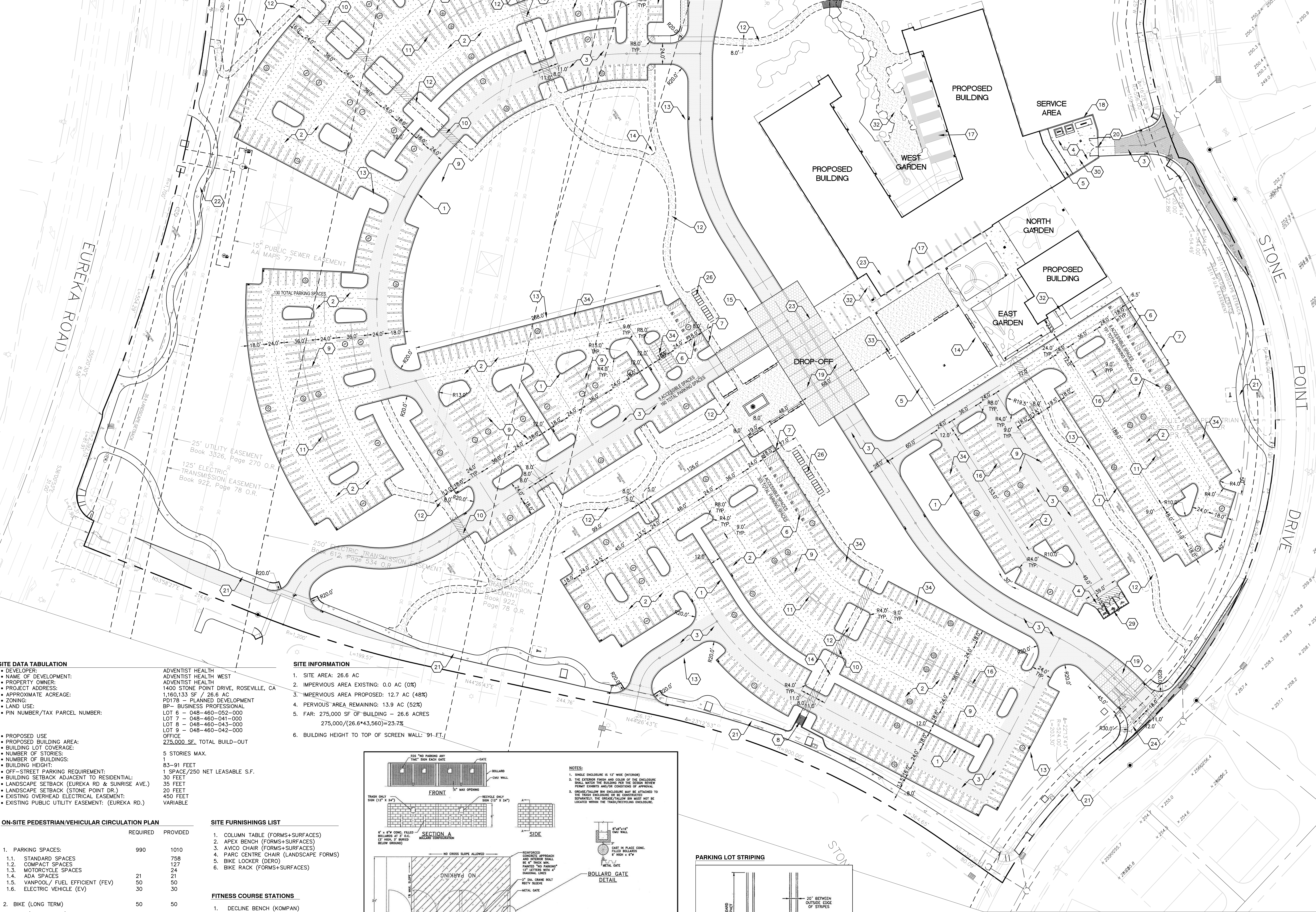
Stone Point Drive/Stone Point Driveway

All-way Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through/Right	225	50	6	75	10	75	9	0%	0%
NB	Shared	175	50	5	100	13	100	14	0%	0%
WB	Left/Through	400	50	7	75	18	75	17	0%	0%
0										



EUREKA TURN LANE EXTENSION



SITE DATA TABULATION

- DEVELOPER: ADVENTIST HEALTH
- PROPOSED BUILDING AREA: ADVENTIST HEALTH WEST
- BUILDING LOT COVERAGE: 1400 STONE POINT DRIVE, ROSEVILLE, CA
- PROJECT ADDRESS: 1160.133 SF / 26.6 AC
- APPROXIMATE ACREAGE: PD178 - PLANNED DEVELOPMENT
- ZONING: BP - BUSINESS PROFESSIONAL
- LAND USE: LOT 6 - 048-460-052-000
- PIN NUMBER/TAX PARCEL NUMBER: LOT 7 - 048-460-041-000
- LOT 8 - 048-460-043-000
- LOT 9 - 048-460-042-000
- OFFICE: 275,000 SF, TOTAL BUILD-OUT
- 5 STORIES MAX.
- 83-91 FEET
- OFF-STREET PARKING REQUIREMENT: 30 FEET
- BUILDING SETBACK ADJACENT TO RESIDENTIAL: 35 FEET
- LANDSCAPE SETBACK (EUREKA RD & SUNRISE AVE.): 20 FEET
- LANDSCAPE SETBACK (STONE POINT DR.): 450 FEET
- EXISTING OVERHEAD ELECTRICAL EASEMENT: VARIABLE
- EXISTING PUBLIC UTILITY EASEMENT: (EUREKA RD.)

ON-SITE PEDESTRIAN/VEHICULAR CIRCULATION PLAN

REQUIRED	PROVIDED
1. PARKING SPACES:	990
1.1. STANDARD SPACES	758
1.2. COMPACT SPACES	127
1.3. MOTORCYCLE SPACES	24
1.4. ADA SPACES	25
1.5. VANPOOL/ FUEL EFFICIENT (FEV)	50
1.6. ELECTRIC VEHICLE (EV)	30
2. BIKE (LONG TERM)	50
3. BIKE (SHORT TERM)	0
4. PARK-N-RIDE (P&R)	25
4.1. STANDARD SPACES	24
4.2. ADA SPACES	1
5. LOADING/DROPOFF AREA:	1
6. TRANSIT FACILITIES (BUS STOP):	1
7. OFF-SITE TRAFFIC CONTROL DEVICES/IMPROVEMENTS	

SITE INFORMATION

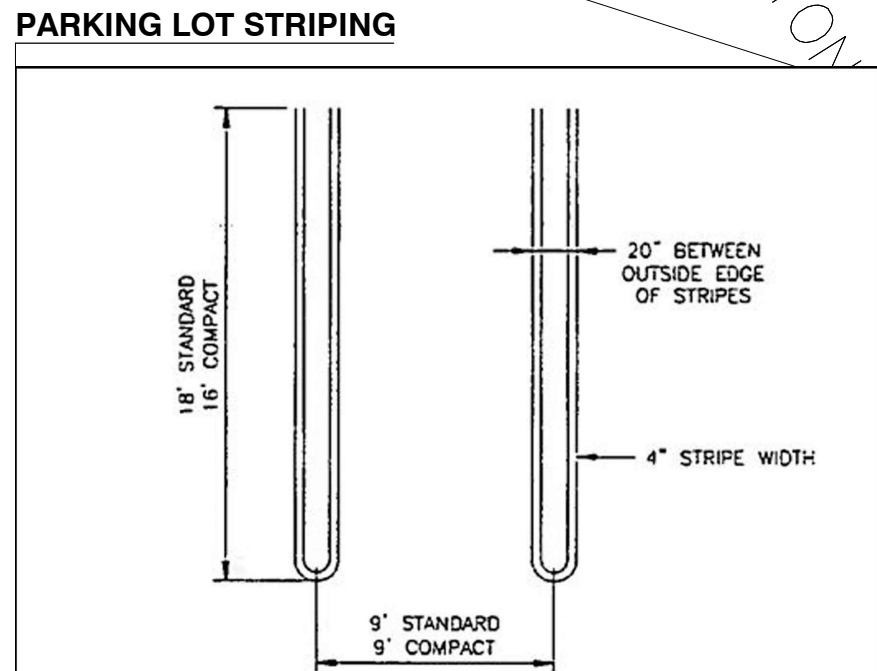
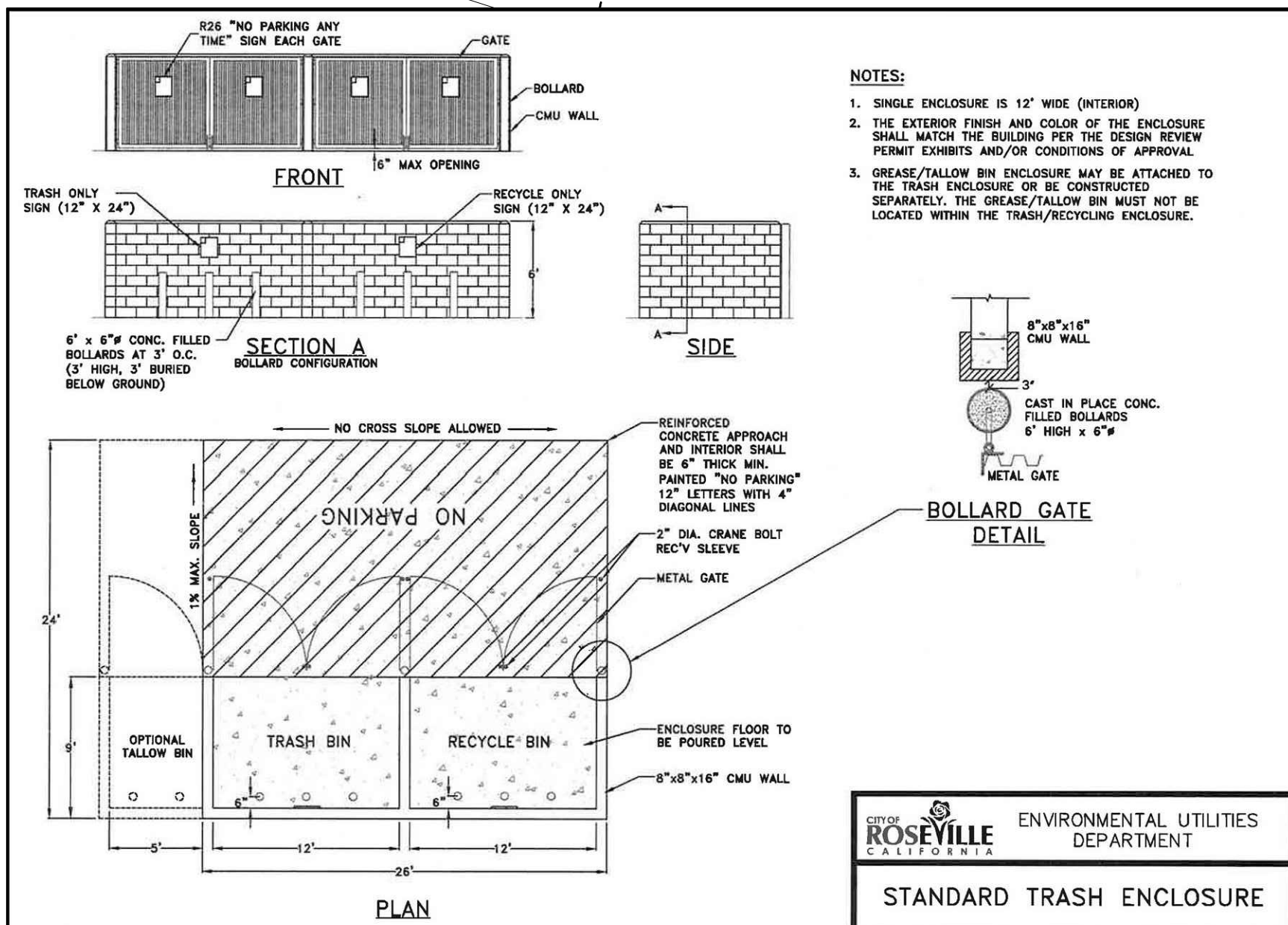
- SITE AREA: 26.6 AC
- IMPERVIOUS AREA EXISTING: 0.0 AC (0%)
- IMPERVIOUS AREA PROPOSED: 12.7 AC (48%)
- PERVIOUS AREA REMAINING: 13.9 AC (52%)
- FAR: 275,000 SF OF BUILDING - 26.6 ACRES
- 275,000/(26.6*43,560)=23.7%
- BUILDING HEIGHT TO TOP OF SCREEN WALL: 91-FT.

SITE FURNISHINGS LIST

- COLUMN TABLE (FORMS+SURFACES)
- APEX BENCH (FORMS+SURFACES)
- AVICO CHAIR (FORMS+SURFACES)
- PARK CENTRE CHAIR (LANDSCAPE FORMS)
- BIKE LOCKER (DERO)
- BIKE RACK (FORMS+SURFACES)

FITNESS COURSE STATIONS

- DECLINE BENCH (KOMPAN)
- PUSH UP BAR (KOMPAN)
- FITNESS BENCH (KOMPAN)
- INCLINE PRESS (KOMPAN)
- DIP BENCH (KOMPAN)
- STEPS - 3 (KOMPAN)



VICINITY MAP - NTS

LAYOUT LEGEND:

- 1'-6" CONCRETE CURB & GUTTER
- LIGHT DUTY ASPHALT
- HEAVY DUTY ASPHALT
- CONCRETE SIDEWALK
- ACCESSIBLE PARKING
- ACCESSIBLE PARKING SIGNAGE
- CONCRETE STEPS & ALUMINUM HANDRAIL
- 4" WIDE WHITE PARKING STRIPE
- PAINTED ACCESSIBLE CROSSWALK
- WHEELSTOPS
- CRUSHED STONE WALKWAY (3" DEPTH)
- PARKING LIGHT POLES - SEE ELECTRICAL DRAWING
- PEDESTRIAN LIGHT POLES - SEE ELECTRICAL DRAWING
- LIGHT BOLLARD - SEE ELECTRICAL DRAWING
- 4'x9' TREE PLANTING AREA
- "SANDSTONE" STONE PAVERS
- RETAINING WALL
- INTEGRAL COLORED HEAVY-DUTY CONCRETE
- 6" TALL ALUMINUM GATE
- MONUMENTAL SIGN WALL, (TO MATCH EXISTING SIGN WALL)
- CONCRETE FITNESS TRAIL/ SIDEWALK (WITH 6 FITNESS STATIONS)
- DIAL-A-RIDE (SEATING LOCATED IN LOBBY, PICK-UP AT DROP-OFF)
- STANDARD A-7 DRIVEWAY
- BUS SHELTER
- BIKE LOCKERS (LONG TERM)
- PARK-N-RIDE LOT (25 SPACES)
- DECELERATION LANE (NORTH SUNRISE AVE)
- ORGANIC WASTE, TRASH BIN, & RECYCLING BIN
- GREASE TRAP INTERCEPTOR
- FLAG POLES
- BUILDING ENTRANCE
- BIKE RACK (SHORT-TERM)
- VANPOOL/ FUEL EFFICIENT/ ELECTRIC VEHICLE SPACES

LAYOUT NOTES:

- ALL TRAFFIC CONTROL SIGNAGE, AND STRIPING TO CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.) AND CALIFORNIA SUPPLEMENT.
- THE UTILITIES AND THE LOCATION THEREOF, SHOWN ON THE DRAWINGS, REPRESENT THE DESIGNERS UNDERSTANDING OF EXISTING UTILITIES IN THE CONSTRUCTION AREA. CONTRACTOR SHALL FIELD VERIFY THE LOCATION, DEPTH AND EXISTENCE OF ALL UTILITIES (ELECTRICAL, MECHANICAL, WATER, TELEPHONE, GAS ETC.) WITHIN THE CONSTRUCTION AREA WITH THE OWNER AND/OR THE APPROPRIATE UTILITY COMPANY PRIOR TO ANY EXCAVATION. THE OMISSION OF OR THE INCLUSION OF UTILITY LOCATIONS ON THE PLANS IS NOT TO BE CONSIDERED AS THE NONEXISTENCE OF NOR A DEFINITE LOCATION OF A UTILITY. UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. CONTACT USA NORTH (811) PRIOR TO DIGGING.
- ALL CUTS TO EXISTING PAVING MATERIALS SHALL BE SAW CUTS. EXISTING ELEVATIONS SHALL BE FIELD VERIFIED AND MATCHED.
- CONTRACTOR TO COORDINATE ANY CHANGES IN FIELD CONDITIONS THAT MAY REVERSE THE DESIGN WITH ARCHITECT/ENGINEER PRIOR TO PROCEEDING.
- ANY UNSUITABLE MATERIAL ON SITE IS TO BE QUANTIFIED BY A GEOTECHNICAL ENGINEER, PRIOR TO REMOVING. CONTRACTOR MUST NOTIFY OWNER, OR OWNER'S REPRESENTATIVE IN CASE UNSUITABLE MATERIAL IS UNCOVERED.
- NEW CONCRETE SIDEWALKS SHALL BE 4" THICK, 3000 PSI PORTLAND CEMENT CONCRETE OVER COMPACTED SUBGRADE WITH 1" DEEP (1/8" RADIUS) GROOVE JOINTS (C.J.) AND 1/2" EXPANSION JOINTS AT INTERVALS INDICATED ON THE PLAN AND ABUTTING ALL RIGID STRUCTURES. IN NO CASES SHALL EXP. JT. SPACING EXCEED 30'-0" O.C.
- FITNESS TRAIL CONCRETE SIDEWALKS SHALL BE 6" THICK PORTLAND CEMENT CONCRETE AS PER THE DESIGN AND CONSTRUCTION STANDARDS OF THE CITY OF ROSEVILLE.
- ALL DIMENSIONS ARE TO FACE OF CURB OR TO FINISHED FACE OF BUILDING UNLESS NOTED OTHERWISE.
- ALL RADII ON CURBS SHALL BE 4'-0" UNLESS NOTED OTHERWISE.
- ALL ACCESSIBLE PARKING SPACES SHALL DISPLAY APPROVED RESERVED PARKING SPACES SIGNS AS PRESCRIBED BY THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- ALL WORK WITHIN THE RIGHT OF WAY OF ALL ROADS AND HIGHWAYS SHALL BE PER THE DESIGN AND CONSTRUCTION STANDARDS OF THE CITY OF ROSEVILLE. CONTRACTOR SHALL SECURE ALL NECESSARY DRIVEWAY AND ENCROACHMENT PERMITS PRIOR TO CONSTRUCTION AND PROVIDE TRAFFIC CONTROL, IF NECESSARY, WITHIN THE RIGHT OF WAY DURING CONSTRUCTION.
- ACCESSIBLE SPACES AND CROSSWALKS SHALL BE SIGNED, MARKED AND MAINTAINED.

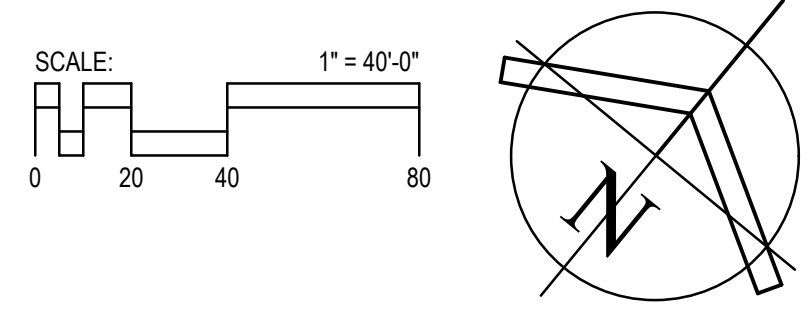


Exhibit B

LITTLE

DIVERSIFIED ARCHITECTURAL CONSULTING

5815 Westpark Drive Charlotte, NC 28217
T: 704.526.6350 F: 704.561.6700
www.littleonline.com

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Adventist Health

PROJECT TEAM

PROJECT MANAGER: David Pomeroy, RLA

PROJECT MANAGER: Kenneth Bark, RLA

CONSTRUCTION: Casey Cline, Kristen Spears

ADVENTIST HEALTH WEST

1400 Stone Point Drive

Roseville, California 95661

PROJECT NUMBER: 132.4960.00

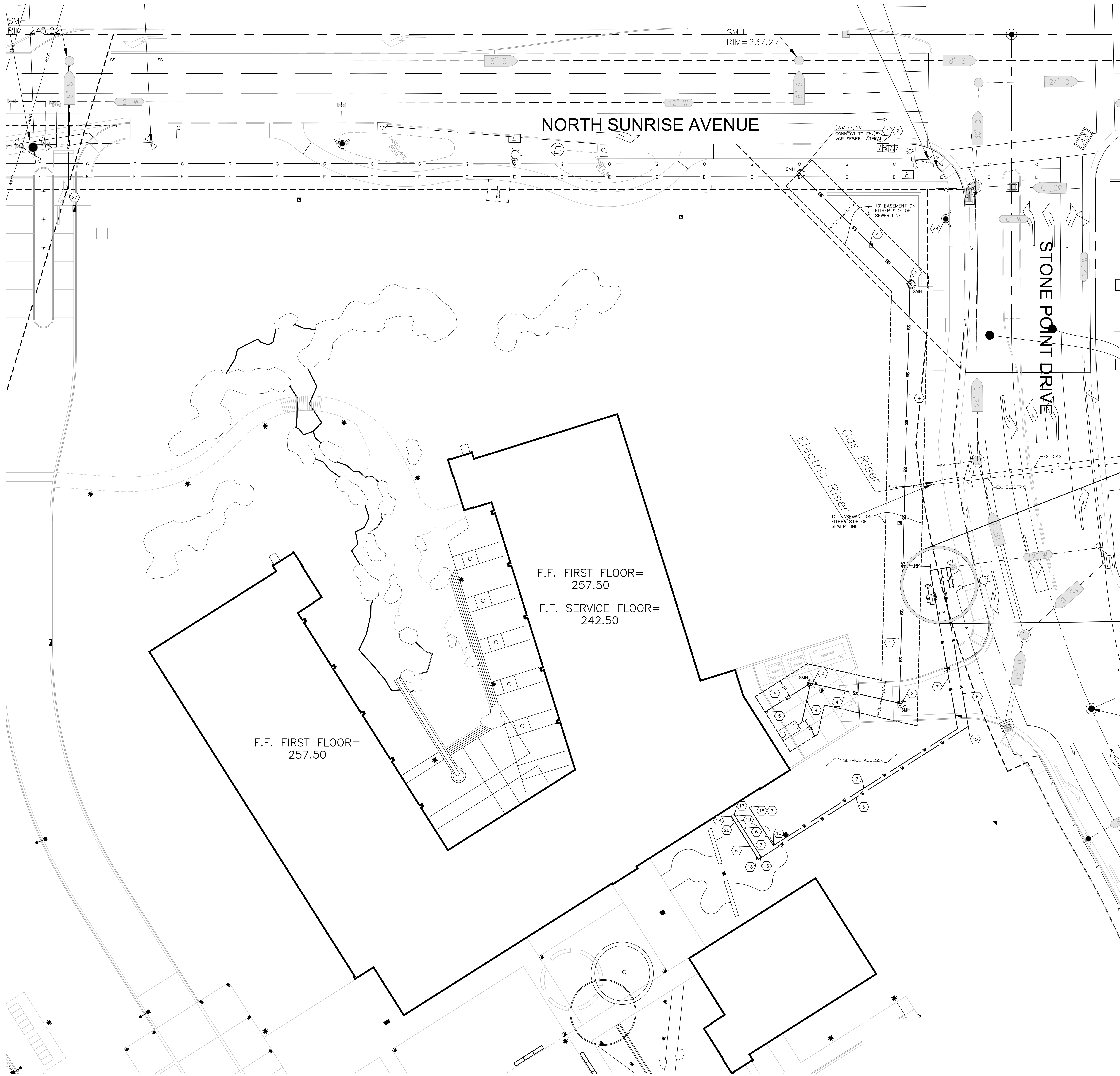
SITE PLAN

Sheet Number: C100



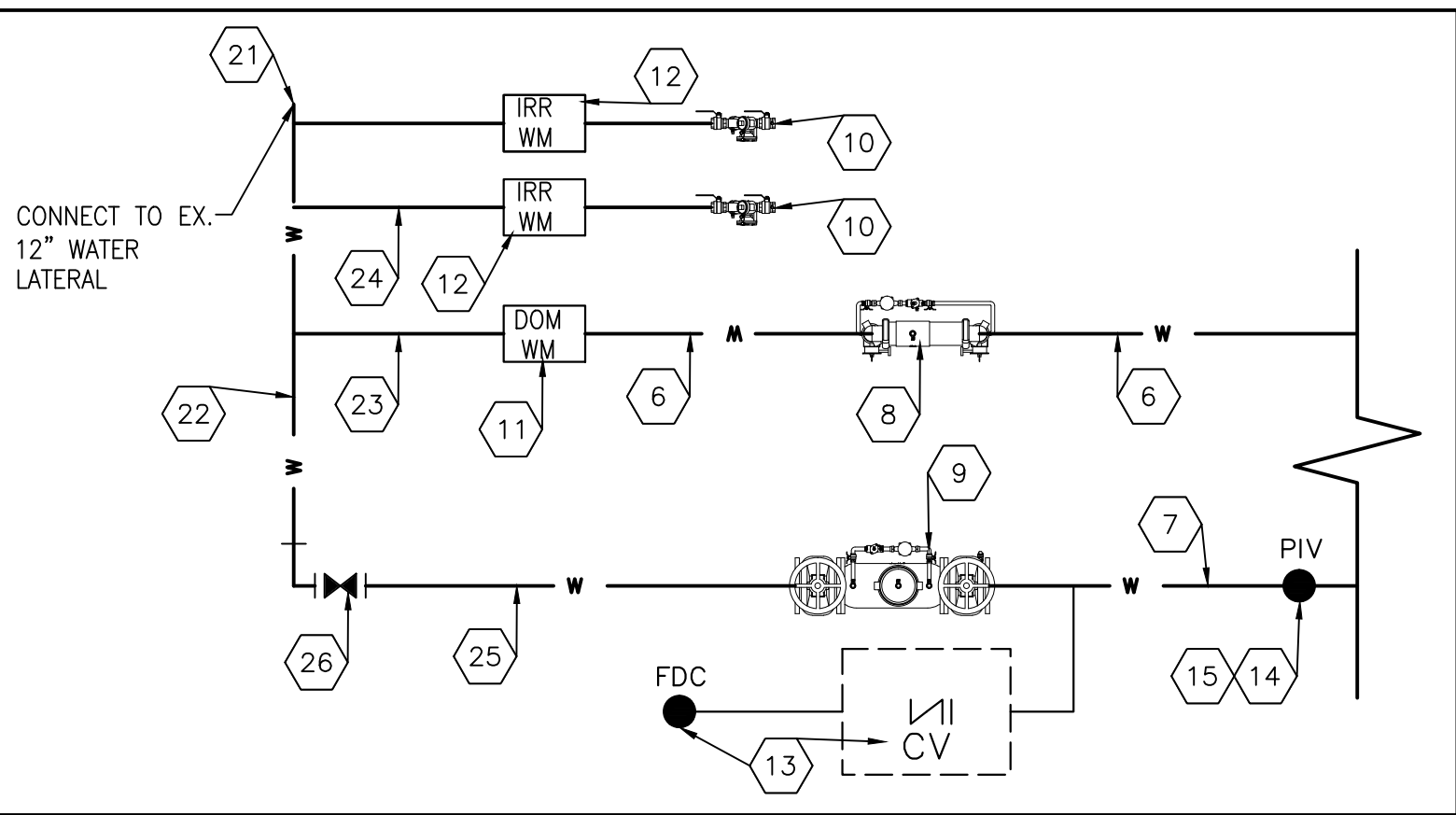
CUT: 31,850 CU.YD
FILL: 33,830 CU.YD
NET: 1,980 CU.YD (FILL)

NOTE: THIS IS RAW QUANTITY CALCULATED BETWEEN THE FINISH SURFACE ELEVATIONS AND EXISTING GROUND. CONTRACTOR SHALL CALCULATE HIS/HER OWN EARTHWORK QUANTITIES FOR BIDDING PURPOSES. THE QUANTITIES SHOWN ABOVE ARE FOR ENTITLEMENT PURPOSES ONLY WITH CITY.



UTILITY KEYNOTES:

- CONNECT TO EXISTING 8" VCP SEWER LATERAL. CONTRACTOR TO REMOVE THE EXISTING PIPE AS NEEDED TO MAKE THE PROPER CONNECTION AT LOCATION SHOWN ON PLAN.
- NEW SEWER MANHOLE AND FRAME & COVER PER CITY OF ROSEVILLE STANDARD DETAIL NO. SS-2 & SS-3.
- NOT USED.
- NEW 6" PVC SEWER PIPE PER ASTM D-3034, SDR35, WITH RUBBER GASKET JOINTS.
- CONNECT TO BUILDING SEWER STUB-OUT. PROVIDE FITTING AS REQUIRED FOR CONNECTION. REFER TO PLUMBING DRAWINGS FOR LOCATION, SIZE, AND CONTINUATION INTO BUILDING.
- NEW 4" DOMESTIC PVC WATER PIPE, SCH 80, PER ASTM D-1785.
- NEW 10" PVC FIRE WATER PIPE PER AWWA C-900-07, DR18, PRESSURE CLASS 150.
- NEW 4" RPDA, AMES M500N-BFG WITH N.R.S. CHECK VALVES, FM APPROVED, UL CLASSIFIED & LEAD FREE.
- NEW 10" DCGA, AMES 3000SS WITH OS&Y VALVES PER CITY OF ROSEVILLE STANDARD DETAIL NO. W-3.
- NEW 2" FEBCO 825Y RP BACKFLOW PREVENTER.
- NEW 4" DOMESTIC WATER METER PER CITY OF ROSEVILLE STANDARD DETAIL NO. W-29.
- NEW 2" IRRIGATION WATER METER PER CITY OF ROSEVILLE STANDARD DETAIL NO. W-29.
- PROVIDE 4-WAY FIRE DEPARTMENT CONNECTION PER CITY OF ROSEVILLE FIRE DEPARTMENT REGULATION.
- PROVIDE POST INDICATOR VALVE.
- PROVIDE CONCRETE THRUST BLOCK AS REQUIRED EVEN IF NOT SHOWN ON PLAN. PROVIDE CONCRETE THRUST BLOCKS AT TEES, ALL 22.5° OF GREATER BENDS AND WHERE THERE IS ANY CHANGE IN DIRECTION OF PIPING IN FIRE LINES.
- NEW 4" GATE VALVE & VALVE BOX PER CITY OF ROSEVILLE STANDARD DETAIL NO. W-16. SEE DETAIL 14/C501.
- NEW 3" GATE VALVE & VALVE BOX PER CITY OF ROSEVILLE STANDARD DETAIL NO. W-16.
- NEW 2" GATE VALVE & VALVE BOX PER CITY OF ROSEVILLE STANDARD DETAIL NO. W-16.
- NEW 4" X 3" REDUCER.
- NEW 4" X 2" REDUCER.
- REMOVE EXISTING WATER VALVE AND CONNECT TO EXISTING 12" WATER LATERAL.
- NEW 12" STEEL PIPE, 10 GA MIN., C.M.L. AND C.M.C.
- NEW 4" SERVICE FOR DOMESTIC WATER PER CITY OF ROSEVILLE STANDARD DETAIL NO. W-8.
- NEW 2" SERVICE FOR IRRIGATION WATER PER CITY OF ROSEVILLE STANDARD DETAIL NO. W-7.
- NEW 4" SERVICE FOR DOMESTIC WATER PER CITY OF ROSEVILLE STANDARD DETAIL NO. W-8.
- NEW 10" GATE VALVE & VALVE BOX PER CITY OF ROSEVILLE STANDARD DETAIL NO. W-16.
- CAP AND ABANDON EXISTING UNUSED SEWER STUB.



UNDERGROUND FIRE SERVICE NOTES:

- NFPA 24, 10.3.5.2: ALL BOLTED JOINT ACCESSORIES SHALL BE CLEANED AND THOROUGHLY COATED WITH ASPHALT OR OTHER CORROSION-RETARDING MATERIAL AFTER INSTALLATION.
- NFPA 24, 10.8.2.2: THRUST BLOCKS SHALL BE A CONCRETE MIX NOT LEANER THAN ONE PART CEMENT, TWO AND ONE-HALF PARTS SAND, AND FIVE PARTS STONE.
- NFPA 24, 10.8.2.3: THRUST BLOCKS SHALL BE PLACED BETWEEN UNDISTURBED EARTH AND THE FITTING TO BE RESTRAINED, AND SHALL BE BEARING AS TO ENSURE ADEQUATE RESISTANCE TO THE THRUST TO BE ENCOUNTERED.
- NFPA 24, 10.8.2.4: WHEREVER POSSIBLE, THRUST BLOCKS SHALL BE PLACED SO THAT THE JOINTS ARE ACCESSIBLE FOR REPAIR.
- NFPA 24, 10.4.3: IN THOSE LOCATIONS WHERE FROST IS NOT A FACTOR, THE DEPTH OF COVER SHALL BE NOT LESS THAN 2-1/2 FT (0.8 M) TO PREVENT MECHANICAL DAMAGE.
- NFPA 24, 10.4.4: PIPE UNDER DRIVEWAYS SHALL BE BURIED AT A MINIMUM DEPTH OF 3 FT (1.2 M).
- NFPA 24, SEC. 10.8.3.5: AFTER INSTALLATION, RODS, NUTS, BOLTS, WASHER, CLAMPS, AND OTHER RESTRAINING DEVICES SHALL BE CLEANED AND THOROUGHLY COATED WITH A BITUMINOUS OR OTHER ACCEPTABLE CORROSION RETARDING MATERIAL.
- NFPA 24, 10.10.2.1.1: UNDERGROUND PIPING, FROM THE WATER SUPPLY TO THE SYSTEM RISER, AND LEAD-IN CONNECTIONS TO THE SYSTEM RISER SHALL BE COMPLETELY FLUSHED BEFORE THE CONNECTION IS MADE TO DOWNSTREAM FIRE PROTECTION SYSTEM PIPING.
- NFPA 24, 10.10.2.1.2: THE FLUSHING OPERATION SHALL BE CONTINUED FOR A SUFFICIENT TIME TO ENSURE THOROUGH CLEANING.
- NFPA 24, 10.10.2.1.3: THE MINIMUM RATE OF FLOW SHALL BE NOT LESS THAN ONE OF THE FOLLOWING:
HYDRAULICALLY CALCULATED WATER DEMAND FLOW RATE OF THE SYSTEM, INCLUDING ANY HOSE REQUIREMENTS.
(1) FLOW NECESSARY TO PROVIDE A VELOCITY OF 10 FT/SEC (3.1 M/SEC) IN ACCORDANCE WITH TABLE 10.10.2.1.3.
(2) MAXIMUM FLOW RATE AVAILABLE TO THE SYSTEM UNDER FIRE CONDITIONS.
- NFPA 24, 10.10.2.2.1: ALL PIPING AND ATTACHED APPURTENANCES SUBJECTED TO SYSTEM WORKING PRESSURE SHALL BE HYDROSTATICALLY TESTED AT 200 PSI (13.8 BAR) OR 50 PSI (3.5 BAR) IN EXCESS OF THE SYSTEM WORKING PRESSURE, WHICHEVER IS GREATER, AND SHALL MAINTAIN THAT PRESSURE AT ±5 PSI (0.35 BAR) FOR 2 HOURS.
- HYDROSTATIC TEST SHALL BE MADE BEFORE THE JOINTS ARE COVERED SO THAT ANY LEAKS MAY BE READILY DETECTED.
- ALL FERROUS METAL PIPE SHALL BE LINED, AND STEEL PIPE SHALL BE COATED AND WRAPPED WITH JOINT FIELD-COATED AND WRAPPED AFTER ASSEMBLY FOR BURIED PIPE. GALVANIZING, INTERNALLY OR EXTERNALLY, DOES NOT MEET THE REQUIREMENTS OF THIS SECTION.
- BEFORE ASKING FOR FINAL APPROVAL OF AN INSTALLATION BY THE IOR, RESTRAINING DEVICES, EXCEPT THRUST BLOCKS, SHALL BE CLEANED AND TESTED AND MATERIAL AND TEST CERTIFICATE SUBMITTED TO THE IOR. A TYPICAL CERTIFICATE IS SHOWN IN FIGURE 10.10.1. THIS FORM SHALL BE GIVEN TO THE IOR.
- THE METHOD USED FOR UNDERGROUND FIRE-LINES WHEN ENTERING BUILDINGS UNDER CONCRETE FOOTINGS SHALL HAVE THE STRUCTURAL ENGINEER OF RECORD APPROVAL.
- REQUIRES A CLEARANCE BY PIPE SLEEVE WITH A NOMINAL DIAMETER 4 INCH LARGER THAN THE NOMINAL DIAMETERS OF THE SUPPLY PIPING 4 INCH NOMINAL OR LARGER. (E FIRE-LINES NOMINAL 6 INCH REQUIRES 10 INCH SLEEVE).
- PVC PIPING MAY BE INSTALLED TO 5 FEET OUTSIDE THE FOUNDATION OF ANY BUILDING OR STRUCTURE OR PARTS THEREOF. IT SHALL BE BURIED IN THE GROUND FOR ITS ENTIRE LENGTH. IT SHALL NOT BE INSTALLED WITHIN OR UNDER ANY BUILDING STRUCTURE. DUCTILE PIPE SHALL BE INSTALLED WITHIN 5 FEET OF BUILDING.

NOTES:

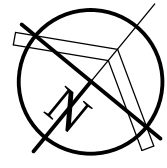
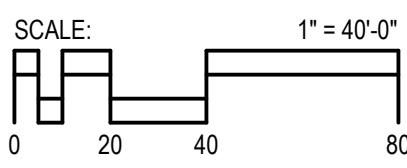
- PLAN SHOWS HORIZONTAL CONFIGURATION OF PIPING ONLY AND DOES NOT ACCOUNT FOR ANY VERTICAL DEFLECTIONS OR TRANSITIONS THAT MAY BE REQUIRED IN ORDER TO PROVIDE THE MINIMUM REQUIRED COVER AT LOCATIONS OF POTENTIAL CONFLICT WITH OTHER UTILITIES.
- CONTRACTOR IS RESPONSIBLE TO PROVIDE ALL FITTINGS AND OTHER APPURTENANT MATERIALS AS REQUIRED TO COMPLETE THE WORK.
- PROVIDE CONCRETE THRUST BLOCKS AT TEES, ALL 22.5° OR GREATER BENDS AND WHERE THERE IS ANY CHANGE IN DIRECTION OF PIPING IN FIRE LINES.
-
- CONTRACTOR SHALL VERIFY LOCATION OF ALL POC'S WITH PLUMBING DRAWINGS PRIOR TO INSTALLATION. NOTIFY ARCHITECTURAL IF ANY CONFLICTS.
- ALL P.I.V.'s AND BACKFLOW DEVICES SHALL HAVE A TAMPER SWITCH INSTALLED AT EACH LOCATION AND BE CONNECTED TO THE MAIN BOARD FOR FIRE SPRINKLER PLANS.
- PROVIDE SLEEVE PROTECTION FOR ALL PIPES LESS THAN 10 FEET FROM BUILDING. SLEEVE SHALL BE PVC PIPE WITH A DIAMETER 2 INCHES GREATER THAN THE PIPE IT PROTECTS.
- TRENCH DEPTHS SHALL BE BASED ON FINISH SURFACE OR FINISH GRADE ELEVATIONS SHOWN ON GRADING PLANS.
- NOTE: DIP NEW WATER LINE WHERE APPLICABLE TO PROVIDE MINIMUM CLEARANCE OF 12" UNDER THE CROSSING UTILITY LINES UNLESS OTHERWISE NOTED ON PLAN.

UTILITY PLAN NOTE:

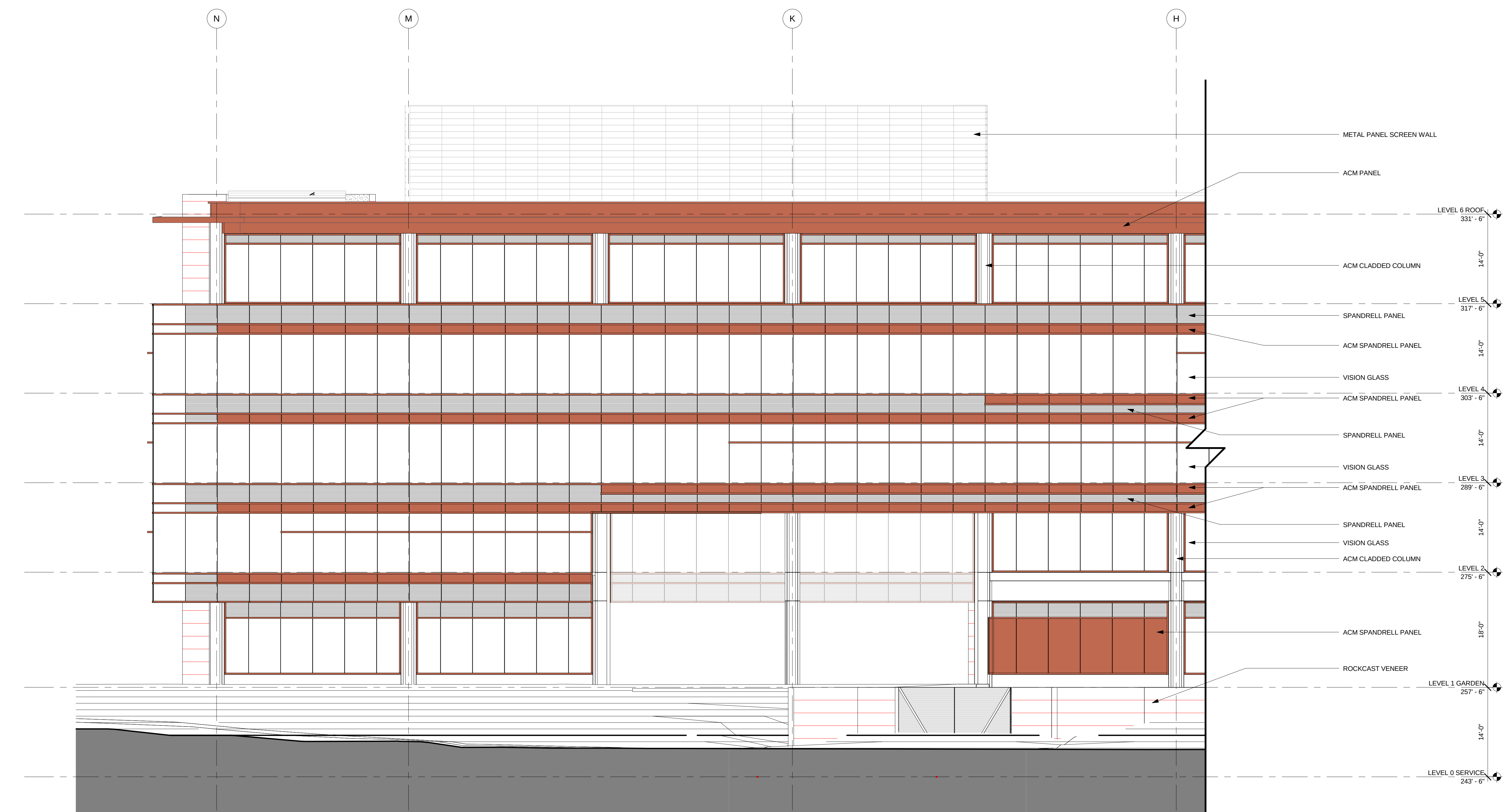
PROPOSED UTILITIES SHOWN ON THIS DRAWING ARE ONLY THE ONES THAT WILL SERVE THE BUILDING. ADDITIONAL FIRE WATER PIPING WILL BE REQUIRED TO SERVE NEW SITE FIRE HYDRANTS. IN ADDITION SITE WILL REQUIRE NEW SITE IRRIGATION PIPING. LASTLY, UNDERGROUND STORM DRAIN PIPING FOR DRAINAGE.

NOTE:

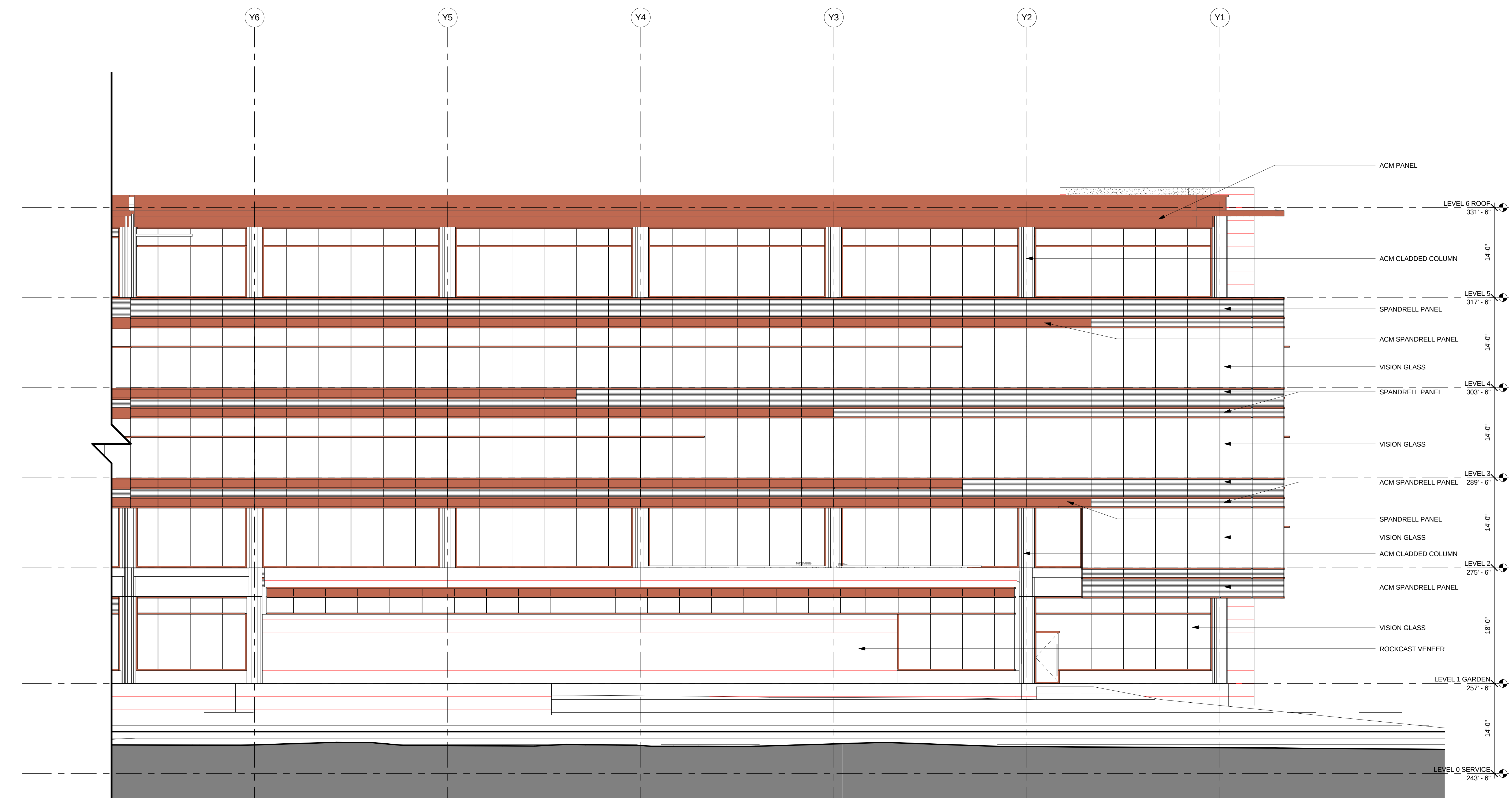
CONTRACTOR SHALL REMOVE ALL EXISTING 12" WATER LATERAL AND VALVES ALONG STONE POINT DRIVE THAT ARE NOT GOING TO BE USED FOR THIS PROJECT AND CAP THE TEE AT WATER MAIN.



NO.	REVISION	DATE
1	PER MPP STAGE 2 CITY COMMENTS	12.00.16



1 North Elevation A
A221 1/8" = 1'-0"



2 North Elevation B
A221 1/8" = 1'-0"

ISSUE FOR

ENTITLEMENTS SUBMITTAL

ISSUE DATE
10.07.16

[illegible]

PROJECT TEAM	
PRINCIPAL IN CHARGE	David Powlen, RLA
PROJECT MANAGER	Kenneth Bark, RLA
PROJECT DESIGNER	Casey Cline

PROJECT NAME	NEW CAMPUS
--------------	------------

Stone Point Drive & North
Sunrise Avenue
Roseville, California
95661

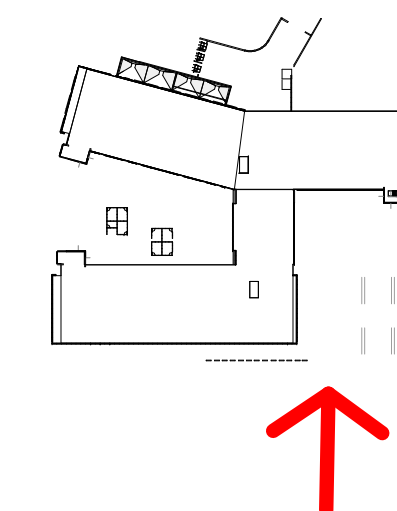
PROJECT NO.	132.4960.00
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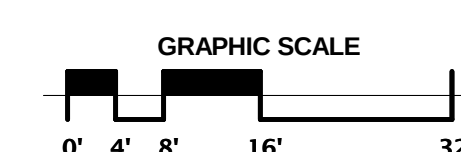
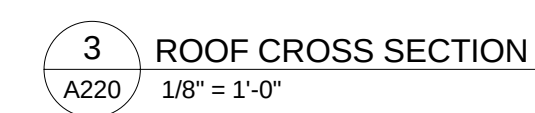
SHEET TITLE
OVERALL ELEVATIONS

SHEET NUMBER

A 221

A221







PARKING LOT SHADE CALCULATIONS					
NORTHEAST PARKING LOT					
TREE	Interior Planter	South, East and West	Corner and North		
KOPA	10 x 707 sf = 7,070 sf	6 x 354 sf = 2,124 sf	7 x 177 sf = 1,239 sf		
ULPA	19 x 962 sf = 18,278 sf				
NYSY		4 x 481 sf = 1,924 sf			
Total Shade Provided	25,348 sf	4,048 sf	1,239 sf	30,635 sf	Shade Provided (53.2%)
Pavement = 57,590 sf				28,795 sf	Shade Required (50% of Total Pavement)

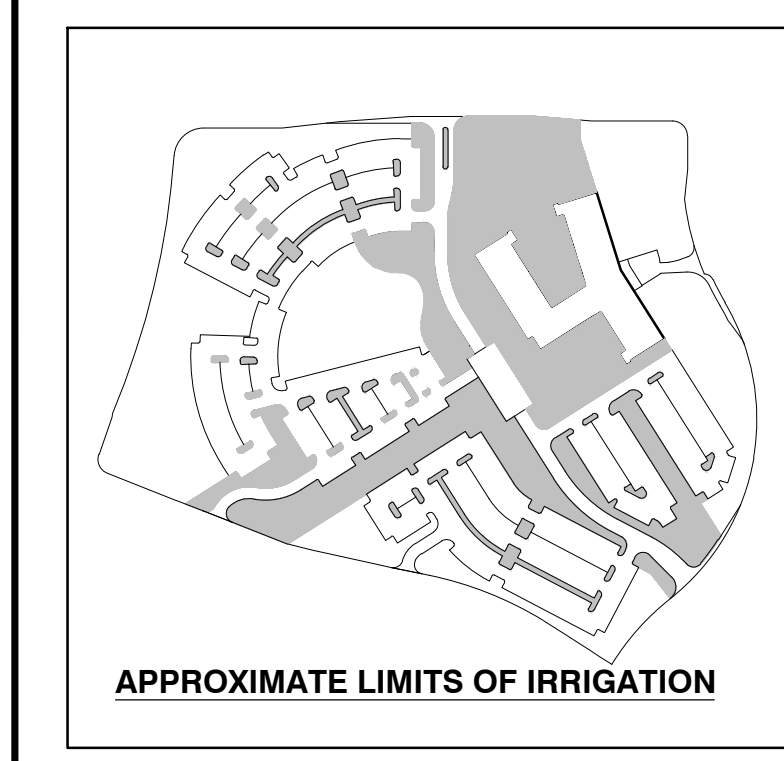
SOUTHEAST PARKING LOT					
TREE	Interior Planter	South, East and West	Corner and North		
KOPA	25 x 707 sf = 17,675 sf	7 x 177 sf = 1,062 sf			
ULPA	17 x 962 sf = 16,354 sf	16 x 481 sf = 7,696 sf	11 x 240 sf = 2,640 sf		
Total Shade Provided	34,029 sf	7,696 sf	3,879 sf	45,604 sf	Shade Provided (50.3%)
Pavement = 90,575 sf				45,288 sf	Shade Required (50% of Total Pavement)

NORTH PORTION OF SOUTHWEST LARGE PARKING LOT - STANDARD TREES (NOT UNDER POWER LINES)					
TREE	Interior Planter	South, East and West	Corner and North		
PLAC		2x 481 sf = 481 sf	2 x 240 sf = 240 sf		
KOPA	4 x 707 sf = 2,828 sf		2 x 177 sf = 354 sf		
ULPA	3 x 962 sf = 2,886 sf				
Total Shade Provided	5,714 sf	962 sf		7,270 sf	Shade Provided (52.9%)
Pavement = 13,727 sf				6,864 sf	Shade Required (50% of Total Pavement)

SOUTHWEST LARGE PARKING LOT - STANDARD TREES (UNDER POWER LINES)					
TREE	Interior Planter	South, East and West	Corner and North		
KOPA	68 x 707 sf = 48,076 sf	19 x 354 sf = 6,038 sf	3 x 177 sf = 531 sf		
ULPA	30 x 962 sf = 28,860 sf	19 x 481 sf = 9,139 sf	13 x 240 sf = 3,120 sf		
Total Shade Provided	76,936 sf	15,157 sf	3,651 sf	95,744 sf	Shade Provided (57.5%)
Pavement = 166,280 sf				81,140 sf	Shade Required (50% of Total Pavement)

Entire Site					
Total Pavement = 328,172 sf				179,253 sf	Shade Provided (54.6%)
				164,087 sf	Shade Required

NOTE: IF 19 TREES WERE USED UNDER THE POWER LINES PER WAPA, THE SHADE COVERAGE IN THE SOUTHWEST LARGE PARKING LOT DROPS TO 22.8%.



PROJECT INFORMATION
DATE: 9/30/16
PROJECT APPLICANT: ADVENTIST HEALTHCARE WEST
PROJECT ADDRESS: 1400 STONE POINT DRIVE
TOTAL LANDSCAPE AREA: 605,000 SF (13.9 AC)
PROJECT TYPE: NEW OFFICE
WATER SUPPLY TYPE: POTABLE

SITE PLAN NOTES
1. SEVENTY FIVE PERCENT OF PLANT MATERIALS SHALL COMPLY WITH CLIMATE ADAPTED PLANT REQUIREMENTS.
2. ALL LANDSCAPE AREAS NOT COVERED WITH LIVE PLANT MATERIALS SHALL BE COVERED WITH EITHER ROCK, 3" DEPTH MULCH OR BARK (NON-SHREDDED) COVERING.

KEY	QUANTITY	BOTANICAL NAME	COMMON NAME	PLANT TYPE	WATER USE	SIZE	REMARKS
LARGE TREES							
CESI	18	CELTIS SINENSIS	CHINESE HACKBERRY	T	M	24" BOX	SPECIMEN [EUREKA ROAD]
LITU	20	LIRIODENDRON TUlipIFERA	TULIP TREE	T	N	24" BOX	SPECIMEN [STONE POINT DR]
NYSY	69	NYSSA SYLVATICA	BLACK GUM	T	M	24" BOX	SPECIMEN
PLAC	35	PLATANUS ACERIFOLIA	LONDON PLANE TREE	T	M	36" BOX	MATCHED SPECIMEN
QUKE	1	QUERCUS KELLOGGII	CALIFORNIA BLACK OAK	T	N	60" BOX	SPECIMEN
ULPA	217	ULMUS PARVIFOLIA	EVERGREEN ELM/CHINESE ELM	T	M	24" BOX	SPECIMEN [SUNRISE AVENUE]
SMALL TREES							
CECA	11	CERCIS CANADENSIS	REDBUD	T	M	15 GAL	SPECIMEN
CIXS	25	CITRUS X SINENSIS	ORANGE TREE	T	M	15 GAL	SPECIMEN
JACA	28	JACARANDA MIMOSIFOLIA	JACARANDA	T	M	36" BOX	SPECIMEN
KOPA	167	KOELRUTERIA PANICULATA	GOLDEN RAIN TREE	T	M	24" BOX	SPECIMEN
LAIN	6	LAGERSTROEMIA INDICA	CRAPPE MYRTLE	T	L	15 GAL	SPECIMEN
PRPO	48	PINUS PONDEROSA	PONDEROSA PINE	T	N	24" BOX	SPECIMEN
PRCE	6	PYRUS CALLERYANA 'ARISTOCRAAT'	FLOWERING PEAR	T	M	15 GAL	SPECIMEN [EUREKA ROAD]

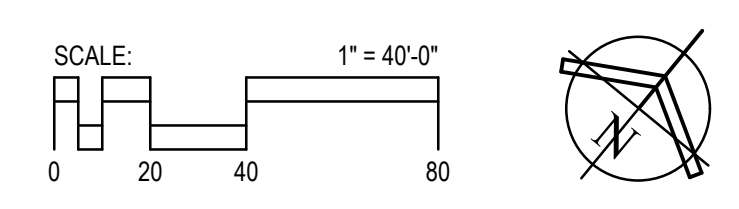
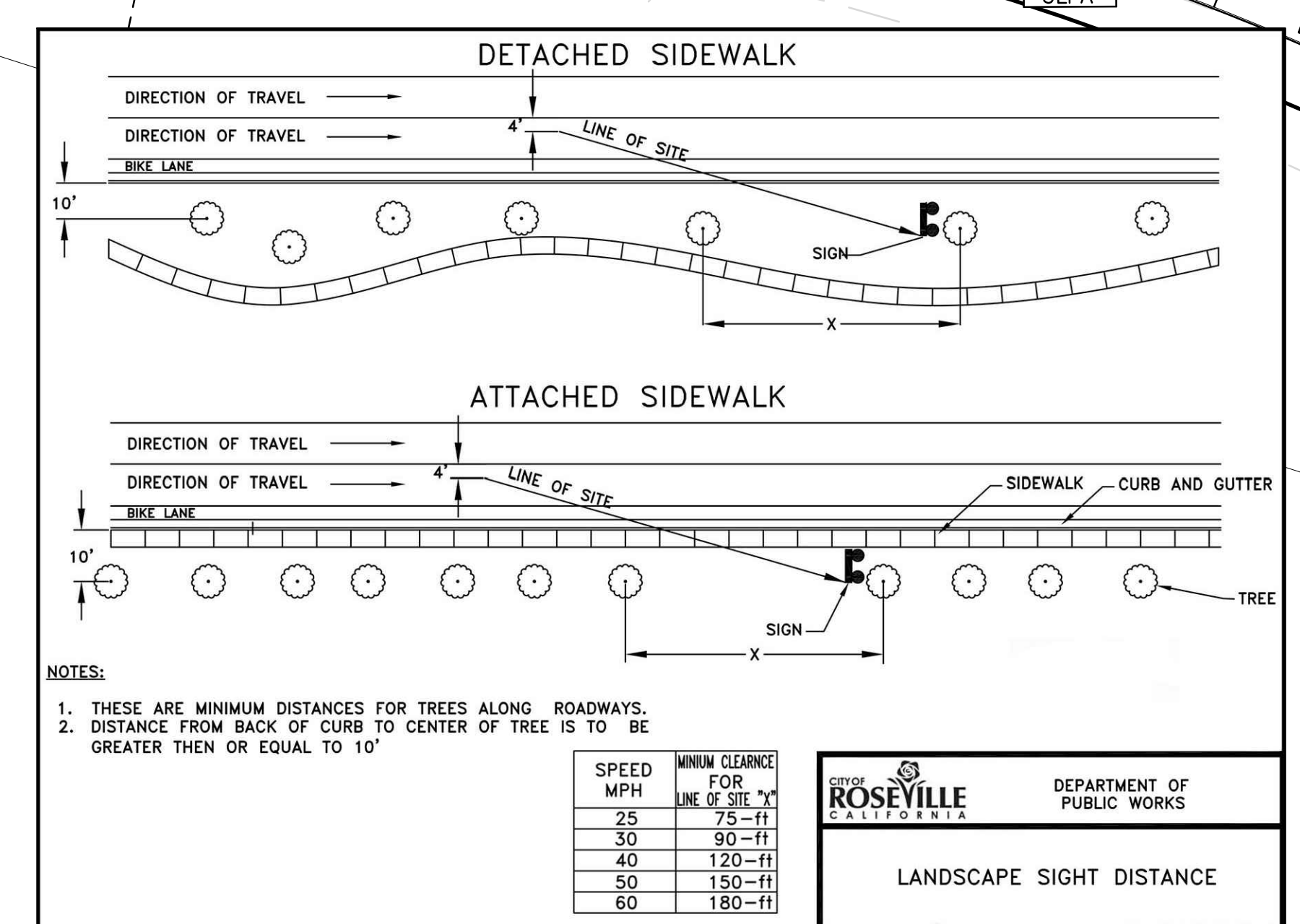


Exhibit G

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Adventist Health

PROJECT NO: 132.4960.00

ENTITLEMENTS SUBMITTAL

10/07/16

SHEET	REVISION	DATE
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PROJECT TEAM
PRINCIPAL IN CHARGE: David Poston, RLA
PROJECT MANAGER: Kenneth Bark, RLA
DESIGN TEAM: Casey Cline, Kristen Spears

ADVENTIST HEALTH WEST
1400 Stone Point Drive
Roseville, California 95661

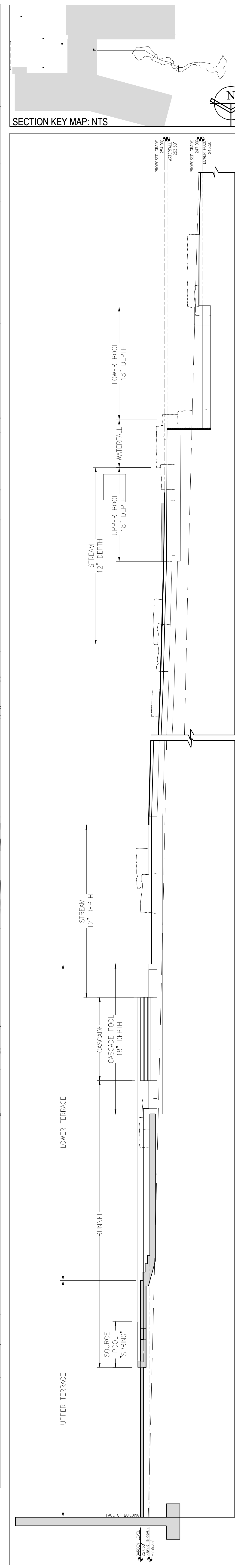
PROJECT NUMBER: 132.4960.00

LANDSCAPE TREE PLAN

SHEET NUMBER: **L100**

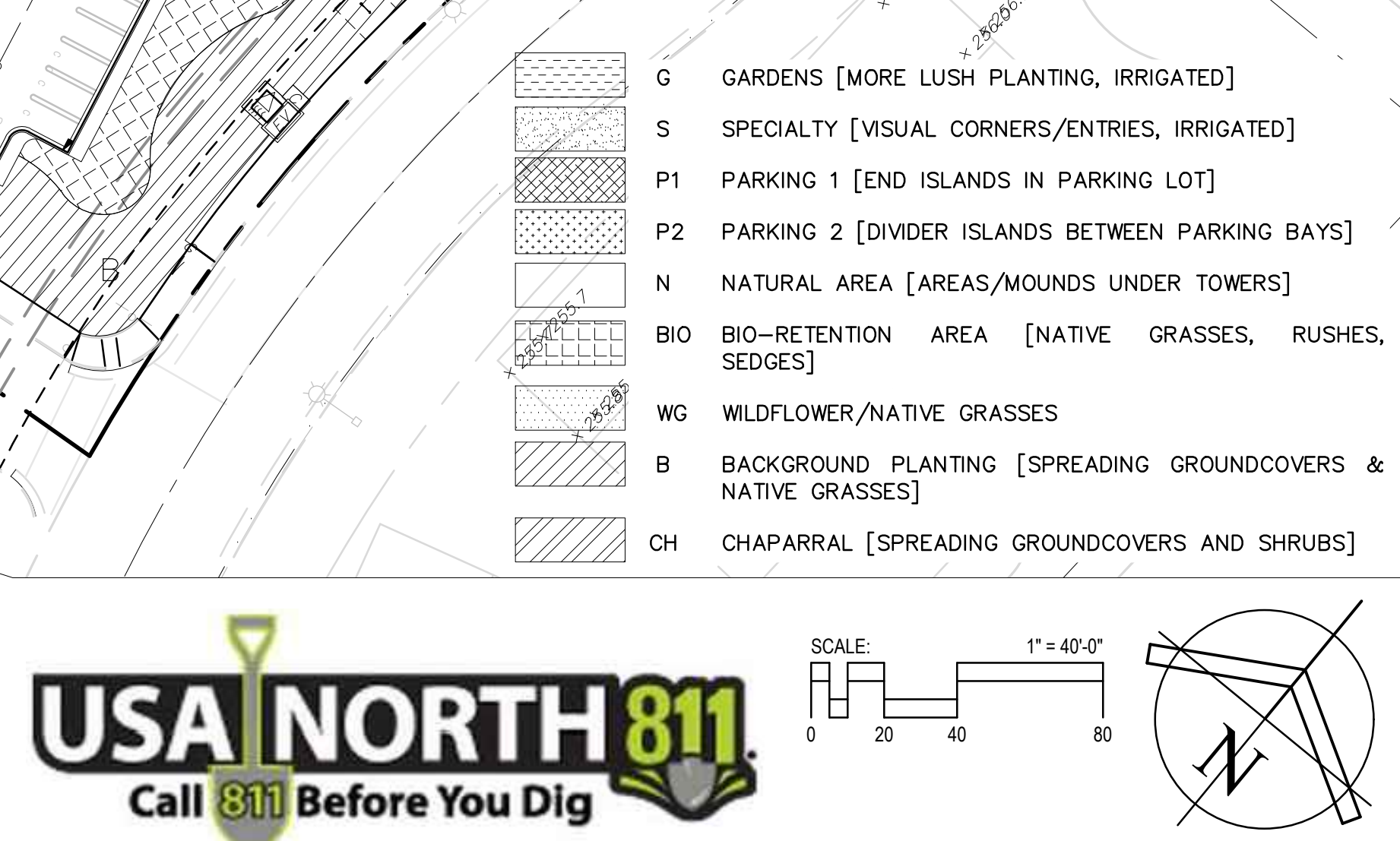


WATER FEATURE NARRATIVE
THE DESIGN INTENT OF THE WEST GARDEN WATER: A CLOSED SYSTEM FEATURING FOUR INTEGRATED WATER EXPERIENCES.
1. WATER CHANNEL - A LOW, RUNNER/ RILL POOL ELEMENT [3FT WIDE x 1FT DEPTH x 40FT LENGTH] WITH A STONE COPING. WATER COURSE FLOWS TOWARDS THE WATER CASCADE.
2. WATER CASCADE - A STEPPED WATER FEATURE [4FT HEIGHT x 20FT LENGTH] WHERE THE WATER COURSE FLOWS OVER THE CASCADE INTO THE CASCADE POOL.
3. CASCADE POOL & STREAM - A SHALLOW COLLECTION POOL [SEMI-IRREGULAR SHAPE: 9FT WIDTH x 20FT LENGTH x 18" DEPTH] THAT TRANSITIONS INTO A RELATIVELY NARROW MEANDERING AND VARIABLE WIDTH SHALLOW STREAM CHANNEL [12IN DEPTH].
4. WATERFALL & COLLECTION POOL - A WATERFALL EVENT [6FT HEIGHT DROP x 2FT WIDTH] WHERE THE CASCADE STREAM FLOWS OVER AN ARTIFICIAL ROCK FEATURE AND INTO A SHALLOW COLLECTION POOL [IRREGULAR SHAPE: 9FT WIDTH x 20FT LENGTH x 18" DEPTH].



KEY	QUANTITY	BOTANICAL NAME	COMMON NAME	PLANT TYPE	WATER USE	SIZE	SPACING (REMARKS)
CH [CHAPARRAL PLANTING]							
ARUV	100	ARCTOSTAPHYLOS UVA-URSI 'PT. REYES'	POINT REYES MANZANITA	Gc N	M	1 GAL	12" O.C. [DRIFTS]
BAP1	125	BACCHARIS PILULARIS 'PIGEON POINT'	PIGEON POINT COYOTE BUSH	Gc N	L	1 GAL	12" O.C. [DRIFTS]
FECA	9,000sf	FESTUCA CALIFORNICA	CALIFORNIA FESCUE	Gc N	M	SEED	12" O.C. [DRIFTS]
CEGR	150	CEANOTHUS GRISSEUS HORIZONTALIS 'YANKEE POINT'	YANKEE POINT WILD LILAC	S N	L	1 GAL	12" O.C.
CISA	85	CISTUS SALVIFOLIUS	SAGELEAF ROCKROSE	S	L	1 GAL	12" O.C.
RHOM	120	RHAMNUS CALIFORNICA 'MOUND SAN BRUNO'	MOUND SAN BRUNO COFFEEBERRY	S N	L	5 GAL	12" O.C.
SAMT	300	SALVIA MELIFERA 'TERRA SECA'	TERRA SECA BLACK SAGE	S N	L	5 GAL	12" O.C.
ARDE	45	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN'	HOWARD MCMINN MANZANITA	S N	L	5 GAL	12" O.C. [SMALL CLUSTERS]
CACA	50	CARPENTERIA CALIFORNICA	CALIFORNIA BUSH ANEMONE	S N	L	5 GAL	12" O.C. [SMALL CLUSTERS]
CEJ3	80	CEANOTHUS SP. 'JULIA PHELPS'	JULIA PHELPS' WILD LILAC	S N	L	5 GAL	12" O.C. [SMALL CLUSTERS]
DERI	95	DENDROMECON RIGIDA	BUSH POPPY	S N	VL	5 GAL	12" O.C. [SMALL CLUSTERS]
ERAB	115	ERIOGONUM ARBORESCENS	SANTA CRUZ ISLAND BUCKWHEAT	S N	VL	5 GAL	12" O.C. [DRIFTS]
FRSK	75	FREMONTODENDRON SP. 'KEN TAYLOR'	KEN TAYLOR FLANNEL BUSH	S N	VL	5 GAL	12" O.C. [SMALL CLUSTERS]
LUAL	120	LUPINUS ALBIFRONS	SILVER BUSH LUPINE	S N	L	5 GAL	12" O.C. [SMALL CLUSTERS]
RHCE	100	RHAMNUS CALIFORNICA 'EVE CASE'	EVE CASE COFFEEBERRY	S N	L	5 GAL	12" O.C. [SMALL CLUSTERS]
ROCA	75	ROSA CALIFORNICA	CALIFORNIA WILD ROSE	S N	L	5 GAL	12" O.C. [SMALL CLUSTERS]
SACL	180	SALVIA CLEVELANDII	CLEVELAND'S SAGE	S N	L	5 GAL	12" O.C. [SMALL CLUSTERS]
TRLA	125	TRICHOSTEMA LANATUM	WOLLY BLUE CURLS	P S N	VL	5 GAL	12" O.C. [SMALL CLUSTERS]
FRSS	45	FREMONTODENDRON SP. 'SAN GABRIEL'	SAN GABRIEL FLANNEL BUSH	S N	VL	5 GAL	12" O.C. [SMALL CLUSTERS]
HEAR	50	HETEROMELES ARBUTIFOLIA	TOYON	S N	VL	5 GAL	12" O.C. [SMALL CLUSTERS]
S [SPECIALTY PLANTING - ENTRY POINTS]							
ARCA	50	ARTEMISIA CALIFORNICA	ISLAND SAGEBRUSH	S N	L	1 GAL	12" O.C.
BOSP	25	BOUQUANVILLEA SP.	BOUQUANVILLEA	Gc L	1 GAL	12" O.C.	12" O.C.
MYPP	30	MYOPORUM PARVIFOLIUM 'PUTAH CREEK'	PUTAH CREEK MYOPORUM	Gc L	1 GAL	12" O.C.	12" O.C.
SABV	60	SALVIA X 'BEE'S BLISS'	BEE'S BLISS SAGE	Gc N	L	1 GAL	12" O.C.
CEJ3	25	CEANOTHUS SP. 'JULIA PHELPS'	JULIA PHELPS' WILD LILAC	S N	L	5 GAL	12" O.C.
EPCA	50	EPILOBIUM CALIFORNICA	CALIFORNIA FUCHSIA	P N	L	5 GAL	12" O.C.
ERAB	45	ERIOGONUM ARBORESCENS	SANTA CRUZ ISLAND BUCKWHEAT	S N	L	5 GAL	12" O.C.
GASB	30	GALVEZIA SPECIOSA 'BOCAROSA'	ISLAND SNAPDRAGON	S N	L	5 GAL	12" O.C.
SAAP	100	SALVIA APIANA	CALIFORNIA WHITE SAGE	S N	L	5 GAL	12" O.C.
SAVE	100	SALVIA MELIFERA	BLACK SAGE	S N	L	5 GAL	12" O.C.
WEFM	80	WESTRINGIA FRUTICOSA 'MORNING LIGHT'	COAST ROSEMARY	S	L	5 GAL	12" O.C.
P1 [PARKING LOT END ISLANDS]							
CACL	250	CALISTEMON X 'LITTLE JOHN'	DWARF BOTTLEBRUSH	S	L	5 GAL	12" O.C.
CEGR	180	CEANOTHUS GRISSEUS HORIZONTALIS 'YANKEE POINT'	YANKEE POINT WILD LILAC	S N	L	1 GAL	12" O.C.
P2 [PARKING LOT DIVIDER ISLANDS]							
BOMV	40	BOUQUANVILLEA 'MOKKA'	MOKKA BOUQUANVILLEA	Gc L	5 GAL	12" O.C.	12" O.C.
FECA	10,000sf	FESTUCA CALIFORNICA	CALIFORNIA FESCUE	Gc N	M	SEED	12" O.C.
MYPP	200	MYOPORUM PARVIFOLIUM 'PUTAH CREEK'	PUTAH CREEK MYOPORUM	Gc L	1 GAL	12" O.C.	12" O.C.

KEY	QUANTITY	BOTANICAL NAME	COMMON NAME	PLANT TYPE	WATER USE	SIZE	SPACING (REMARKS)
BIO [BIO-RETENTION AREA]							
CADI	7,000sf	CAREX DIVULSA	BERKELY SEDGE	P	N	4" POT	12" O.C.
CHTE	300	CHONDRPETALUM TECTORUM	CAPE RUSH	P	N	4" POT	12" O.C.
JUPA	5,000sf	JUNCUS PATENS	CALIFORNIA GRAY RUSH	P N	M	8" POT	15" O.C.
MURI	45,000sf	MUHLENBERGIA RIGENS	MUHLI GRASS	G N	L	SEED	15" O.C.
B [BACKGROUND PLANTING]							
ARUV	400	ARCTOSTAPHYLOS UVA-URSI 'PT. REYES'	POINT REYES MANZANITA	Gc N	M	1 GAL	12" O.C. [DRIFTS]
BAP1	600	BACCHARIS PILULARIS 'PIGEON POINT'	PIGEON POINT COYOTE BUSH	Gc N	L	1 GAL	12" O.C. [DRIFTS]
FECA	135,000sf	FESTUCA CALIFORNICA	CALIFORNIA FESCUE	Gc N	M	SEED	12" O.C. [DRIFTS]
TRLA	300	TRICHOSTEMA LANATUM	WOLLY BLUE CURLS	P S N	VL	5 GAL	12" O.C. [SMALL CLUSTERS]
WG [WILDFLOWER & NATIVE GRASS]							
CAPR	10,000sf	CAREX PRAEGRACILIS	CREeping WILD RYE	G N	L	SEED	12" O.C.
FECA	36,000sf	FESTUCA CALIFORNICA	CALIFORNIA FESCUE	G N	M	SEED	12" O.C.
ELTA	36,000sf	ELYMUS TRITICOIDES LAGUNITA	CREeping WILD RYE	G N	L	SEED	12" O.C.
MURI	10,000sf	MUHLENBERGIA RIGENS	MUHLI GRASS	G N	L	SEED	12" O.C.
MUWC	300	MUHLENBERGIA 'WHITE CLOUD'	WHITE MUHLI GRASS	G N	L	1 GAL	12" O.C.
PESP	200	PENNISETUM SPATHEOLATUM	SLENDER VELD'T GRASS	G	U	8" POT	18" O.C.
N [NATURAL AREAS]							
ELTA	36,000sf	ELYMUS TRITICOIDES LAGUNITA	CREeping WILD RYE	G N	L	SEED	12" O.C.
FECA	36,000sf	FESTUCA CALIFORNICA	CALIFORNIA FESCUE	G N	M	SEED	12" O.C.
RHOM	250	RHAMNUS CALIFORNICA 'MOUND SAN BRUNO'	MOUND SAN BRUNO COFFEEBERRY	S N	L	5 GAL	12" O.C.
SAMT	180	SALVIA MELIFERA 'TERRA SECA'	TERRA SECA BLACK SAGE	S N	L	5 GAL	12" O.C. [SMALL CLUSTERS]
ARDE	65	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN'	HOWARD MCMINN MANZANITA	S N	L	5 GAL	12" O.C. [SMALL CLUSTERS]
CEJ3	250	CEANOTHUS SP. 'JULIA PHELPS'	JULIA PHELPS' WILD LILAC	S N	L	5 GAL	12" O.C. [SMALL CLUSTERS]
DERI	55	DENDROMECON RIGIDA	BUSH POPPY	S N	VL	5 GAL	12" O.C. [SMALL CLUSTERS]



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Adventist Health

PROJECT TEAM
PROJECT MANAGER: David Poston, RLA
PROJECT MANAGER: Kenneth Bark, RLA
DESIGN TEAM: Casey Cline, Kristen Spears

ADVENTIST HEALTH WEST
1400 Stone Point Drive
Roseville, California 95661

PROJECT NUMBER: 132.4960.00
SHEET TITLE: UNDERSTORY LANDSCAPE ZONE PLAN
SHEET NUMBER: L101



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THE STONE POINT MASTER PLAN

Development Principles and Design Standards For the Stone Point Property



Adopted May 23, 2002 (MPP 01-05)

Amended

February 24, 2005 (MPP 01-05A)

April 24, 2008 (2007PL-201)

September 18, 2013 (2012PL-085)

January 22, 2015 (PL14-0350)

CHAPTER I. INTRODUCTION.....	1
A. THE STONE POINT PROPERTY	1
B. RELATED DOCUMENTS	2
C. PROJECT CONCEPT AND VISION	2
D. PROJECT FINANCING AND PHASING	6
CHAPTER II. STONE POINT LAND USE PLAN.....	7
A. LAND USE SUMMARY	7
B. PERMITTED USES	12
C. BUILDING AREA ALLOCATIONS	14
D. TRANSFER OF BUILDING AREA ALLOCATIONS	15
CHAPTER III. CIRCULATION	18
A. VEHICULAR COMPONENTS	18
B. PEDESTRIAN COMPONENTS	22
C. BIKE TRAIL COMPONENT	24
D. PARKING	24
E. PARK AND RIDE LOT	24
CHAPTER IV. OPEN SPACE INTERFACE	25
A. OPEN SPACE PRESERVATION	25
B. OAK TREE PRESERVATION	25
C. RECREATION AREAS	28
D. FIRE MANAGEMENT	28
CHAPTER V. INFRASTRUCTURE PHASING.....	29
A. THE STONE POINT LOT 15 PARK	29
B. THE STONE POINT BIKE TRAIL CONNECTOR	29
C. THE GENERAL IMPROVEMENTS	29
CHAPTER VI. DEVELOPMENT PRINCIPLES AND DESIGN STANDARDS	34
A. BACKGROUND	34
B. DESIGN FEATURES	34
C. SITE PLANNING	37
D. ARCHITECTURAL STANDARDS FOR COMMERCIAL BUILDINGS	49
CHAPTER VII. RESIDENTIAL NEIGHBORHOODS	52
A. DEVELOPMENT STANDARD & DESIGN APPROACH	52
B. DEVELOPMENT STANDARDS & TYPICAL HOUSING TYPES	53
C. RESIDENTIAL DESIGN GUIDELINES	62
D. NEIGHBORHOOD DESIGN GUIDELINES	69
E. PRODUCT REVIEW PROCESS	81

CHAPTER I. INTRODUCTION

A. THE STONE POINT PROPERTY

The Stone Point Property consists of a 130± acre portion of the 1,628 acre Northeast Roseville Specific Plan (“NERSP” or “Specific Plan”). The Stone Point Property is bounded by North Sunrise Avenue to the northwest, Eureka Road to the southwest, Rocky Ridge Drive to the south, Roseville Parkway to the east, and Miners Ravine to the northeast.



North East Roseville Specific Plan

The NERSP was adopted by the Roseville City Council on April 8, 1987 by Resolution No. 87-52 to “plan, coordinate, implement and monitor development” of the Northeast Roseville Area of which the Stone Point Property is a part. Prior to adopting the NERSP, the City Council certified the NERSP Environmental Impact Report on March 11, 1987 (the “NERSP EIR”) for the purpose of identifying impacts of the Specific Plan on the environment and measures to mitigate identified impacts. The Stone Point Property is also subject to the Development Agreement By and Between the City of Roseville, Johnson Ranch Investors, and Johnson Ranch Developers Relative to the Northeast Roseville Specific Plan (the “Development Agreement”). The Development Agreement was adopted by the City Council on May 6, 1987 by Ordinance No. 2038 and recorded on June 6, 1987 at Book 3221, Page 151 of the Official Records of Placer County.

This Stone Point Master Plan (“SPMP” or “Master Plan”) is a component of Stage 1 of the Stone Point Major Project Permit and is adopted for the purpose of permitting development of the Stone Point Property in accordance with the basic concepts of community form and design established by the NERSP and Development Agreement. This Master Plan implements the planning policies and development principles set forth in the NERSP and Development Agreement, as such policies and principles apply to the Stone Point Property.

These approvals, together with the related documents referenced below, are collectively referred to in this Master Plan as the “Project Entitlements.”

B. RELATED DOCUMENTS

In addition to the NERSP, the NERSP EIR, the Development Agreement and Stage 1 of the Stone Point Major Project Permit (“SPMPP”, file # MPP 01-05) of which this Master Plan is part, development of the Stone Point Property will also be governed by the Stone Point Tentative Parcel Map (“SPTPM”) and the Stone Point Master Tree Permit (“SPMTP”), both adopted concurrently with Stage 1 of the SPMPP on May 23, 2002, together with the



Mitigated Negative Declaration for the SPMPP, SPTPM and SPMTP, as amended by the City on February 24, 2005 (file # MPP 01-05A); and further amended by the City on April 24, 2008 (file # 2007PL-201); and the Stone Point Large Lot Map, Stone Point Small Lot Tentative Map, Stone Point Rezone and General Plan Amendment, Design Review Permit for Residential Subdivision (DRRS) and Tree Permit as further amended by the City on September 18, 2013 (file # 2012PL-085).

C. PROJECT CONCEPT AND VISION

The Stone Point land use and design concept revolves around the creation of an employment/residential center in the heart of the Northeast Roseville Specific Plan area. The Stone Point land use plan reflects the “smart growth” principles of introducing infill, urban-style densities and intensities of use into a more suburban context, as well as connecting the residential and non-residential uses in a manner that ties these uses together to create a functional and aesthetically appealing live-work environment.

Key elements of the project concept include:

- ◆ **Urban form** defined by a layered pattern of interactive uses with seamless transitions and strong connections to create a truly mixed use, urban-style environment.
- ◆ **Product types** promoting a unique diversity of housing and non-residential development, including a mix of new and evolving higher density housing types and Class A office space.

- ◆ **Urban design** focused on high quality architecture and creation of a walkable environment with pedestrian friendly streetscapes, strong linkages, and public gathering spaces.

Urban Form and Connectivity

Stone Point land uses are organized hierarchically from north to south by density and intensity of use, as shown on Figure 1-1, Concept Plan. The 32-acre Miners Ravine open space preserve with its oak woodland and riparian habitat anchors the northern portion of the site. This natural passive park area is connected to the surrounding residential and non-residential development by several bike/walking trails.

A first layer of development, consisting of single family residential and two to three story office uses, is planned for the upland areas immediately abutting the open space preserve and nearest to the single-family residential uses in the adjacent Stoneridge Specific Plan.

Figure 1-1: Concept Plan



Stone Point Drive crosses the center of the site connecting North Sunrise Avenue and Rocky Ridge Drive. This collector not only serves as the principal internal means of access to the site, but also creates a natural transition point between the first development layer of medium density single family residential and low-rise office buildings abutting the open space to the north, and a second layer of development consisting of hotel, recreation uses, and up to ten-story office buildings to the south. These more intense and dense land uses in turn share a common edge with the five to ten story office campus and a small in-line neighborhood-serving retail center which are located adjacent to the powerline corridor which crosses the site's southern edge, making use of this undevelopable land for parking.

This layered approach to land use is designed to provide a relatively seamless transition; from open space to single family densities averaging approximately 12 units per acre and office uses ranging from two to three stories in height to hotel and recreation uses, office uses up to ~~four~~ five stories in height, to office uses stepping up to five to ten stories in height, and a small local-serving retail center. Each of these land use layers is designed to open to and connect with the adjacent uses along relatively porous edges in a manner that not only makes possible, but invites interactivity (see Figure 1-2, Conceptual Access Connections, which illustrates the Stone Point circulation system and interconnections). At the same

Figure 1-2: Conceptual Access Connections



time, each use is also designed to create its own sense of place with an internal circulation system and amenities that serve those living or working within the area of such land use.

Stone Point reflects a new style of development that bridges the gap between the neo-traditional town center type of design with its more urban densities integrated both horizontally and vertically into a mixed use village core (such as, for example, the West Roseville Specific Plan Village Center), and the more conventional suburban patterns of growth which feature low density residential neighborhoods, one to three story office development, and large retail in line centers, all of which emphasize separation between uses (whether by arterials, walls or other means). Stone Point is designed to marry compatible uses in such a way as to create overlapping zones of interest and to foster relationships that will result in a more interesting, exciting and engaging built environment.

Product Type Diversity

Stone Point is designed to expand the diversity of both housing and office product types offered within the City of Roseville. In recent years, a wider variety of both attached and detached housing products has been introduced into the housing market in response to the growing demand for higher density housing products and for home value that is a reflection of the quality of construction and the level of amenities, rather than the size of the home or the lot.

Stone Point is designed to accommodate residential densities that recognize that, while many homebuyers remain interested in larger homes on larger lots with three-car garages, there are an increasing number of households that are looking for smaller homes with smaller yards and two car garages. The design of the Stone Point residential land uses reflect a recognition that this diversity of market demand is based on lifestyle factors and personal preferences, as well as pricing considerations. A significant component of the housing market would prefer access to open space trails and common recreational areas that are publicly maintained, rather than large yards that require homeowner maintenance; similarly, an increasing number of homebuyers are looking for more compact and efficiently organized interior living areas that are easier to keep clean and require less maintenance. Stone Point is designed to accommodate these new higher density housing types and to expand the diversity of residential lifestyle opportunities available to those who desire to live in Roseville.

Stone Point is also designed to create an opportunity for the development of Class A office space comparable to the type of space found in the downtown business districts of more urbanized central cities. By designating a portion of the Stone Point site for the development of office buildings up to ten stories in height with understory parking, Stone Point is designed to create a business center that will provide a type of office product that is not otherwise available within Placer County and that is uniquely suited to a maturing business environment that is quickly outgrowing the back office and service-oriented office space presently available in Roseville's low-rise office environment.

Urban Design

Stone Point development standards and design principles are focused on high quality architecture, the creation of a walkable – pedestrian friendly environment, and responsiveness to the unique natural setting of the site. Form and function are to be balanced to contribute to a community that is visually interesting and where overall value is enhanced. To achieve this intent, design principles are to be implemented in a flexible manner to provide for creative solutions to design opportunities.

The creation of pedestrian friendly streetscapes and a high level of interconnectivity between uses are primary design objectives. Strong pedestrian connections with clear visual linkages are to be provided to the parks, open space, trail connections, office, retail, and residential neighborhoods. Public gathering spaces that foster social interaction and family activity are to be incorporated, including the pedestrian promenade, ravine overlook, neighborhood parks and various courts and plazas. Varied and interesting streetscapes are to be provided with separated sidewalks, tree lined roadways and other appropriate design elements. Neighborhoods are to be designed pulling living areas towards the street, deemphasizing garages, and encouraging a variety of architectural styles.

Overall, Stone Point design principles target a high level of quality in function and visual appearance, while assuring variety and compatibility in character to create a unique and appealing mixed use environment.

D. PROJECT FINANCING AND PHASING

The Stone Point Tentative Parcel Map adopted concurrently with the Major Project Permit Stage 1 of which this Master Plan is part originally subdivided the Stone Point Property into seventeen developable parcels, a watershed open space parcel and a park parcel. Stone Point parcels 6 – 14 have been subsequently merged and re-subdivided into eight developable parcels and an additional park parcel. The backbone infrastructure to serve the Stone Point Property may be constructed and financed both on a project-wide basis by a Mello Roos Community Facilities District and on a parcel by parcel basis by the owner(s) of the parcel(s) being developed. In the event all or any portion of the backbone infrastructure is constructed on a parcel by parcel basis, Appendix A to this Master Plan sets forth an infrastructure phasing plan which designates for each parcel the public improvements which must be constructed as a condition of development for that parcel. The phasing plan is designed to allow the sixteen developable parcels to be developed in any order. As a result, multiple final maps may be filed based on the Stone Point Tentative Parcel Map approved concurrently with the Major Project Permit Stage 1.

CHAPTER II. STONE POINT LAND USE PLAN

This Stone Point land use plan describes the location, density/intensity and organization of land uses to be developed on the Stone Point Property.

A. LAND USE SUMMARY

The Stone Point Tentative Parcel Map (Figure 2-1) encompasses a total of 130+ acres and provides for the creation of 19 parcels. The final map for Stone Point Subdivision N0-00-07 was recorded on December 26, 2002. Twelve (1-5, 6-9, 16-18) of the nineteen parcels (66.07+ acres) are designated for development of a total of 1.4025 million square feet of gross building floor area.

The tentative large lot merger and re-subdivision map for lots 6 – 14 (Figure 2-1a) approved by the City Planning Commission designated lots 6 and 7 for 500,000 square feet of gross building floor area included in the above 1.4025 million square feet total. In addition, lots 11, 12, 13 and 14 (30.36 acres) are designated for 350 residential units for medium density, and the three non-developable parcels designated for watershed open space (25.9+acres) and two park (3.95+ acres) uses. An additional 225 residential units are held in reserve in the Master Plan area and may in the future be allocated to residentially designated parcels in the Master Plan, either by action of the City administratively, where the allocation of said units does not cause a Medium Density Residential parcel to become a High Density Residential parcel, or by the City Council, where the allocation of said units does cause a Medium Density Residential parcel to become a High Density Residential parcel. Table 2-1 summarizes the Stone Point land use plan.

Table 2-1: Stone Point Land Use Summary

Developable Acreage¹		Non-Developable Acreage	
Parcel No.	Acres (+)	Parcel No.	Acres
1	1.20	10a (Park)	2.03
2	11.08	10b (Park)	0.55
3	8.79	15 (Park)	1.98
4	1.93	19 (Watershed Open Space)	25.94
5	1.17	19a (Open Space)	6.34
6	7.04	Lots A-C (ROW)	3.41
7	7.79		
8	6.63		
9	5.17		
11	9.34		
12	8.62		
14	5.44		
16	7.32		
17	5.83		
18	2.12		
Total Developable Acreage		Total Non-Developable Acreage	40.25
		Total Acreage	129.79

¹ The Developable Acreage includes the “hard” and “soft” zones further described in Chapter IV, Section B.1.

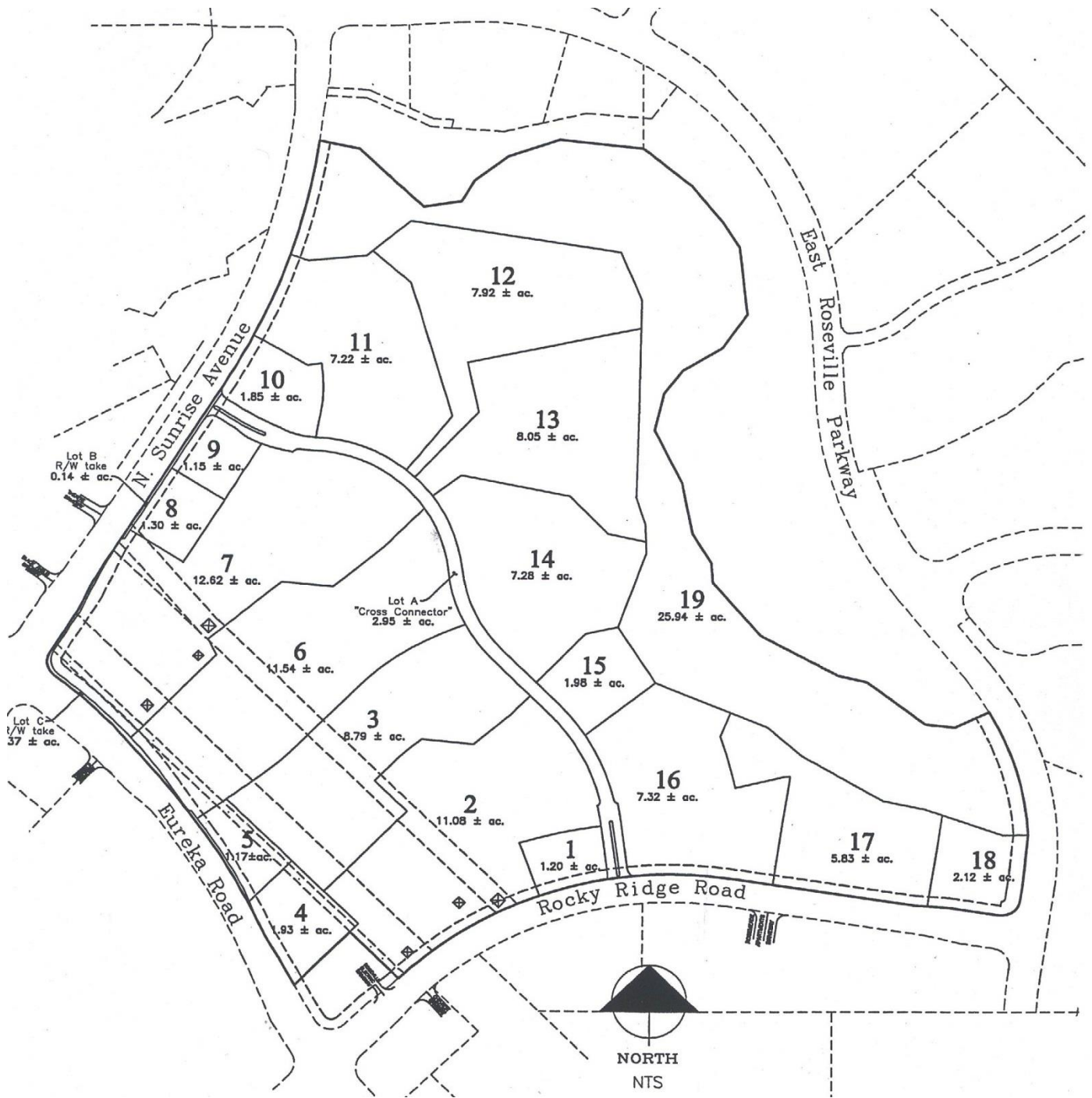
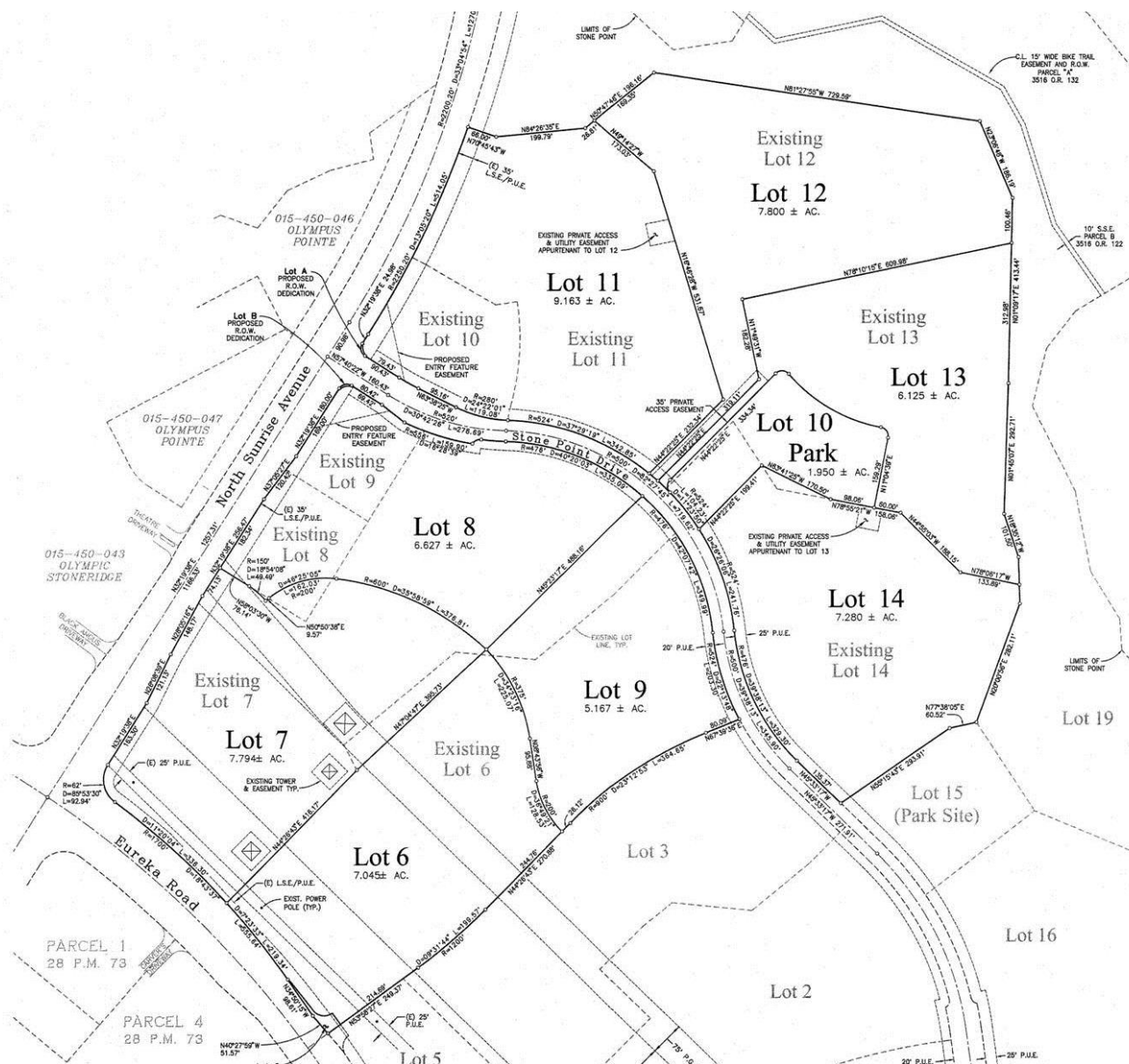


Figure 2-1
 Stone Point Tentative Subdivision Map
 File SUBD 00-07, Approved 5/23/2002



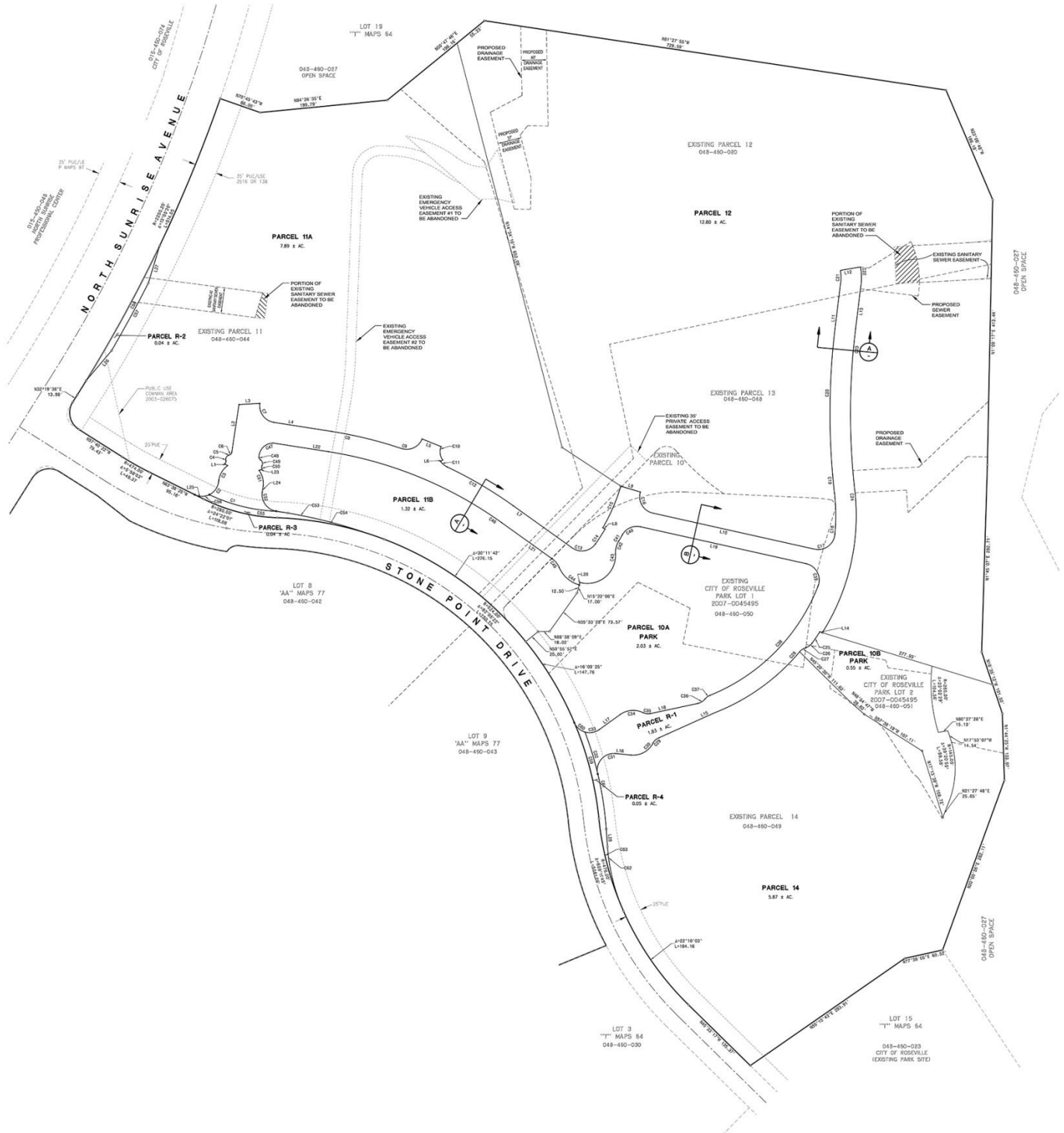


Figure 2-1b
 Stone Point Lots 10-14 Tentative Map
 File 2012PL-085, Approved 8/22/2013



B. PERMITTED USES

Approximately 97.4 acres of the Stone Point site is zoned Planned Development (PD 178). The NERSP and the Development Agreement provide further guidance with respect to the character of land use contemplated by the Planned Development zoning designation. They indicate that the Stone Point Property is to be developed as an office park that features planning elements designed to create a “campus-like environment” capable of accommodating research and development activities as well as administrative office functions. The NERSP and Development Agreement include a general list of use categories which are principally permitted within the Stone Point PD 178 zone, as follows:

- (a) Uses primarily engaged in research activities including research and development laboratories;
- (b) Administrative, business and professional uses related to corporate operations;
- (c) Cafeterias or auditoriums incidental to a permitted use on the premises;
- (d) Parking structures when incidental to a permitted use;
- (e) Service uses provided and designed primarily for the benefit of on site employees.
- (f) Indoor sports and recreation related uses; and
- (g) Lodging services.

The following Table 2-2 provides a more detailed list of principally permitted (P), conditionally permitted (CUP), and administratively permitted (A) uses within the Stone Point Planned Development:

**Table 2-2
List of Permitted Uses**

AGRICULTURE AND OPEN SPACE USE TYPES (1)	
Resource Protection and Restoration	CUP
Resource Related Recreation	P

CIVIC USE TYPES (1)	
Community Services	P
Essential Services	P
Public Parking Services	P
Schools	
College and University	A

COMMERCIAL USE TYPES (1)	
Commercial Parking (2)	A
Automotive and Equipment	
Gasoline Sales (3)	CUP
Banks and Financial Services	P
Bars and Drinking Place (4)	P
Broadcasting and Recording Studios	P
Business Support Services	P
Day Care Center	P
Eating and Drinking Establishments	
Convenience	P
Full Service	P
Lodging Services	P
Medical Service	
General	P
Neighborhood Commercial (5)	P
Offices, professional	P
Indoor Sports and Recreation (6)	P
Personal Services	P
Specialized Education and Training	
Vocational Schools	A
Specialty Schools	A

TRANSPORTATION AND COMMUNICATION USE TYPES (1)	
Antennas and Communications Facilities (7)	
Developed Lot	P
Undeveloped Lot	CUP
Heliport	CUP
Intermodal Facilities (8)	CUP

RESIDENTIAL USE TYPES (1) (Parcels 11-14 only)	
Low Density Residential	P
Medium Density Residential	P
High Density Residential	P

INDUSTRIAL USE TYPES (1)	
Printing & Publishing	P
Research Services	P

Notes:

- (1) Uses not listed are not permitted unless otherwise authorized by the Planning Director, Planning Commission or City Council pursuant to Section 19.04 of the Roseville Zoning Ordinance.
- (2) Parking spaces in excess of the number required by the Roseville Zoning Ordinance may be reserved for exclusive use of individual tenants. See Chapter III, Section D below.
- (3) Automatic car wash machines are considered ancillary to gas sales.
- (4) Parcel 9 only.
- (5) Stand-alone grocery stores and drug stores are not permitted on the Stone Point property, but a drug store and/or a neighborhood grocery store of no more than 20,000 square feet of gross floor area developed in conjunction with a small commercial center on the property shall be permitted. Any such commercial center shall incorporate pedestrian linkages to adjacent office uses on the Stone Point site.
- (6) Parcel 9 only.
- (7) Additional requirements are contained in Chapter 19.34 of the Roseville Zoning Ordinance.
- (8) Additional requirements are contained in Chapter 19.36 of the Roseville Zoning Ordinance.

C. BUILDING AREA ALLOCATIONS

The overall building square footage for the Stone Point Property has been established by the NERSP and the Development Agreement, both as amended, at 1.4025 million square feet, plus 350 residential units. (An additional 225 residential units are held in reserve in the Master Plan area and may in the future be allocated to residentially designated parcels in the Master Plan, as further provided in Section II.A of the Master Plan. Permitted retail uses may account for no more than ten percent (10%) of the total gross building floor area (1.4025 million square feet) allocated to the Stone Point Property.

A preliminary allocation of building square footage among the Stone Point developable parcels is included as Table 2-3 in this Master Plan:

**Table 2-3
Parcel-Specific Allocation of
Allowable Building Floor Area**

Parcel Number	Original Floor Area Allocation (sf)	Floor Area Allocation After Transfers (sf)
1	6,000	20,500
2	226,000	124,200
3	226,000	139,100
4	18,000	124,200
5	6,000	40,000
6	226,000	250,000
7	226,000	250,000
8	6,000	55,000 117,500
9	6,000	180,000 117,500
10	6,000	--
11	120,000	--
12	135,000	--
13	135,000	--
14	112,000	--
16	90,000	96,000
17	90,000	98,000
18	16,000	25,500
Unallocated Floor Area	N/A	N/A
Total	1,650,000 sf	1,402,500 sf

Combined into
Parcel A

685,000

D. TRANSFER OF BUILDING AREA ALLOCATIONS

The preliminary allocation of building square footage set forth in Table 2-3 above is subject to adjustment on an on-going basis by Declarant under the Master Declaration of Covenants, Conditions and Restrictions for the Stone Point Business Properties, with any increase in the building floor area for any given parcel subject to the approval of the Planning Director. Allocated building square footage may be transferred either directly between parcels or indirectly from one parcel into an unallocated pool for future allocation to another Stone Point parcel.

Declarant may, with the consent of the owner of the impacted parcel, transfer unutilized or excess building square footage from a parcel where either of the following two situations exist:

1. Where a Design Review Permit or Major Project Permit Stage 2 or 3 is either pending or approved on a Stone Point parcel for building floor area (measured in gross square feet of allowable building floor area) that is less than the amount of building floor area allocated to such Parcel by Table 2-3 of this Master Plan (as Table 2-3 may from time to time be

revised pursuant to these density transfer policies), the difference between the building square footage that is either pending or approved and the previously allocated square footage shall constitute unutilized building floor area which may be transferred to the Unallocated Floor Area category of Table 2-3.

2. Where an undeveloped Stone Point parcel is allocated building floor area in excess of the amount of building floor area which the owner of the parcel determines to be adequate for purposes of future development, such excess building floor area may be transferred to the Unallocated Floor Area category of Table 2-3.

Where Declarant desires to transfer either unutilized or excess building floor area from a transfer parcel into the unallocated pool for future allocation to another Stone Point parcel, Declarant shall submit a written Notification of Transfer to the Planning Director identifying the impacted parcel, designating the amount of unutilized or excess building floor area in gross square feet being transferred, and providing a revised Master Plan Table 2-3 reflecting the adjusted square footage. The Notification of Transfer shall be signed by Declarant and the owner of the transfer parcel.

No further action or approval is required to complete such a transfer into the unallocated pool, unless the Planning Director determines that a development application that is either pending or approved already makes use of any portion of the square footage that is the subject of the transfer. Where any portion of the transfer square footage is found to be unavailable because it is the subject of a development application that is either pending or approved, Declarant may resubmit the Notification of Transfer with appropriate revisions.

Where Declarant proposes to increase the level of development for a parcel by transferring building square footage, either directly from another parcel or indirectly from the unallocated pool, Declarant shall submit a written Building Floor Area Transfer Request to the Planning Director. The Building Floor Area Transfer Request shall identify the parcel(s) involved in the transfer, designating the amount of unutilized building floor area (in gross square feet) being transferred, and the source of the square footage proposed for transfer (whether from another Stone Point parcel or parcels or from the unallocated floor area pool). Declarant's written request shall also include a revised Master Plan Table 2-3 reflecting the adjusted square footage allocations as proposed. The Building Floor Area Transfer Request shall be signed by Declarant and the owner(s) of the parcel(s) involved in the transfer.

A Building Floor Area Transfer Request shall be approved unless the Planning Director determines:

1. the square footage proposed for transfer, or any portion thereof, is unavailable for transfer because it is the subject of a development application that is either pending or approved;
2. the proposed building floor area is not in substantial conformity with the Master Grading Plan described in Chapter VI, Section B.2;
3. the proposed building floor area will have oak tree impacts beyond those anticipated in the Stone Point Master Tree Permit;

4. adequate parking cannot be made available to accommodate the proposed building floor area;
5. adequate utility capacity cannot be made available to accommodate the proposed building floor area; or
6. the proposed building floor area transfer is otherwise inconsistent with the design and development standards of the NERSP Zoning Ordinance and this Master Plan.

Building floor area transfers may be approved by the Planning Director without a public hearing. Where the Planning Director denies a Building Floor Area Transfer Request based on any of the considerations listed above, Declarant shall be provided with a written explanation of the reasons for denial. A decision of the Planning Director to deny a Building Floor Area Transfer Request may be appealed to the Planning Commission in accordance with Chapter 19.80 of the Roseville Zoning Ordinance.

Building floor area transfers, if in conformity with the above policies, procedures and criteria, are ministerial in character, are contemplated by and within the intent of the Stone Point Major Project Permit and the Stone Point Mitigated Negative Declaration and will not require an amendment to the SPMPP or additional environmental review.

CHAPTER III. CIRCULATION

The Stone Point Circulation System includes the four existing roadways abutting the project (North Sunrise Avenue, Eureka Road, Rocky Ridge Drive and Roseville Parkway); a new public roadway (Stone Point Drive) crossing the site and connecting North Sunrise Avenue to Rocky Ridge Drive; entryways, driveways, and drive aisles providing access to and linking the individual projects developed on the Stone Point site; pedestrian walkways in the landscape corridors along the adjacent existing roadways; the pedestrian promenade within the landscape corridor located on the east side of Stone Point Drive; the internal pedestrian pathway system within the Stone Point Property linking the individual parcel-specific projects to each other and to the Stone Point Park and the Miners Ravine trail system; and the bike/pedestrian trail system in the Miners Ravine watershed open space.

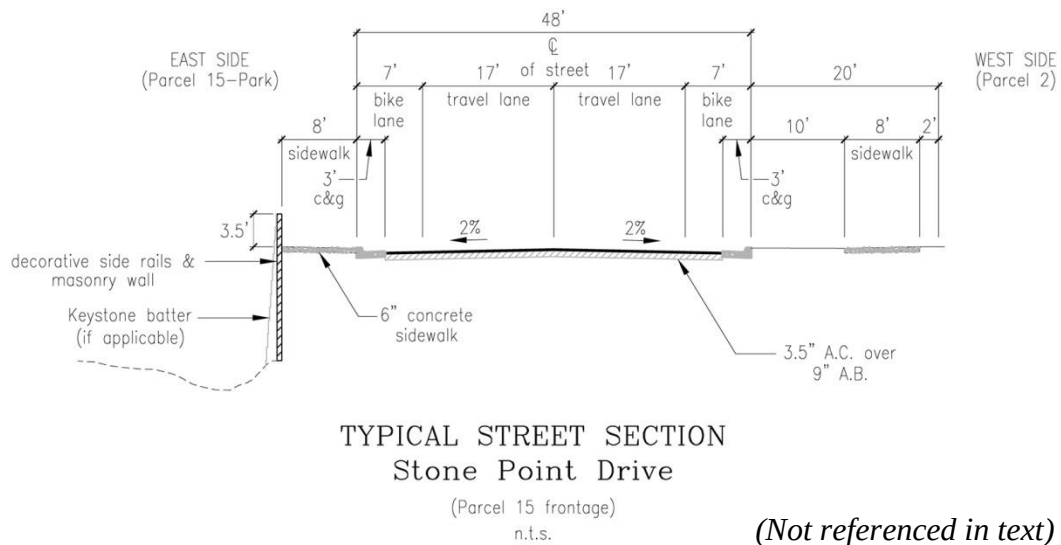
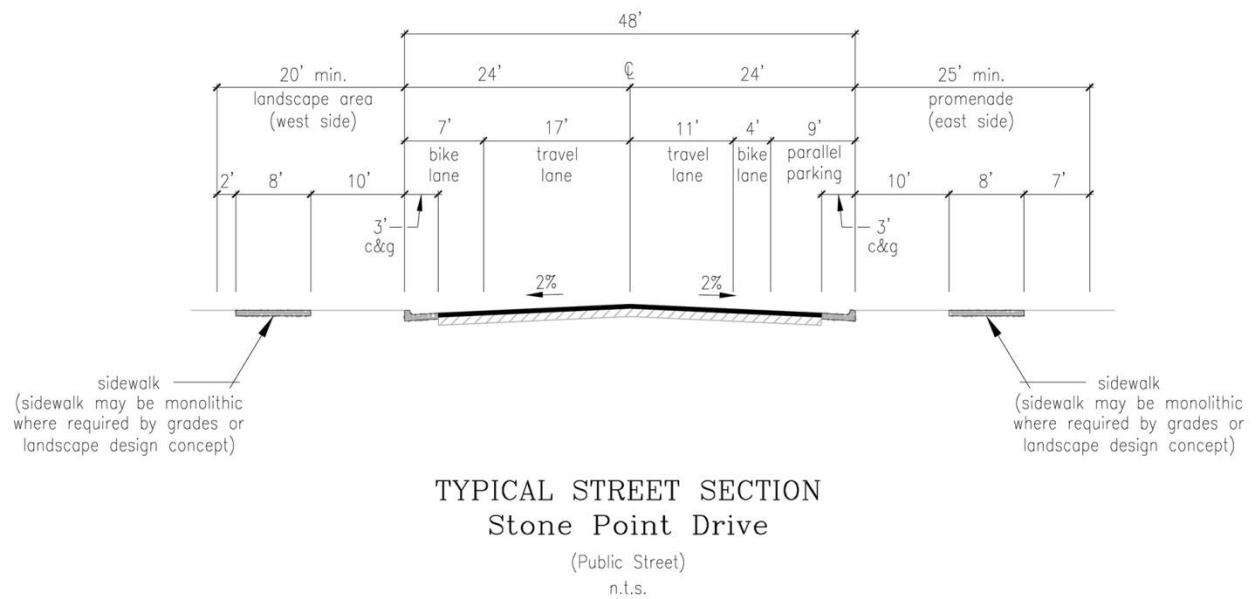


A. VEHICULAR COMPONENTS

The Stone Point Property is served by existing arterial roadways on three sides of the project which will provide ease of access for employees and visitors while maintaining consistency with established circulation patterns for nearby property owners and residents. Stone Point Drive, a public roadway/promenade, will connect through the Stone Point site to Rocky Ridge Drive (to the south) and North Sunrise Avenue (to the northwest), with traffic signals at either end.

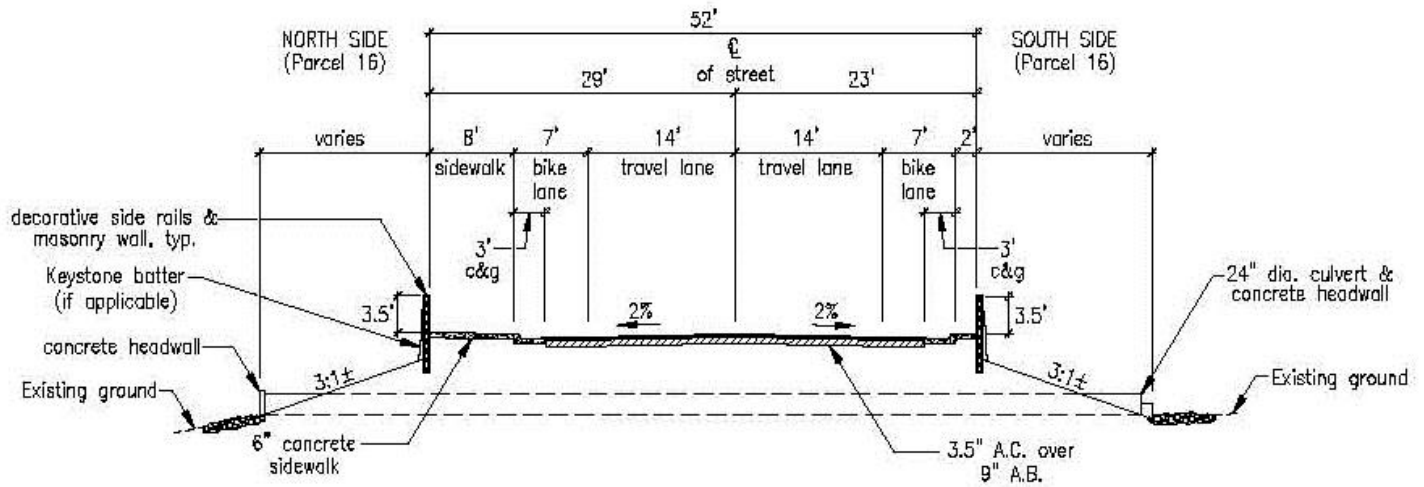
Stone Point Drive will consist of two 17-foot wide travel lanes and two 7-foot wide Class II bike lanes with curb and gutter. See Figure 3-1. In addition, the Stone Point site circulation plan will also feature a roadway connection from Stone Point Drive across the oak-lined ravine separating Parcels 16, 17 and 18 from the remainder of the Stone Point Property. This short roadway connection will consist of two 14-foot wide travel lanes and two 7-foot wide Class II bike lanes with curb and gutter and an attached 8-foot wide sidewalk on the east side of the roadway. See Figure 3-2. A Conceptual Stone Point Access Plan illustrating driveway locations and permitted turning movements along the North Sunrise, Rocky Ridge and Eureka Road frontages is included in this Master Plan as Figure 3-3.

Figure 3-1
[Cross Section -- Stone Point Drive]



(Not referenced in text)

Figure 3-2
[Cross Section -- Roadway Connection to Parcels 16, 17 and 18]



BRIDGE ACCESS TO PARCEL 16
(from Stone Point Drive to Parcel 16)

n.t.s.



Figure 3-3: Conceptual Access Plan

B. PEDESTRIAN COMPONENTS

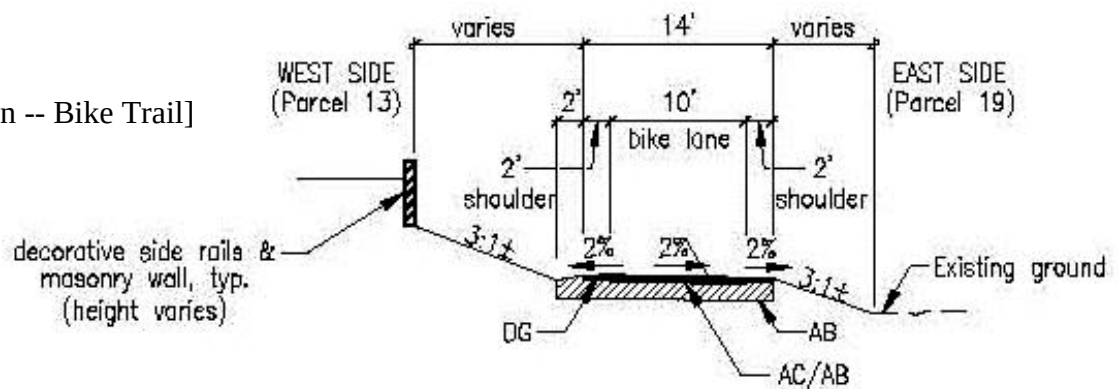
A central focus of the Stone Point project is a series of clearly delineated pedestrian linkages between existing and new walkways in the landscape corridors abutting the site, a new pedestrian pathway system within the Stone Point Property and the existing trail system within the Miners Ravine watershed open space. The main component of the pedestrian circulation system is a pedestrian promenade along the east side of Stone Point Drive, the public cross-connector roadway linking North Sunrise Avenue and Rocky Ridge Drive. The Stone Point Drive promenade will consist of a separated walk, lined with trees on both sides, within a 25 foot landscape corridor. To minimize oak tree impacts and take advantage of the natural oak woodland setting, the portion of the promenade adjacent to the park and the notable oak tree area to the east of the park will consist of an attached walkway from the west end of the park to Rocky Ridge Drive. See Figure 3-1. The landscape corridor on the west side of Stone Point Drive will be 20 feet in width and will include a single row of trees (subject to “line of sight” restrictions requiring low profile landscaping within certain limited portions of the landscape corridor in order to provide motorists using Stone Point Drive with a clear view of on-coming traffic). The pedestrian circulation system will be comprised of various elements depending on the location within the Stone Point project site. For example, the pedestrian linkage from an adjacent roadway through the Stone Point parking field may consist of decorative pavement, and/or a designated path along landscaped areas. For those parcels adjacent to the park, pathway linkages to the park site and facilities may also be appropriate.

The Conceptual Stone Point Pedestrian/Bicycle Circulation Plan is included in this Master Plan as Figure 3-4. As Figure 3-4 illustrates, the Circulation Plan incorporates a principal pedestrian loop consisting of walkways in the landscape corridors along the site’s three major frontage roadways, tied together by the Stone Point Drive promenade crossing the Stone Point site between North Sunrise Avenue and Rocky Ridge Drive. Secondary circulation routes provide internal connections between individual parcels, including the Stone Point Park, as well as a link to the Miners Ravine bike/pedestrian trail.

Figure 3-4: Conceptual Pedestrian/Bicycle Circulation Plan



Figure 3-5
[Cross Section -- Bike Trail]



Additional policies applicable to pedestrian circulation are as follows:

1. Pedestrian plazas with landscaping, seating, drinking fountains, and points of interest such as water elements or art sculptures are strongly encouraged.
2. To ensure pedestrian access from points within the Stone Point Property to walkways in the landscape corridors along the adjacent roadways, connections should be provided at regular intervals. The pedestrian pathway connections shall be separated from vehicular circulation and shall be designed to guide pedestrians to building entries. The location of connection points to walkways within the landscape corridors along the adjacent roadways shall also be designed to provide convenient access to public transit stops in order to encourage the use of public transit. The connections from the interior pedestrian pathways to the walkways in the landscape corridors along the adjacent roadways shall be the responsibility of the individual developers of the parcels within which the connections are to be located.
3. Pedestrian access should be provided between buildings and parcels.
4. Buildings with main entrances directly fronting roadways either adjacent to or within the Stone Point site shall, where feasible, provide direct pedestrian connection(s) to the walkway(s) within the landscape corridor(s) along the frontage roadways.

C. BIKE TRAIL COMPONENT

As illustrated on Figure 3-4, the Stone Point circulation system shall also include a bike trail connection linking the existing Miners Ravine trail system to the Stone Point Park and the Stone Point Drive pedestrian promenade. The bike trail connection will consist of a 10-foot wide bike lane and two 2-foot wide shoulders. See Figure 3-5.

D. PARKING

Parking shall be provided at the ratios for which provision is made in the NERSP and the Roseville Zoning Ordinance. Parking structures are permitted on the Stone Point site. Reciprocal access and parking agreements will be established to allow common use of all required parking facilities. Surface parking spaces and structured parking in excess of the number required by the Roseville Zoning Ordinance may be reserved for exclusive use of individual tenants.

E. PARK AND RIDE LOT

A total of 25 park and ride spaces will be made available on Parcel 7 near the corner of Eureka Road and North Sunrise Avenue. Construction of such spaces shall occur at the time of development of Stone Point Parcel 7. The park and ride spaces may not be counted towards required parking for Parcel 7.

CHAPTER IV. OPEN SPACE INTERFACE

A. OPEN SPACE PRESERVATION

One of the principal environmental amenities of the Stone Point Property is Miners Ravine and the adjacent oak woodland areas. This Master Plan seeks to emphasize the incorporation of these natural features in the design of the site. To this end, the Stone Point project site sets aside as permanent open space approximately 26 acres (Watershed Open Space Parcel 19) which includes that portion of Miners Ravine which runs along the Stone Point Property's northern and eastern boundary. An additional 2+ acres (Park Parcel 15) is designated for perpetual use as a public park adjacent to both office and residential uses, with an additional 2 acre park (Parcel 10) internal to the residential component of the Stone Point project. The parks will serve the dual purpose of preserving the oak woodland which graces the site while at the same time providing both passive and active recreational opportunities for those who work and live on-site or visit the Stone Point Property. Finally, notable oak tree clusters have been designated for permanent protection through the establishment of preservation zones.

Future builders are encouraged to orient buildings to maximize viewsheds to the open space, and to create outdoor environments, including benches or other outdoor seating areas, that allow residents, employees and visitors to have viewsheds at a pedestrian point of reference. Fencing adjacent to open space is discouraged. If fencing is utilized it shall be an open type that allows a view to the open space area and to the Miners Ravine corridor.

B. OAK TREE PRESERVATION

In order to further protect native oak trees, the following additional measures will be implemented:

1. BUILDING SETBACKS, HARD ZONES, SOFT ZONES, AND NOTABLE OAK TREE CLUSTER AREAS

Adjacent to the southwest boundary of Open Space Parcel 19 shall be a designated fifty (50) foot wide building/improvement setback area. With a single exception located on Parcel 12, the setback area is a minimum 50 feet wide. A limited portion of the Parcel 12 setback area has been modified to accommodate slopes designed to reduce retaining wall heights. The purpose of this 50 foot wide setback area is to provide a buffer between the open space and the development area consisting of a 25 foot wide "hard zone" abutting the open space and a 25 foot wide "soft zone" abutting the development area. Although the soft zone is a minimum 25 feet wide, additional width has been provided at certain points to address particular site opportunities/constraints.

This 50 foot setback area shall be left predominantly in a natural condition with only limited formal irrigated landscaping allowed. With the exception of bike trail, sewer lines and storm drain lines/outfalls, no encroachment of buildings or improvements shall be allowed in the "hard zone" area.

The “soft zone” is an area where limited site improvements such as fill slopes and edge landscaping may occur. The removal of some native oak trees is permitted as provided in the Master Tree Permit. The Master Tree Permit also permits encroachments of up to 20% into the protected zone radius (“PZR”) of remaining native oaks without an additional permit. Generally, buildings are not intended to be placed within the soft zone; however, limited building encroachments may be permitted on a case by case basis.

2. THE STONE POINT MASTER TREE PERMIT

The Stone Point Master Tree Permit specifies the oak trees that may be removed with the Stone Point development. Of the total of approximately 2,500 oak trees on the Stone Point Property, over 91% are being preserved. The Stone Point Master Tree Permit allows the removal of less than 9% of the total in order to accommodate development of those portions of the site which have not been set aside for oak tree and open space preservation, as well as to allow construction of a bike trail and utility lines/outfalls within the open space preserve area.

Not all of the trees that have been designated for removal by the Stone Point Master Tree Permit will, however, actually need to be removed to accommodate site development, utility lines and outfalls or bike trails.

The impacted trees have been divided into two categories by the Stone Point Master Tree Permit:

- Category One Trees -- Trees that are impacted by encroachments into the PZR of over 45% and are approved for immediate removal without further field inspection, and
- Category Two Trees -- Trees that are impacted by encroachments within the PZR of between 20% and 45% and are approved for removal subject to a field inspection by the project arborist at the time of MPP Stage 2 development to determine, in consultation with City staff, whether feasible mitigation measures are available which will allow any of the Category Two Trees to be preserved.

3. OAK TREE MITIGATION

1. Mitigation for the Loss of Category One Trees -- Each developable parcel in Stone Point shall be responsible for its pro rata share (based on the acreage of each developable parcel from Table 2-1 as a percentage of the total developable acreage) of the oak tree mitigation for impacts to Category One Trees measured in total inches approved for removal. All such mitigation shall be required on a parcel by parcel basis as a condition of Stage 2 development under the Major Project Permit. Table 4-1 allocates the total inches of Category One trees approved for removal among the 16 developable parcels pro rata based on acreage.

Table 4-1: Oak Tree Mitigation for Category 1 Trees

Parcel Number	Acres	Pro Rata Share	Mitigation Obligation (in inches) ²
1	1.20	1.2%	41
2	11.08	11.3%	381
3	8.79	8.9%	300
4	1.93	2.0%	67
5	1.17	1.2%	41
6	7.04	7.2%	243
7	7.79	7.9%	266
8	6.63	6.7%	225
9	5.17	5.3%	178
10	1.95	2.0%	67
11	9.16	9.3%	314
12	7.80	7.9%	266
13	6.12	6.2%	209
14	7.28	7.4%	249
16	7.32	7.4%	249
17	5.83	5.9%	199
18	2.12	2.2%	74
Total	98.37	100.0%	3,371

2. Mitigation for the Loss of Category Two Trees -- Mitigation for impacts to Category Two Trees measured in total inches of actual removals shall be the responsibility of the parcel upon which each tree is located. Where a field inspection results in a determination that a Category Two Tree cannot be preserved using feasible measures, the tree may be removed without any further tree permit, subject to mitigation (measured in inches approved for removal based on field inspection) required as a condition of MPP Stage 2 development of the parcel upon which the tree is located. Where, as a result of a field inspection by the project arborist in consultation with City staff, a Category Two Tree is preserved, the only mitigation that will be required are measures that are prescribed by the project arborist for the purpose of protecting and preserving the tree.
3. Parcels abutting the open space shall, at a minimum, provide native oak replacement planting as shown on the Landscape Master Plan. See Chapter VI, Section C.1. The remaining native and non-native tree mitigation shall be provided through formal landscaping and/or payment of in-lieu fees in accordance with the Roseville Tree Preservation Ordinance.

² A minimum of fifty (50) percent of replacement trees shall be native. Up to fifty (50) percent may be non-native.

4. Parcels not abutting the open space shall provide mitigation through formal landscape planting and/or payment of in-lieu fees in accordance with the Roseville Tree Preservation Ordinance.

4. ADMINISTRATIVE APPROVAL FOR ADDITIONAL MINOR IMPACTS

For projects seeking Stage 2 Major Project Permit approval, minor tree impacts (involving encroachments into the PZR of less than 20%) in addition to those impacts allowed by the Stone Point Master Tree Permit, are permitted without a subsequent tree permit, provided such additional impacts are subject to administrative review and approval by the Planning Director, are limited in the number of trees affected and do not involve encroachments into the PZR of greater than 20%. An arborist report must be submitted with a request for administrative approval of additional minor tree impacts. Tree impacts in addition to those impacts to Category One and Category Two Trees explicitly allowed by the Stone Point Master Tree Permit that are determined to involve encroachments into the PZR of greater than 20% or to effect more than a limited number of trees shall be subject to a subsequent tree permit.

5. INTENT OF STONE POINT OAK TREE PRESERVATION PLAN

The Stone Point Master Tree Permit in conjunction with this Master Plan, the Hard and Soft Zones and the Notable Oak Tree Cluster Areas are intended to provide for the long term protection and preservation of those trees not approved for removal while the administrative procedure for addressing minor additional tree impacts is intended to provide for flexibility in building and site design. Accordingly, where additional tree impacts are proposed (i) that are not explicitly contemplated by the Stone Point Master Tree Permit, (ii) that cannot be processed administratively because they do not meet the “minor” impact criteria and (iii) that require a subsequent tree permit, such impacts shall be approved only if justified by a showing of substantial need. The underlying purpose of the Stone Point Tree Preservation Plan is to recognize that those trees that are preserved are a critical site resource and amenity and are to be accorded a higher than customary level of protection as a result.

C. RECREATION AREAS

One of the unique features of Stone Point’s campus-like environment is the on-site public parks, with pedestrian connections to nearby parcels, that will be available for recreational use by all employees, residents and visitors at Stone Point. Maintenance of the park will be funded by a Mello Roos services district or a business property owners association (or similar financing mechanism). The lot 15 park site is located adjacent to the Miners Ravine watershed open space parcel.

D. FIRE MANAGEMENT

The Stone Point project will incorporate a fire management plan similar to that utilized for the adjacent Stoneridge Specific Plan.

CHAPTER V. INFRASTRUCTURE PHASING

The Stone Point infrastructure phasing plan is designed to allow the backbone infrastructure (the “General Improvements”) together with the Stone Point Park and bike trail, to be financed and constructed on a project-wide basis by a Mello Roos Community Facilities District or on a parcel by parcel basis as development occurs.

A. THE STONE POINT LOT 15 PARK

The Stone Point Lot 15 Park will be constructed either by the Stone Point CFD or by the Stone Point Business Property Owners Association (“BPOA”). If constructed by the CFD, it will be planned and built as part of the initial improvements to be constructed prior to parcel-specific development. If constructed by the BPOA, the park will be completed in accordance with the following schedule. The BPOA shall submit park improvement plans, including construction drawings and specifications, to the City for approval prior to the initiation of development on cumulative parcel acreage in excess of 50 acres. For purposes of calculating cumulative parcel acreage under development, development shall be considered to be initiated when the first building permit is issued for construction of a building on the parcel. The BPOA shall commence construction of the Stone Point Park in accordance with the approved park construction documents, prior to the initiation of development on cumulative parcel acreage in excess of 65 acres. The BPOA shall use its best efforts to complete park construction within one hundred eighty (180) days of the date construction is commenced.

B. THE STONE POINT BIKE TRAIL CONNECTOR

The bike trail connecting the Stone Point Park to the existing Miners Ravine Bike Trail will be designed and constructed by the BPOA. The BPOA shall prepare the bike trail improvement plans in consultation with the owners of Parcels 13 and 14. The BPOA shall submit the bike trail improvement plans, including construction drawings and specifications, to the City for approval prior to the initiation of development on cumulative parcel acreage in excess of 50 acres. For purposes of calculating cumulative parcel acreage under development, development shall be considered to be initiated when the first building permit is issued for construction of a building on the parcel. The BPOA shall commence construction of the bike trail connector in accordance with the approved bike trail construction documents, prior to initiation of development on cumulative parcel acreage in excess of 65 acres. The BPOA shall use its best efforts to complete construction of the bike trail connector within one hundred eighty (180) days of the date construction was commenced.

C. THE GENERAL IMPROVEMENTS

The General Improvements required to serve development of the Stone Point Property include basic street improvements as well as facilities that provide, water, wastewater, drainage, dry utilities and other project-wide services. The conceptual water system for the Stone Point Project, including the location and size of waterlines and points of connection with the existing system, is illustrated by Figure 5-a. The conceptual plan for sewer service

within the Stone Point Project is illustrated by Figure 5-b. Figure 5-c, Conceptual Drainage Plan, identifies drainage facilities designed to accommodate project related flows in accordance with the City of Roseville Standards.

If all or any portion of the General Improvements are not constructed on a project wide basis by a Community Facilities District, the phasing plan set forth in Appendix A to this Master Plan designates for each Stone Point parcel the General Improvements which must be constructed as a condition of development on a stand-alone basis. Accordingly, the sixteen developable parcels which constitute the Stone Point properties may be developed in any order so long as the General Improvements allocated to each developing parcel and any site improvements necessary for site access are completed prior to issuance of an occupancy permit for the first building constructed on the parcel.

Figure 5-a
Conceptual Stone Point Water Plan

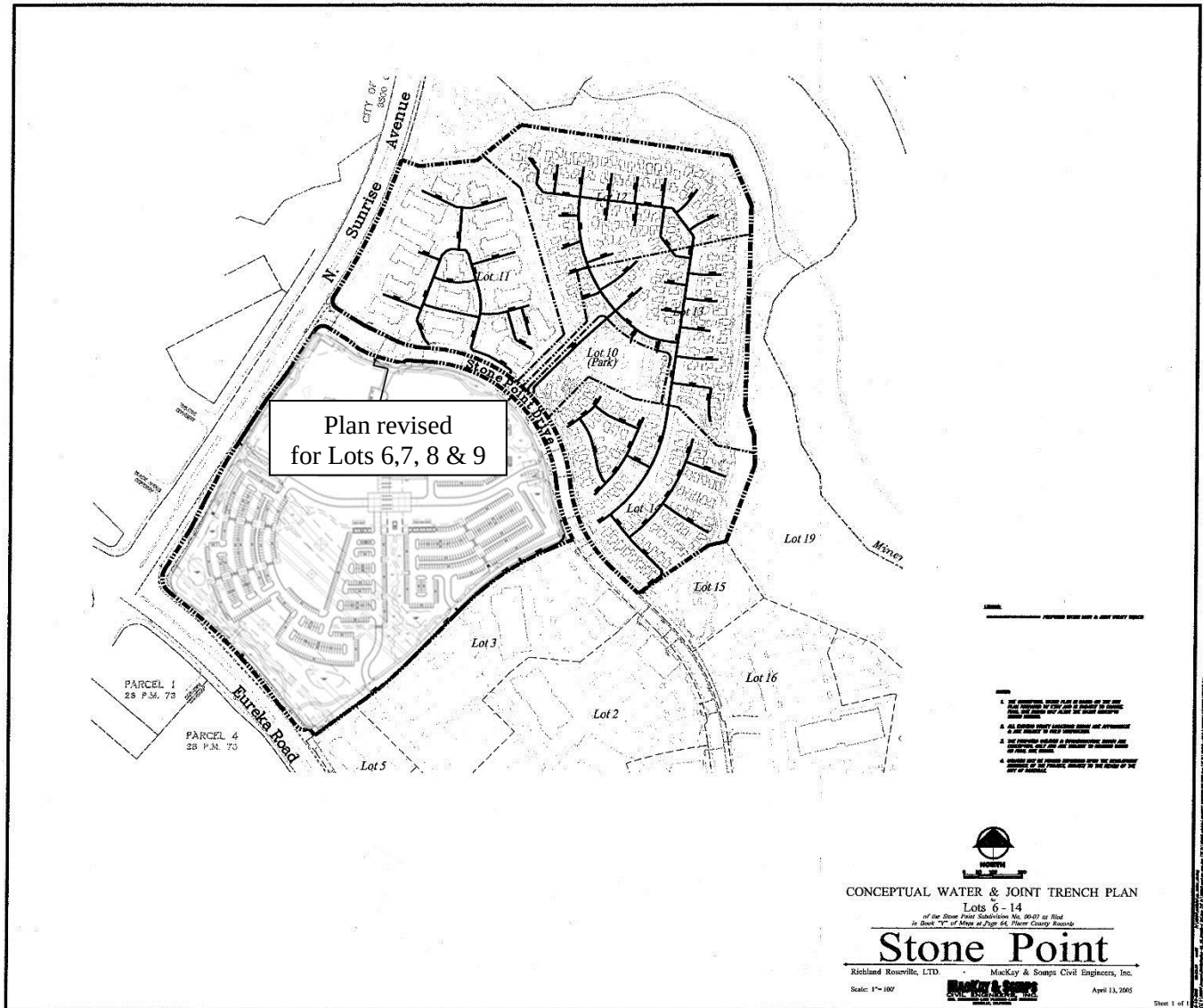
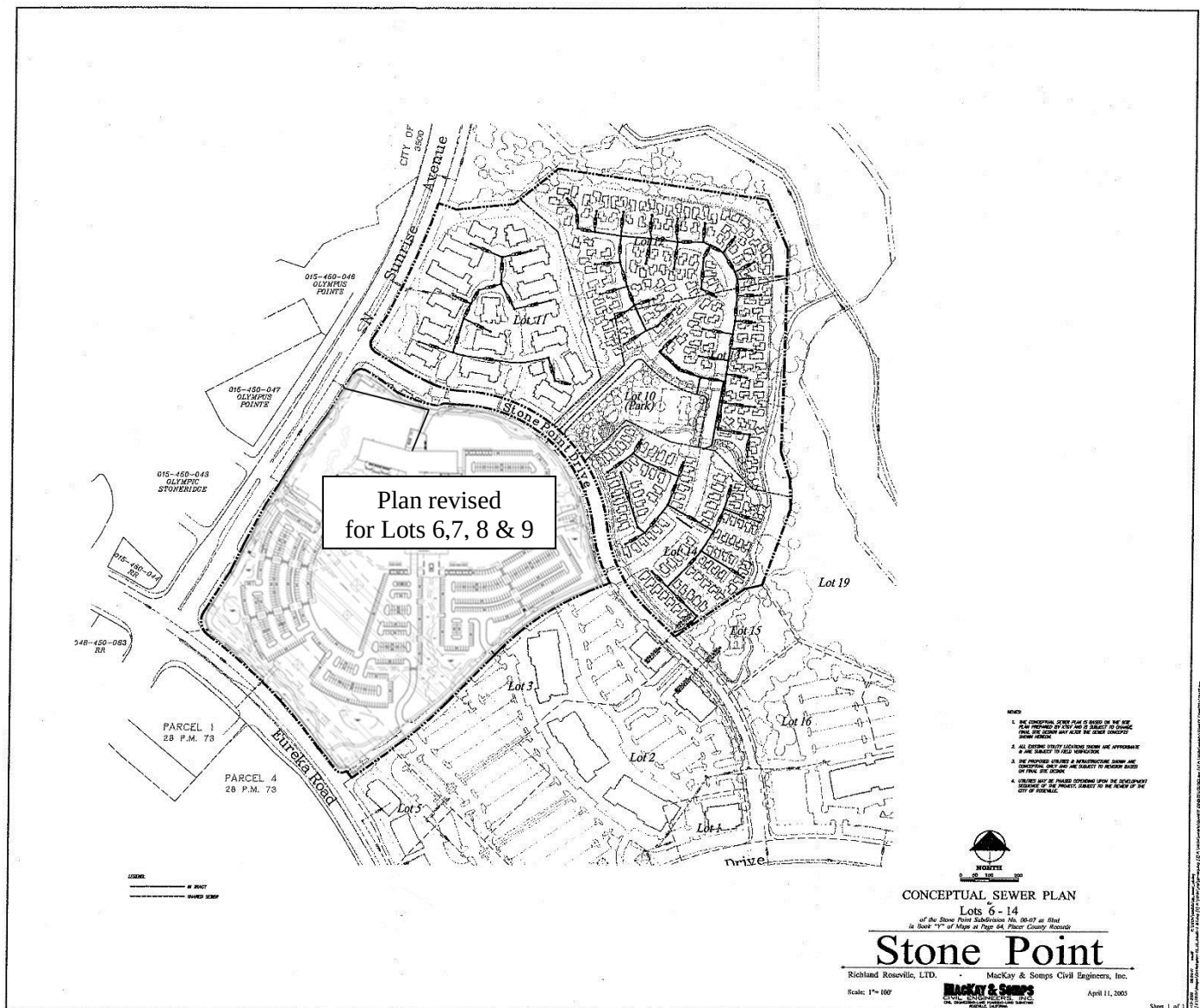
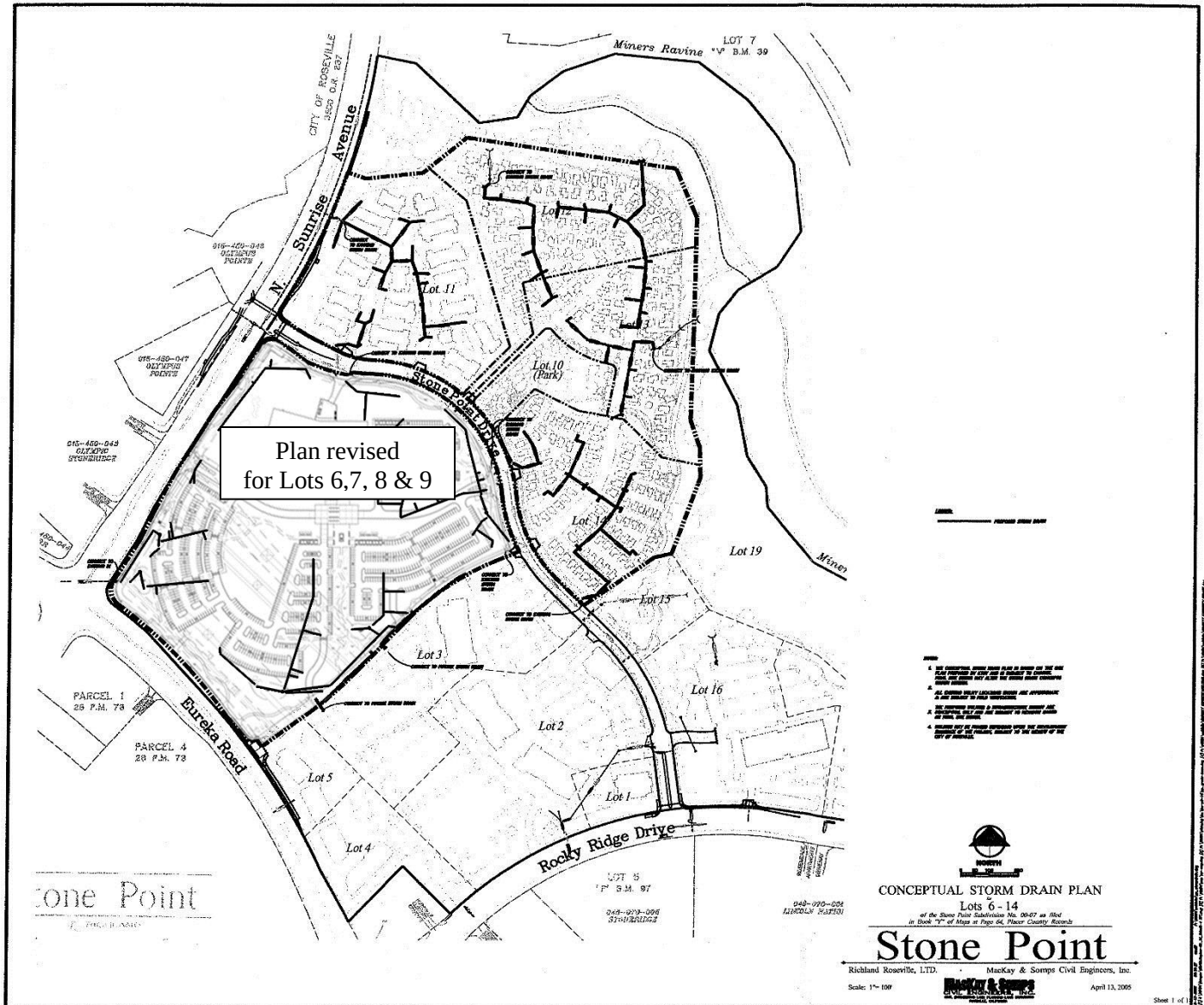


Figure 5-b
Conceptual Stone Point Sewer Plan



**Figure 5-c
Conceptual Stone Point Drainage Plan**



CHAPTER VI. DEVELOPMENT PRINCIPLES AND DESIGN STANDARDS

A. BACKGROUND

These Master Plan Design Standards supplement the standards of the NERSP and the City of Roseville Community Design Guidelines.

These standards establish minimum criteria for development within the Stone Point project and are intended to encourage creative and innovative design solutions. At the same time they are intended to be sufficiently flexible to accommodate the realities of the private-sector marketplace.

This discussion of development principles and design standards is intended to provide a framework for design professionals, property owners, City officials, staff and residents in the preparation and evaluation of development proposals for the Stone Point site.

B. DESIGN FEATURES

There are a number of features that define the unique character of this site and will have a significant effect on the overall perception of quality in this project.

1. STREET FRONTAGE IMPROVEMENTS

The design of existing roadways at the perimeter of the project is governed by the NERSP. The primary new road within the project shall be designed to City of Roseville Engineering standards with special attention to detailing at driveway intersections and pedestrian crossings.

2. GRADING

A Master Grading Plan has been prepared for the site. The Master Grading Plan is designed to balance cut and fill over the developable area of the site while, at the same time, recognizing the existing topography and distinctive topographical features of the site are significant resources to be preserved to the extent practical. Particular attention has been given to the establishment of a soft development edge adjacent to the Miners Ravine watershed open space and to protecting the long term survival of the existing oak trees by minimizing grading impacts to the protected zones and avoiding, where possible, abrupt grade changes and extreme grade differentials around the trees.

As individual parcels develop, deviations from the Stone Point master grading plan will be evaluated based on native oak tree impacts, utility constraints, topographical constraints, and effects on vehicle and pedestrian circulation.

Stormwater treatment of runoff will be addressed using best management practices, which may include pretreatment facilities or basins, as well as natural features such as grassy swales, at the open space edge.

3. LANDSCAPING

A detailed landscape plan for the entire Stone Point property has been prepared emphasizing native plantings in a landscape palette that will enhance the natural features of the Stone Point site. It is anticipated that a significant portion of the oak tree mitigation can occur on-site, subject to approval of the City. Landscaping shall comply with all applicable City Zoning Ordinance, NERSP requirements, and the mitigation plan for the Master Tree Permit.

Buildings, parking and paved areas are to be set back from the public roadways to allow for a landscaped corridor along the length of the frontages to establish a streetscape presence within the site. The existing PUE's along major streets also delineate the extent of the Project Landscape Corridors. Generally the PUE is 35' wide, but may be reduced in width to accommodate additional Right-of-Way for project-related and CIP roadway improvements including acceleration and deceleration lanes, auxiliary lanes, and additional travel lanes. Where the PUE is reduced to less than 25' wide in width measured from ultimate back of curb, additional area shall be added to the Landscape Corridor such that a minimum Landscape Corridor width of 25' is maintained, unless a narrower width is approved by the Planning Director. The landscape corridor is to include an 8' separated sidewalk and planting as established by the NERSP.

4. OFFICE/COMMERCIAL INTERFACE WITH RESIDENTIAL

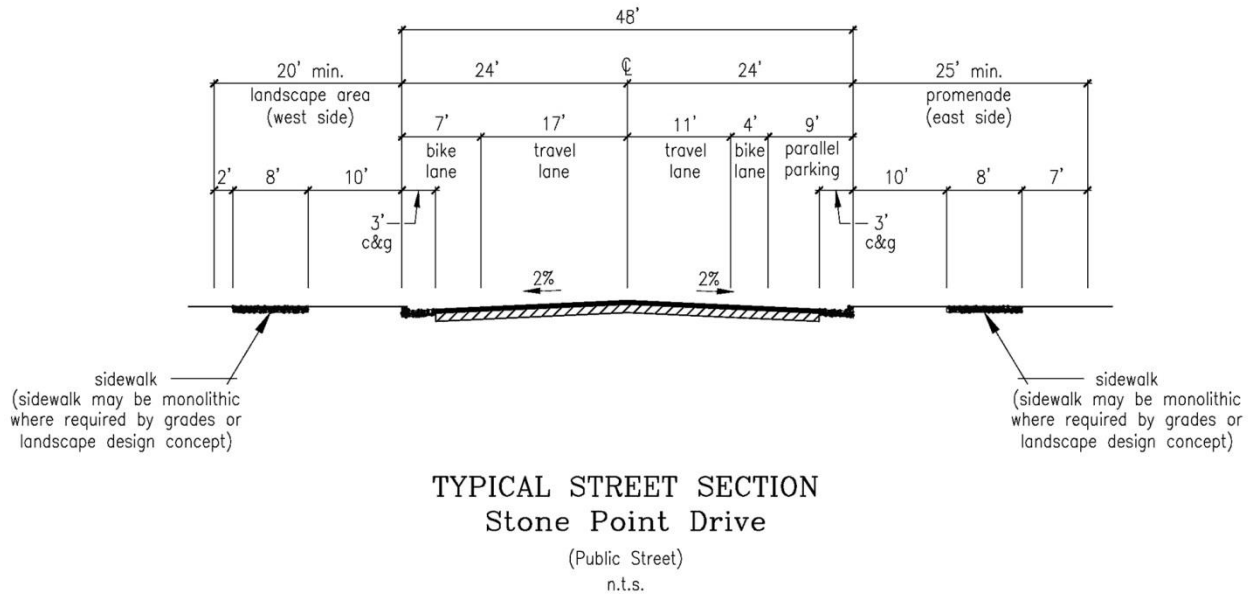
Portions of the Office/Commercial use are adjacent to the residential uses on parcels 11-14. The boundary between the Office/Commercial use and the residential uses will be delineated by Stone Point Drive. It is a community objective to present an attractive and permeable interface between uses. The following addresses the office/commercial side of the interface. See Chapter VII for discussion on the residential side of the interface.

Setbacks, Service Areas and Landscaping: Connectivity between uses is a primary objective of the Stone Point Master Plan. In addition, it is important to incorporate design considerations that ensure compatibility between different uses. *The intent is to tie the site together through the creation of an open edge along the Office/Commercial use that minimizes barriers and encourages cross activities with the residential use, while minimizing potential impacts upon such use.*

1. Office structures shall be setback a minimum of 30 feet from the face of curb of an adjacent shared street/drive with residential uses.
2. No mirror coated glass may be used on any of the first three stories of an office/commercial structure that directly faces residential units.
3. Service access and loading areas should be located and/or screened so as to not be visible from adjacent residential structures.
4. Full size deciduous shade (ie: London Plane) trees shall be planted a maximum of 30 feet on-center on both sides of a shared street/drive with residential uses.

5. Groupings of under story shrubs that will have a 3’-6” mature height should be planted to screen direct views to residential structures.

Figure 6.1a: Office/Residential Interface



5. PEDESTRIAN CIRCULATION

The entire site is designed to promote pedestrian circulation between parcels and connection to existing Open Space trails. Pedestrian walkways across driveways and at street crossings are to be designated with accent paving of contrasting color and texture.

6. OPEN SPACE



Open space areas along Miners Ravine are to remain in their natural state with minimum impact from construction of the proposed project. There is no fencing planned as part of this project, however, additional natural buffer areas are intended as a transition with the Stone Point open space and provide additional protection for oak trees. (See discussion of “Building Setbacks, Hard Zones, Soft Zones, and Notable Oak Tree Cluster Areas” beginning on page 28).

7. POWER LINE EASEMENTS

Areas under the existing 250’ power line easement are to be designed to accommodate the requirements of the respective power agencies. These areas are to be used primarily for parking and landscaping.

Landscaping, lighting and grading within the parking areas located within the power line easements shall conform to the appropriate power authority’s requirements.

8. ENTRY MONUMENTS

The project proposes one primary internal roadway that bisects the site and connects North Sunrise Avenue on the west with Rocky Ridge Drive to the east.

The intersections at these two connection points are intended to act as “gateways” to the project with project identification on entry monuments. Accent paving, landscaped medians and pedestrian scale lighting shall complete the overall entry statement.

C. SITE PLANNING

1. LANDSCAPE MASTER PLAN

The Landscape Master Plan includes five main components: Streetscapes, Building Envelopes, Parking Lots, Utility Corridors, and Woodland Transitions.



a. Streetscapes

The streetscapes are defined in large part by the landscape corridors adjacent to the projects four existing roadways and one internal collector street. The landscape corridors are to be constructed along the existing roadways in accordance with the NERSP. The landscape corridor along the collector street, Stone Point Drive, shall contain a pedestrian promenade and related site elements and be developed in accordance with these guidelines.

- Frontage Landscape Corridors

In order to create a more interesting perimeter streetscape, the Stone Point Landscape Plan designates a different street tree species for each of the four existing roadway frontages. Table 6-1 below lists the trees that have been assigned to each street frontage.

Table 6-1: Stone Point Street Trees

Street	Primary Street Trees Species	Subordinate Street Trees
Eureka Road	<i>Celtis sinensis</i> <i>European Hackberry</i>	<i>Quercus rubra</i> <i>Red oak</i> <i>Alnus cordata</i> <i>Italian Alder</i> <i>Pinus halepensis</i> <i>Allepo Pine</i>
N. Sunrise Avenue	<i>Ulmus Parvifolia</i> 'True Green' <i>Evergreen Elm</i>	<i>Gleditsia T.</i> 'Shademaster' <i>Honey Locust</i> <i>Pyrus C.</i> 'Aristocrat' <i>Aristocrat Pear</i> <i>Pinus halepensis</i> <i>Allepo Pine</i>
Rocky Ridge Drive	<i>Pinus Pinea</i> <i>Italian Stone Pine</i>	<i>Magnolia g.</i> 'Russet' <i>Southern Magnolia</i> <i>Pinus canariensis</i> <i>Canary Island Pine</i> <i>Liriodendron tulipifera</i> <i>Tulip Tree</i>
Roseville Parkway	<i>Platanus Acerfolia</i> 'Bloodgood' <i>London Plane Tree</i>	<i>Pyrus calleryana</i> 'Aristocrat' <i>Aristocrat pear</i> <i>Quercus wislezneii</i> <i>Interior Live Oak</i> <i>Pinus halepensis</i> <i>Allepo Pine</i>
Stone Point Drive	<i>Liriodendron tulipifera</i> <i>Tulip Tree</i>	<i>Alnus cordata</i> <i>Italian Alder</i> <i>Pyrus calleryana</i> 'Capital'

- Internal Landscape Corridor

Stone Point Drive is the single public collector roadway planned within the project. Design of the Stone Point Drive streetscape would include the following elements:

- Primary street trees consisting of deciduous trees that provide shade for pedestrians, frame the street, and define the public space.
Liriodendron tulipifera
- Subordinate street trees complement and support the primary trees in form and function.
Pyrus calleryana ‘Capital’
Alnus cordata (Italian Alder)
- Accent trees used to define entrances, add variety in form and color, or highlight other focal points of the street.
Pyrus kawakaii
- Background, facer and accent shrubs used to form the under story and further define entrances and provide screening of parked cars where necessary.

- b. Building Envelopes

The building envelope includes the area immediately adjacent to and between the buildings and the parking facilities. Site amenities are encouraged along with enhanced landscaped areas and pedestrian plazas where appropriate. Building entries shall provide for enhanced landscape features, including but not limited to planters, seating, and enhanced paving.

- c. Parking Lots

Parking lot shade trees shall provide for shading in accordance with the City of Roseville and NERSP guidelines. Pedestrian linkages shall be provided within the site plan to link public pedestrian corridors to the building envelopes. Careful consideration to on-site soil conditions should be considered when planting in parking lots. See Figure 6-2.

- d. Woodland Transitions

The woodland transitions shall incorporate a native planting scheme, which is designed to provide a transition between the existing woodland and the project edges consistent with the Master Tree Permit mitigation plan.

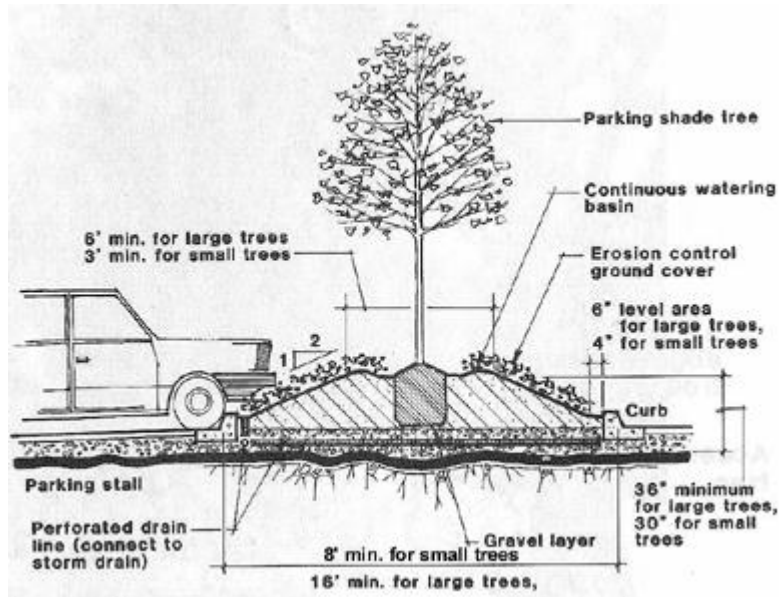


Figure 6-2

2. SITE AMENITIES

Primary site amenities include sidewalks and bike paths for pedestrian circulation, planting and additional design features such as accent paving, raised planters, monument signage, benches, bollards, and streetlights to enhance project aesthetics and utility. The Stone Point project will also include a parks component, which provides for recreational amenities.

a. Pedestrian and bicycle circulation

Pedestrian walkways are to connect all the various components of the project; as well as adjacent developments and the area-wide trail system.

Continuous pedestrian walkways are to follow the primary roadways and, for the most part, are to be located in landscape corridors where they are separated from the edge of the roadway.

Sites are to be designed to provide pedestrian access from the street to the main building entrance and all pad-building entrances.

Pedestrian access is to be clearly defined by minimum 4' wide walkways using accent paving materials at entry or transition points. An 8'0" wide pedestrian promenade will occur on the east side of Stone Point Drive. See Figures 6-3 and 6-4.

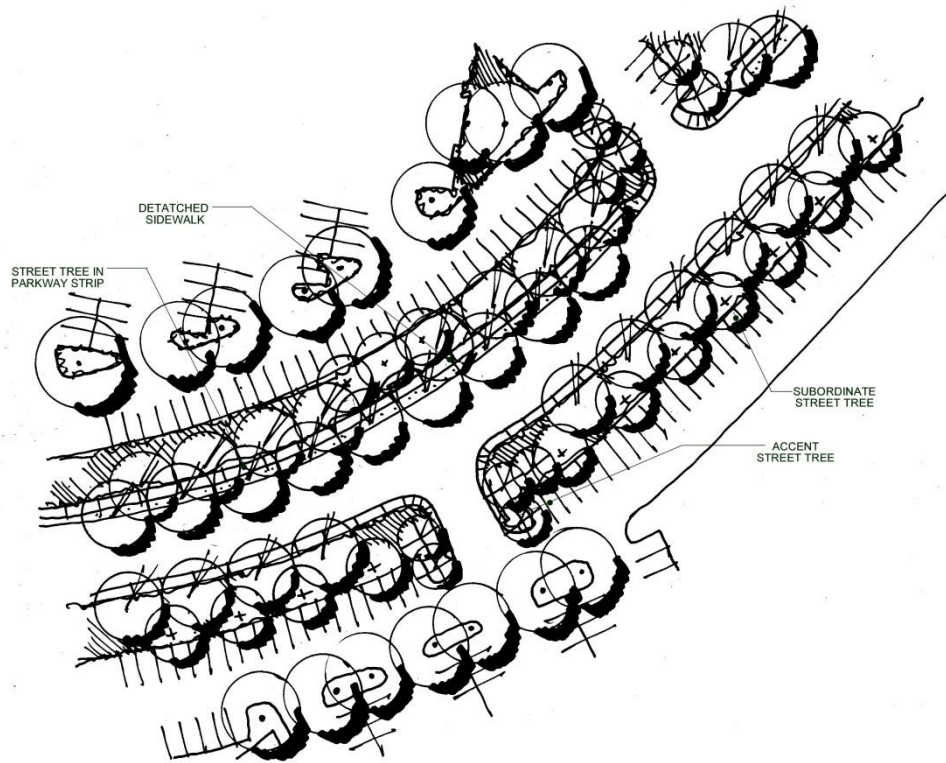


Figure 6-3

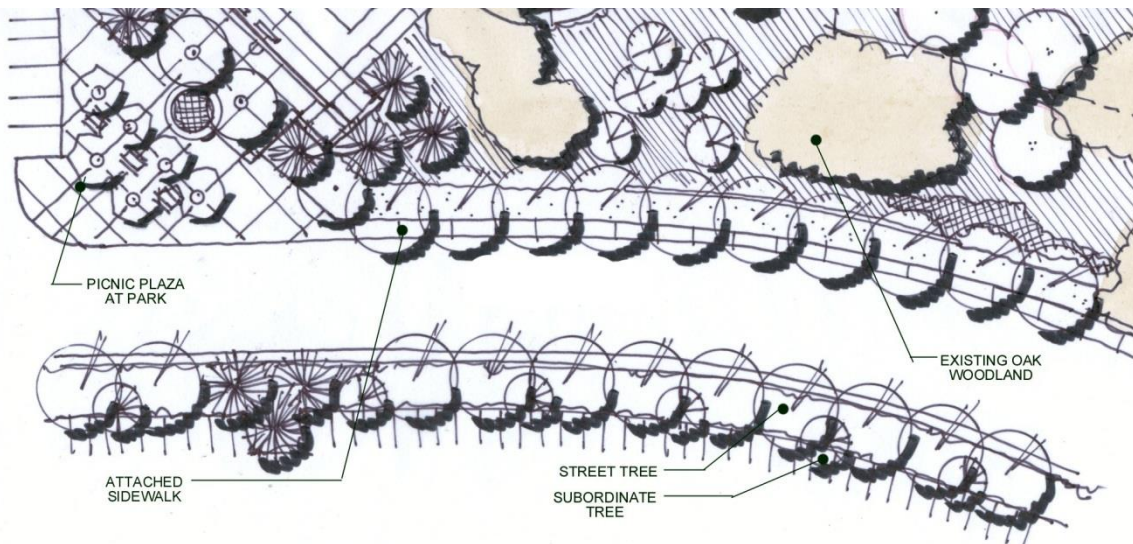


Figure 6-4

Bicycle access to the project will be provided from both the existing roadways as well as an existing bike trail through the open space along Miners Ravine.

Bicycle racks shall be provided to accommodate the anticipated level of bicycle traffic as required by the City of Roseville.

b. Public Parks

A City dedicated, 2 acre public park site is located centrally in the upper northern portion of the site. The park will provide an opportunity for both active and passive recreation and will incorporate amenities such as hard court for basketball/volleyball, picnic tables, barbecues, benches, drinking fountain, and sand volleyball court. A linkage to the existing bike trail along Miners Ravine will also be provided. See Figure 6-5.



A second 1.95 acre Public Park site is located on Lot 10 surrounded by medium density residential uses and links to the trail system.

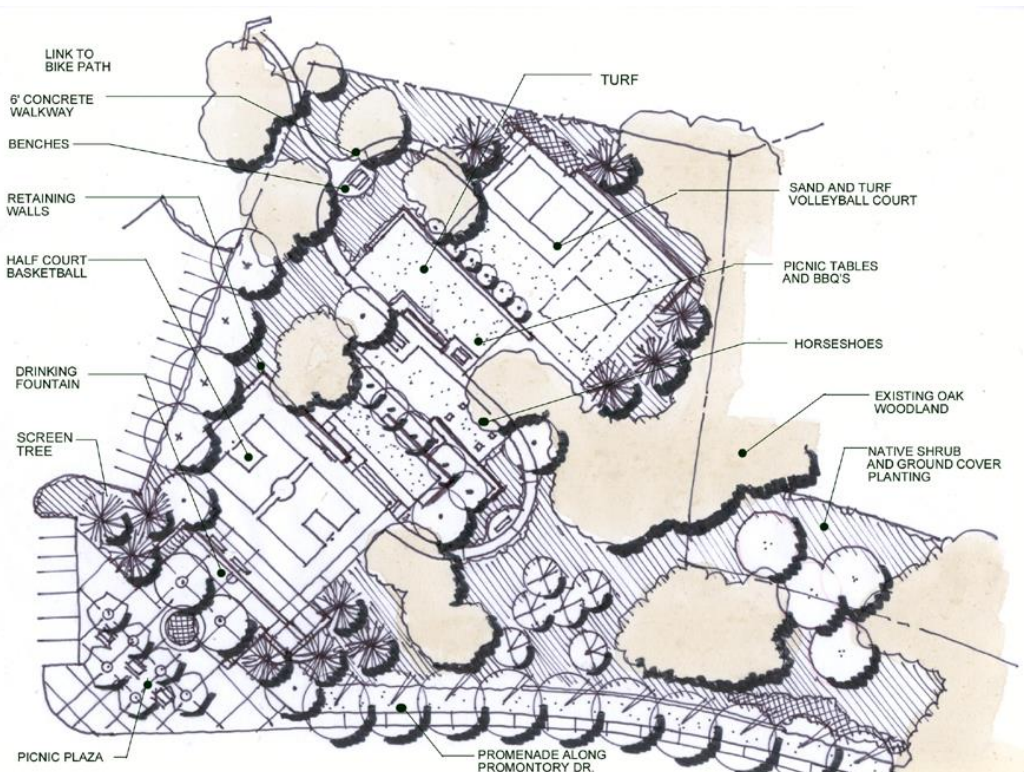


Figure 6-5

c. Site Furnishings

Site furnishings (including benches, seat walls, trash receptacles, bollards, planters, entry signage, and similar amenities) are encouraged within the landscape corridors, provided placement does not interfere with clear vision standards for street intersections, in plazas, and at building entrances.

Material design and finish should complement the design style of the architecture and monument signage. Lighted features, including but not limited to lighted bollards, accent lighted walls, lighted plant materials, and externally lighted entry signage are permitted provided light sources are of a low level and screened from direct view.

d. Fencing

Fencing is generally discouraged throughout the project site. When determined to be necessary, such fencing shall be of an open type (such as wrought iron) to allow for continuous views to the open space area. No “uncoated”, galvanized chain-link fencing is permitted.

e. Storage

Outdoor storage may be allowed but is to be screened from public view by buildings, dense evergreen planting, walls and/or berming when appropriate.

f. Loading and Service

Loading and service areas are to be located away from the general vehicle and pedestrian circulation areas.

Loading and service areas are to be screened from public view and from adjacent properties with buildings, masonry walls, grade separations and dense evergreen planting.

g. Trash/Recycling

All refuse containers are to be placed within screened storage area enclosures that are designed to be consistent with current City standards. Such containers shall be located at areas which are remote from main project entrances, main building entrances and main circulation paths.

3. PLANTING DESIGN

a. Plant palettes

Plant palettes are to emphasize massing and shall include a mixture of deciduous and evergreen species. Planting concepts shall apply tiered planting schemes as identified in Figure 6-6.



Figure 6-6

b. Plant material sizes

Plant material sizes for landscape corridor planting areas are as follows:

ITEM	CONTAINER SIZE
Street Trees	15 gallon
Subordinate Trees	15 gallon
Accent Trees	24" Box
Shrubs	1 gallon or larger
Ground cover	1 gallon minimum

c. Trees

Trees are to be a minimum of fifteen-gallon size with larger sized (boxed) trees and plant specimens to be planted in accent areas, entries, and project focal points. See Figure 6-7 for conceptual installation suggestions.

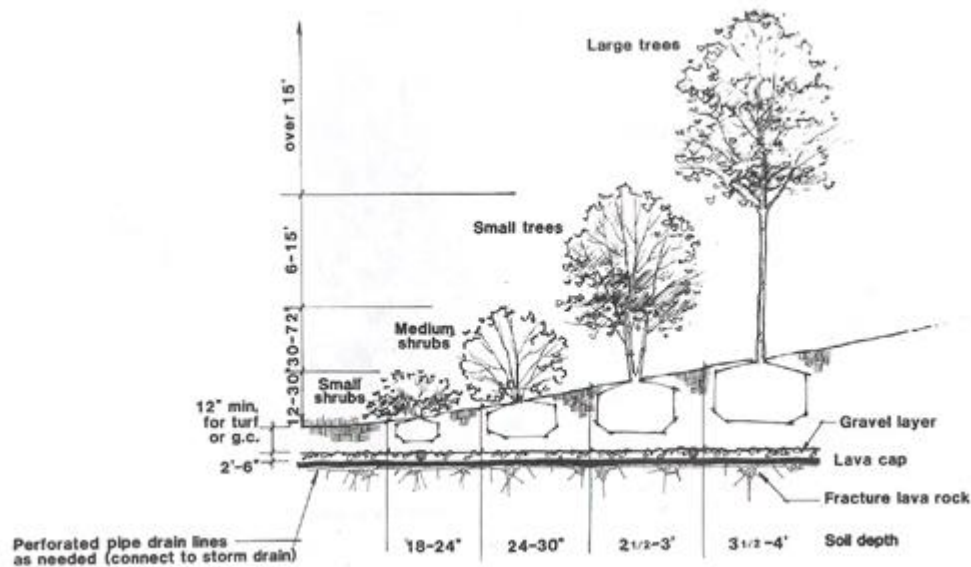


Figure 6-7

d. Shrubs and Ground Covers

Under story ground cover and shrub masses are to be layered from a low height in the foreground to a medium height in the background. See Figure 6-8 for conceptual installation suggestions.

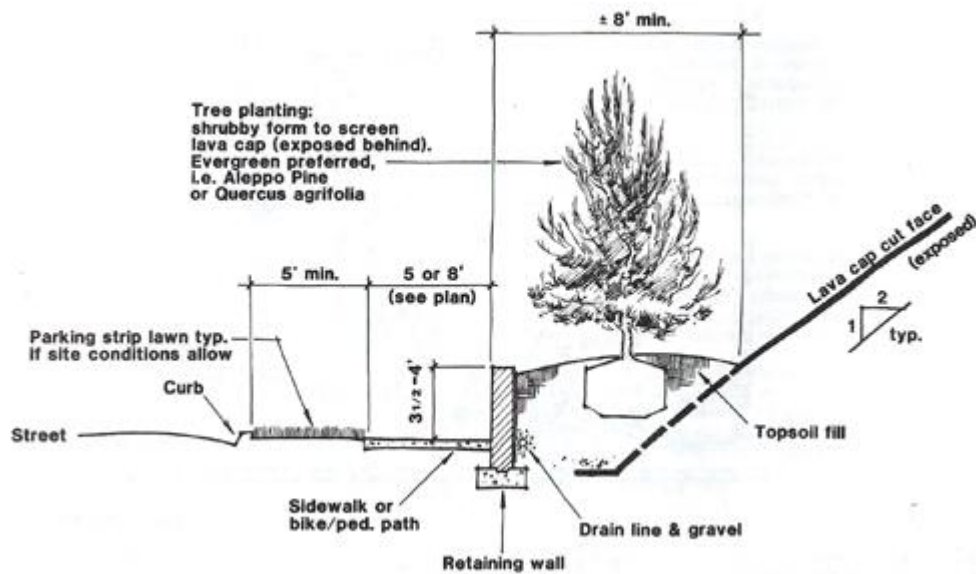


Figure 6-8

e. Finish Grading

Earthen berms and mounding are encouraged in the landscape corridors, primarily to provide additional rooting depths to compensate for the underlying mehrten soil type. Additional landscape drains should be considered in order to drain subterranean water trapped between planting medium and underlying rock. Slopes should not exceed 3:1 and a 2 ft. wide bench is required at the back of pedestrian walks and bike paths. See Figure 6-9 for conceptual installation suggestions.

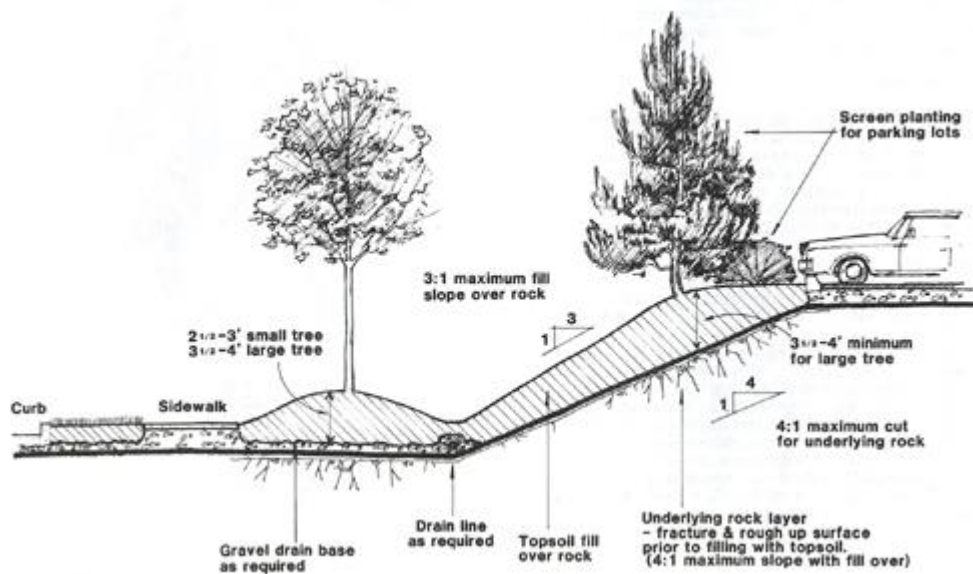


Figure 6-9

4. ENTRY FEATURES

Entry features are provided in three forms: Primary Entries, Major Entries and Minor Entries.

a. Primary Entries

There are three primary entrance locations: one each off the North Sunrise Avenue and Rocky Ridge Drive intersections with Stone Point Drive, and a third at Eureka Road. Primary Entries are enlarged landscaped areas appended to the landscape corridors at highly visible street intersections. The entrances are free of buildings and contain enhanced landscape features and project monument signage. These entrances shall have a consistent design and utilize common paving, monument signage, and planting materials. See Figure 6-10.

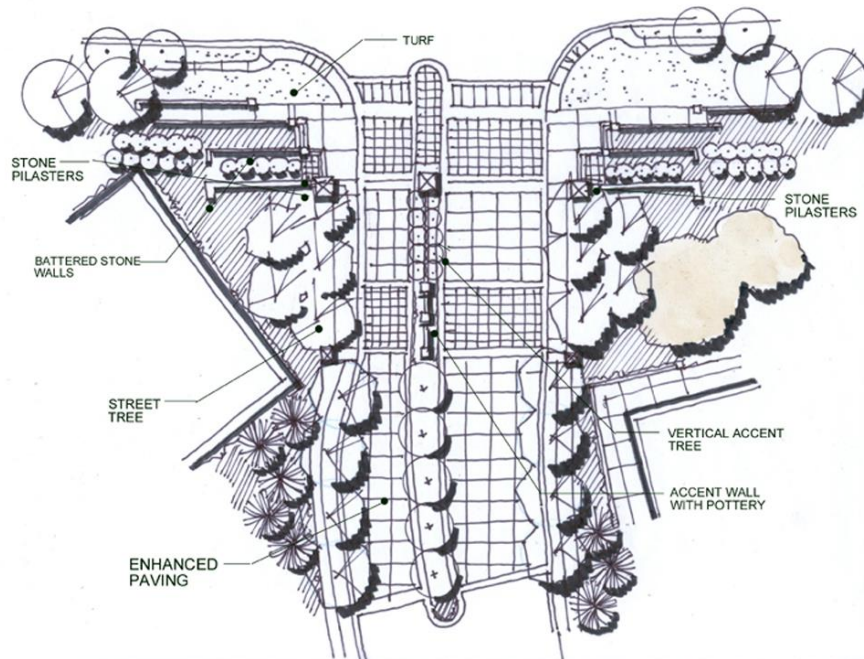


Figure 6-10

b. Major Entries

Major Entries are enlarged landscaped areas appended to the landscape corridors at highly visible street intersection. The two major entrances are located off North Sunrise Avenue and Rocky Ridge Drive. The entrances are free of buildings and contain enhanced landscape features and may contain monument signage. These entrances shall have a consistent design and utilize common paving, monument signage, and planting materials. See Figure 6-11.

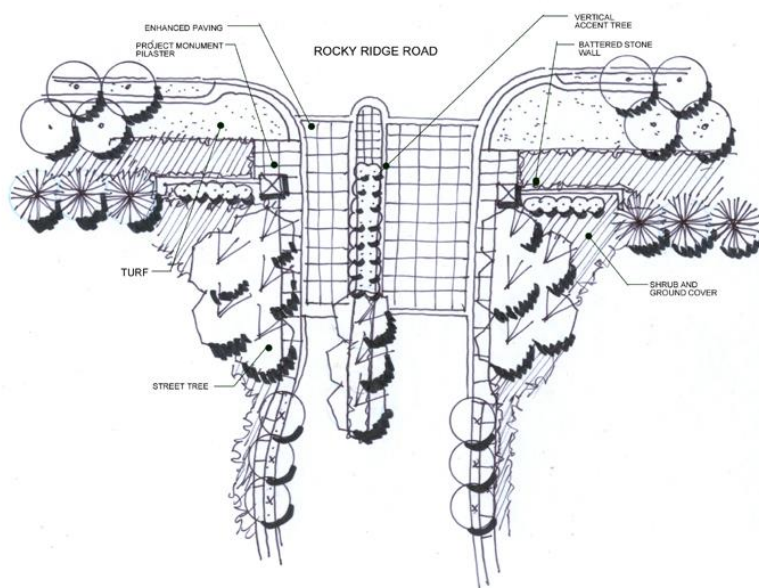


Figure 6-11

c. Minor Entries

There are several minor entrances off three of the existing roadways adjacent to the project. Minor Entries are landscaped areas appended to the landscape corridors at street intersections. The entrances are free of buildings and contain landscape features and may contain minor monument type signage elements. These entrances shall have a consistent design and utilize common paving, monument signage, and planting materials. See Figure 6-12.

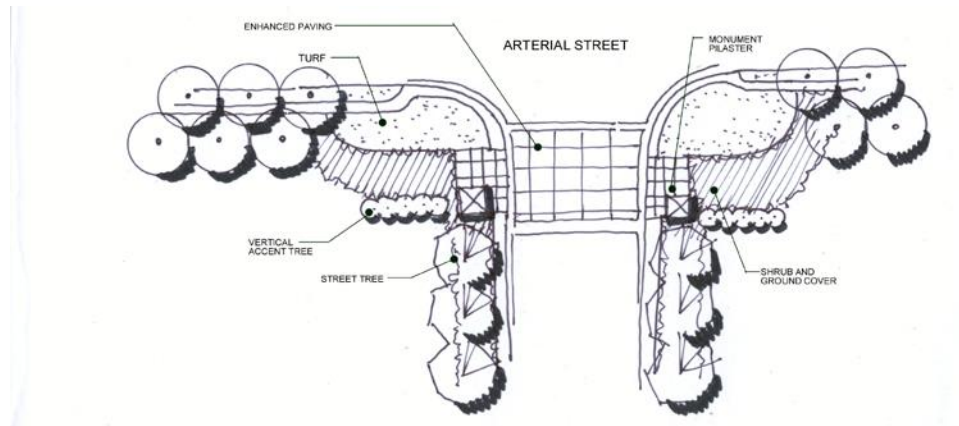


Figure 6-12

5. OTHER LANDSCAPE COMPONENTS

Other landscape components include drought tolerant material, turf and groundcover, mulch, decorative rock, irrigation, sub-soil preparation and soil preparation, plant lists, and public utility requirements.

D. ARCHITECTURAL STANDARDS FOR COMMERCIAL BUILDINGS

All commercial buildings on the Stone Point site shall be subject to the following architectural standards in addition to the NERSP Design Guidelines and the City-wide Design Guidelines. The intent is not to mandate a uniform architectural style throughout the overall site, but to maintain flexibility for unique quality designs reflective of the different sub-areas of the Stone Point property (e.g., adjacent to open space, or to roadways, or to powerlines). In general, architectural treatment and materials for building elevations facing open space areas should be the same as used on the building frontage visible from public streets.

1. GENERAL DESIGN STANDARDS

- a. Buildings are to be designed to conform to their surroundings with respect to height and scale.
- b. All elevations of a building are to be given architectural treatment and contain elements drawn from those used in the design of the primary building frontage.

2. MASSING AND FORM

- a. Main building entries are to be emphasized through building articulation and form so the entry is easily identified and visible from the main street and parking lot and are to provide convenient access for pedestrians.
- b. Stairs and other entry access requirements such as wheelchair ramps are to be integrated into the overall project design.
- c. Building entries and primary facades are to have pedestrian scale. Windows, awnings, trellises, arcades, landscape planters, and material changes may be used for this purpose.
- d. Roof lines, wall planes and wall heights are to be varied and articulated to avoid blank expanses of building.
- e. Landscaping and architectural detail at the street level are to be used to soften the edge of the building and enhance the pedestrian scale and streetscape.

3. MATERIALS AND FINISHES

Durable, high quality materials such as brick, stone, tile, or stucco, may be used as well as certain forms of concrete. Texture and color are to be used to create visual interest and enhance the appearance of the building.

4. ROOF MOUNTED EQUIPMENT

Screening for equipment shall be integrated into the building and roof design, and use compatible materials, colors and forms.

5. PLAZAS

Where multiple buildings are proposed, buildings are encouraged to be clustered to create pedestrian plazas and gathering spaces.

a. Outdoor Activity Spaces

Plazas or other outdoor activity spaces used for sitting, eating, strolling, and gathering, are to be designed into the project.

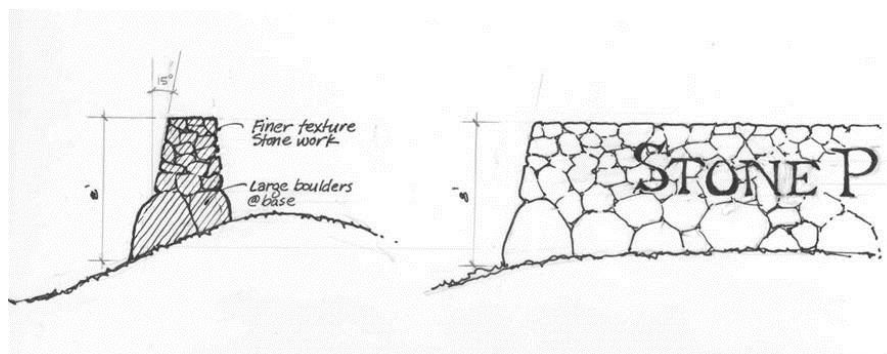
b. Plaza Design

Plaza design is to incorporate a combination of accent materials, site furniture, shade structures, accent lighting, interesting colors, textures and forms.



6. SIGNAGE

Project monument signage, address signs, tenant signage, and directional signage will be developed as a separate package but integrated into the overall design of the project and shall be consistent with NERSP, Olympus Point Sign Guidelines and Sign Ordinance. Once approved by the City, the Stone Point signage program shall be appended to this Master Plan as Appendix B.



7. LIGHTING

a. Lighting Fixtures

Lighting fixtures are to be of a durable and vandal resistant materials and construction.

b. Lighting Location and Design

Light sources are to be thoughtfully located and have cut off lenses to avoid light spillage and glare on adjacent properties.

c. Pedestrian Lighting

Pedestrian walkway lighting is to be of an appropriate scale and style such as bollard type lighting, step lighting, and/or pole-mounted lighting not exceeding 16 feet in height.

CHAPTER VII. RESIDENTIAL NEIGHBORHOODS

A. DEVELOPMENT STANDARD & DESIGN APPROACH

The introduction of new mid- and high density housing types has tested the distinction between low, medium and high density residential as defined by traditional zoning categories. The resulting variation of housing types creates challenges in developing and applying “typical” development standards such as minimum lot sizes, setbacks and lot coverage. These standards can vary greatly between individual housing types and, in some cases, may not be applicable as traditionally defined.

Given the dynamic nature of evolving dwelling types, it is not practical or desirable to dictate a “one size fits all” design approach. Such an approach would limit the ability to accommodate the variety envisioned, and inhibit creativity in addressing planning and design opportunities. As a result, flexibility in achieving design objectives is a key component of the Stone Point Master Plan.

In recognition of the above, and to accommodate for the variety of housing types envisioned, the Master Plan establishes the following components to regulate residential development within Stone Point:

- **Development Standards and Typical Housing Types** – Development standards, such as varied setback and coverage requirements, have been identified, along with typical housing types that could be developed in the MDR and HDR zone districts consistent with the intent of this Master Plan. The typical housing types provide examples of the variety of housing the Stone Point neighborhood is designed to accommodate, and are not intended to limit developer creativity in introducing other mid- and high density housing products. The development standards include provisions to allow for consideration of revised standards and additional housing types through the City’s Design Review process.
- **Residential Design Guidelines** – Guidelines have been incorporated to ensure a consistent design quality and character of housing types that may be developed in Stone Point. Provisions are included addressing various architectural elements such as facade articulation, corner lots and perimeter edges, roofs, entries, porches and balconies, window treatments, and garage designs and placement.
- **Neighborhood Design Guidelines** – Design requirements have been provided establishing a unified approach to overall neighborhood design. These requirements are applicable to all residential neighborhoods no matter the housing type proposed, and address neighborhood streetscapes, interfaces with open space, interfaces with adjacent office/commercial uses, and pedestrian/bicycle connections.

Combined, the above elements are intended to provide development standards and design parameters to achieve a consistently high level of neighborhood development within Stone Point, while allowing adequate flexibility to accommodate the ultimate mix and variety of housing types envisioned.

B. DEVELOPMENT STANDARDS & TYPICAL HOUSING TYPES

Development standards, including setbacks, coverage, height and parking, have been defined for certain single-family attached and detached housing types in Stone Point (see Table A). Typical housing type schematics are also included to illustrate the varied application of the development standards and present examples of the housing types that may be developed consistent with the intent of the Master Plan. Schematics for the following typical MDR (7.0 to 12.9 du/gross ac.) and HDR (13.0+ du/gross ac.) housing types are provided:

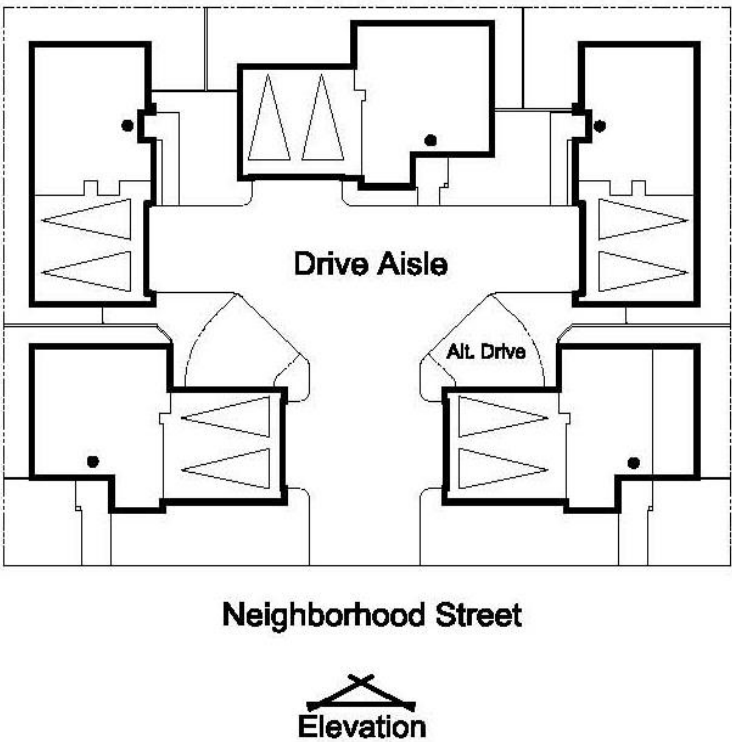
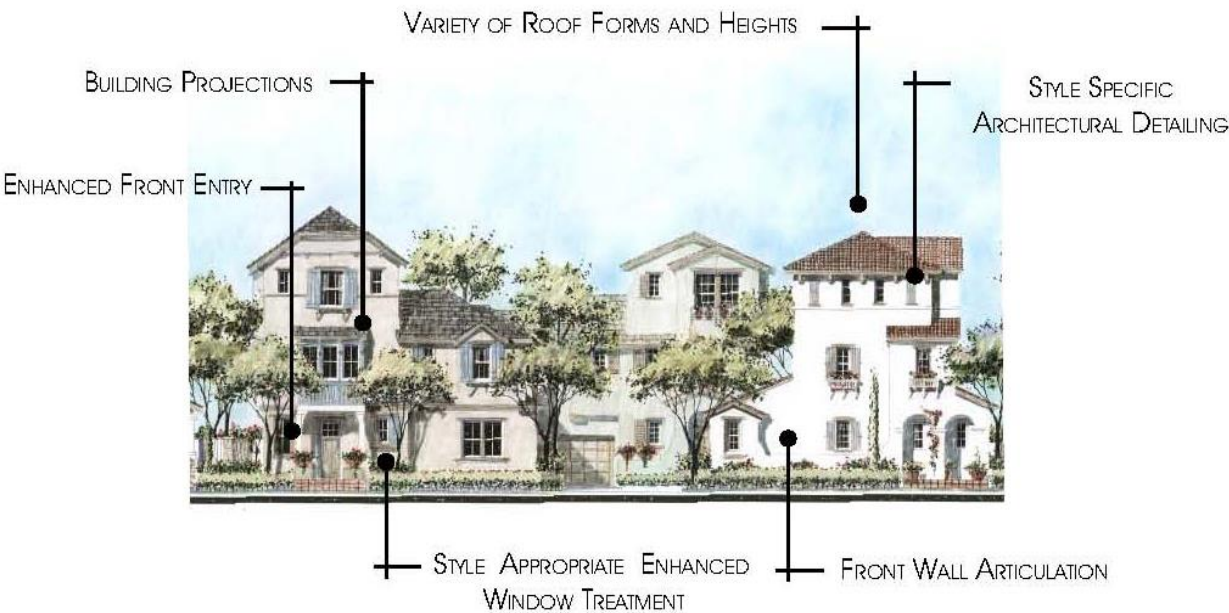
- **MDR**
 - Court Cluster
 - Small Lot
 - Detached Townhomes
 - Green Court Cluster
- **MDR or HDR**
 - Green Court Townhomes/Condominiums
 - Tuck-Under Townhomes
- **HDR**
 - Tandem Townhomes
 - Green Court Condominiums

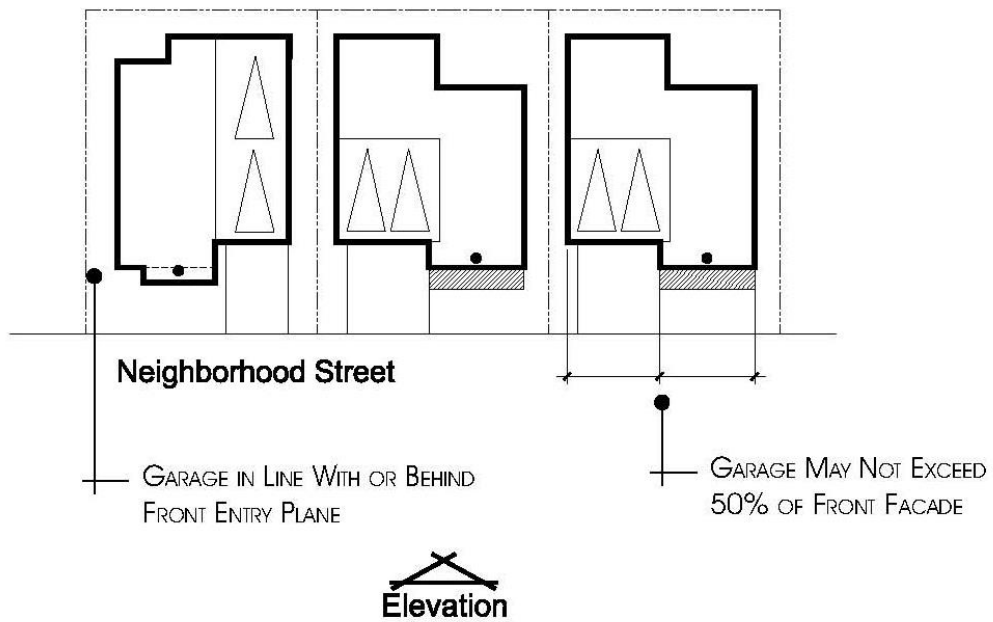
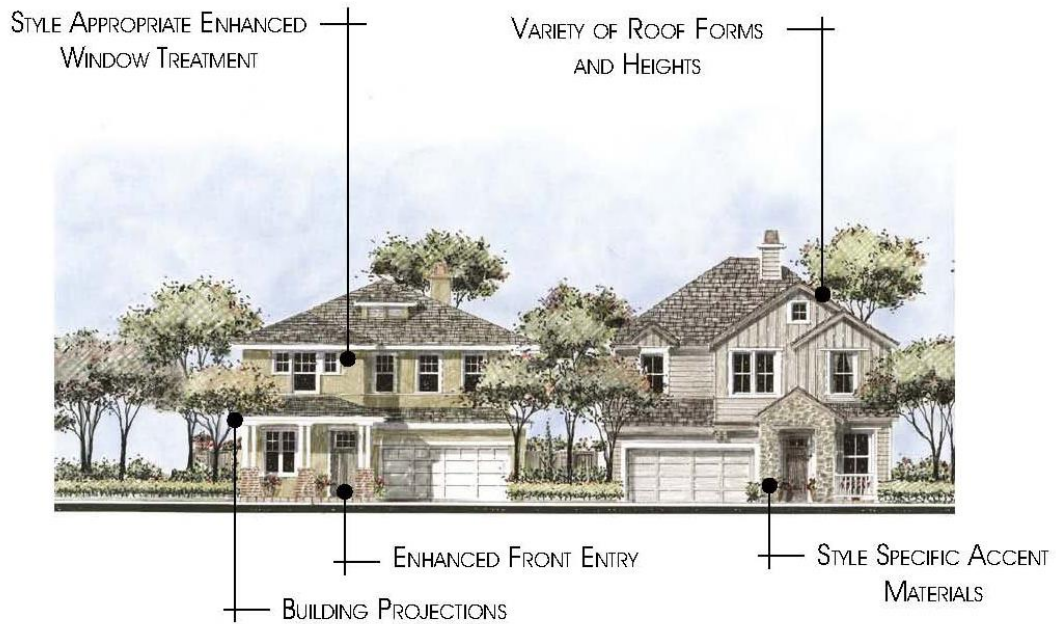
To allow for the continued evolution of housing and provide for builder specific flexibility, development in Stone Point is not solely limited to the typical housing types and development standards described herein. Deviations to the typical housing types and applicable development standards, as well as the introduction of new mid- and high density housing types, are provided for by the Master Plan. All housing types and development standards for Stone Point are subject to City Design Review approval.

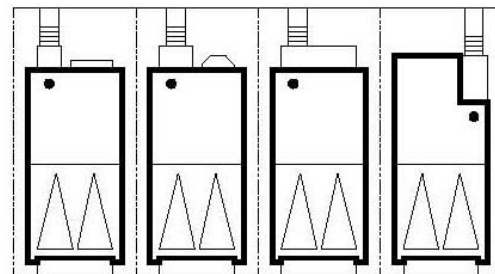
Table A

MEDIUM DENSITY RESIDENTIAL (MDR)
7.0 TO 12.9 DU/AC GROSS DENSITY

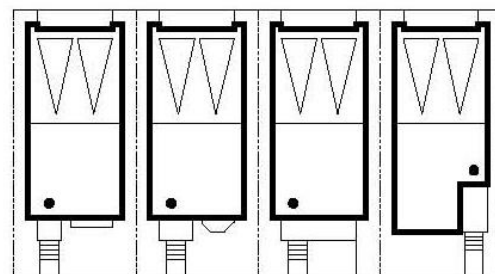
COURT CLUSTER (3 STORY DETACHED)







Drive Aisle



Neighborhood Street

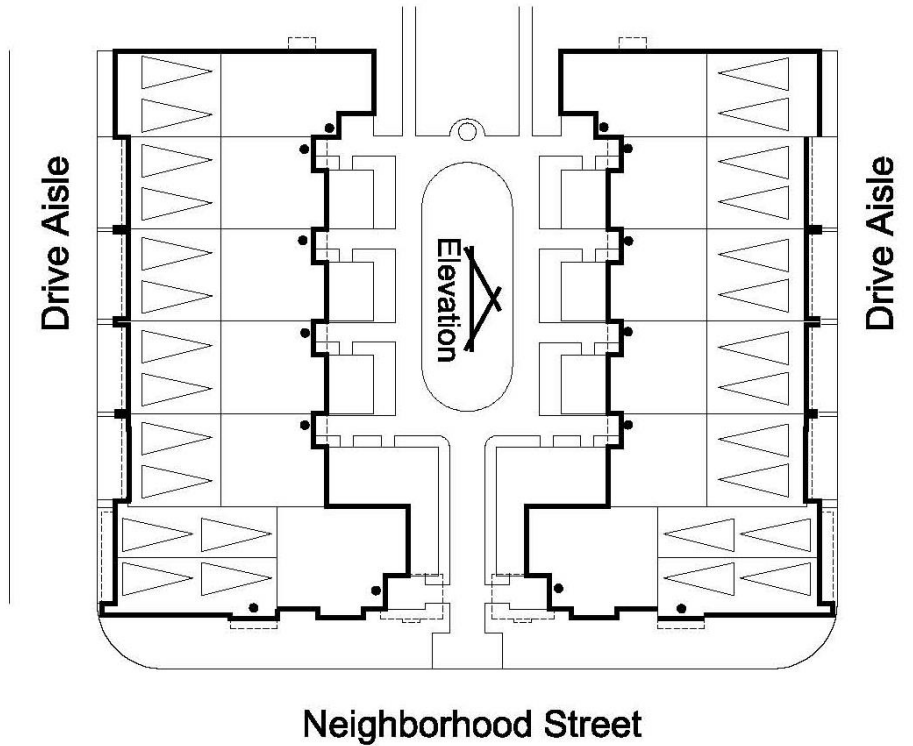


Elevation



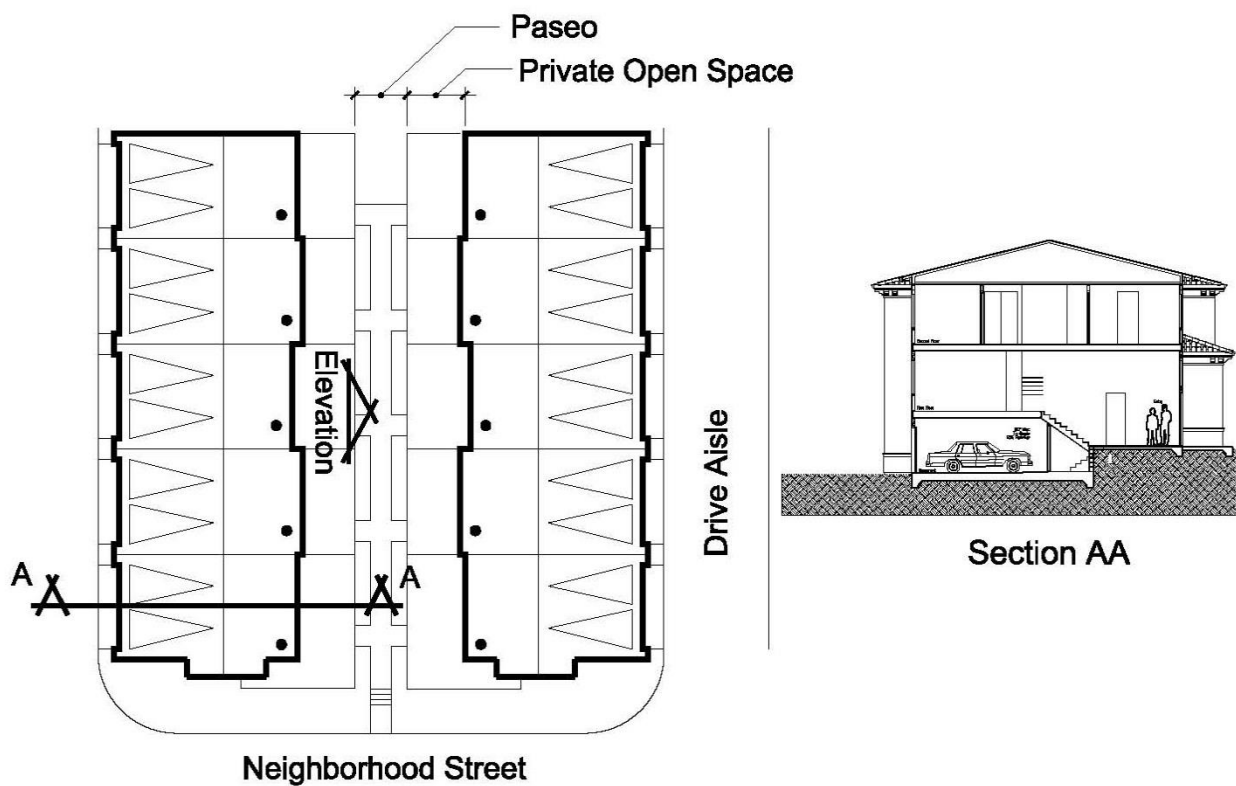
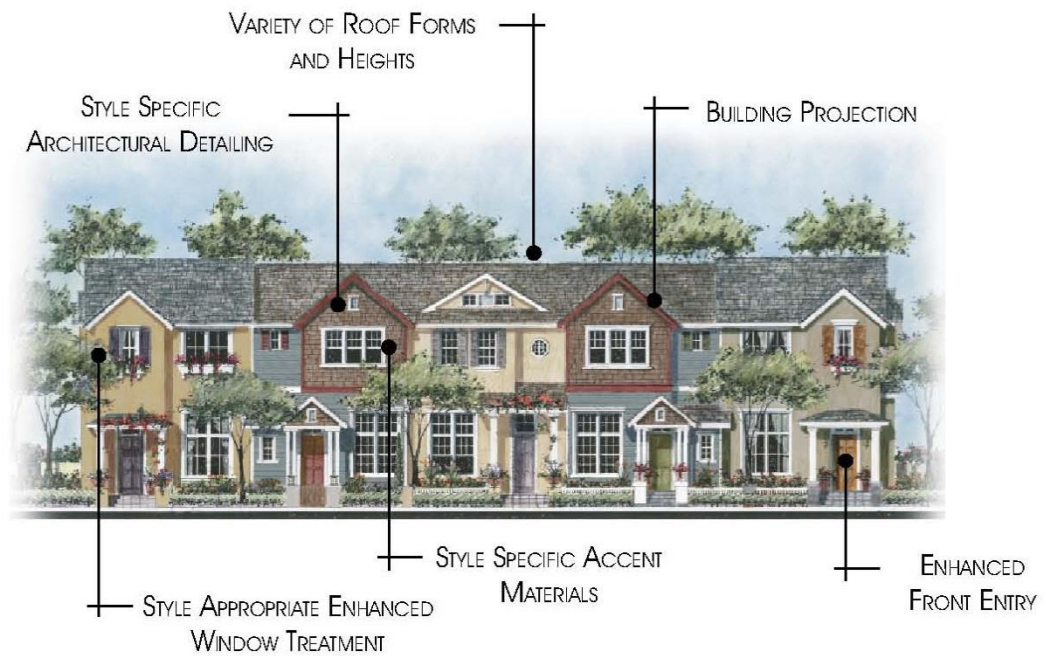
MDR - 7.0 TO 12.9 DU/AC OR
HDR - 13.0 + DU/AC GROSS DENSITY

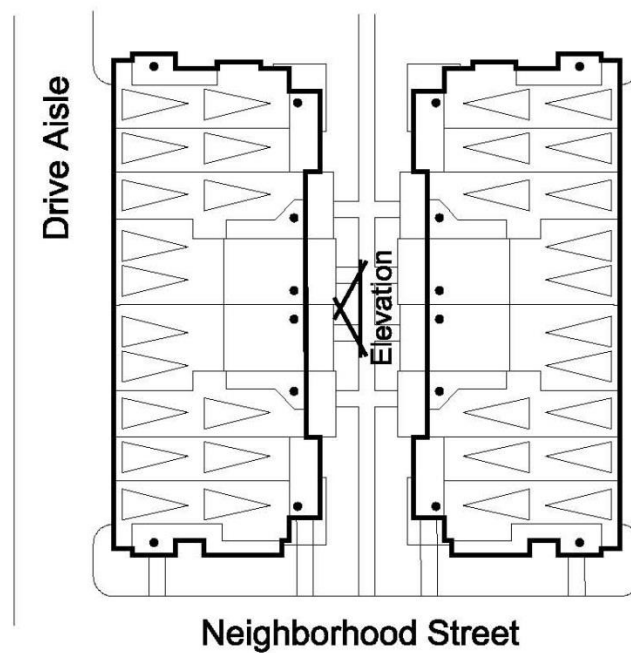
GREEN COURT TOWNHOMES/CONDOMINIUMS



MDR - 7.0 TO 12.9 DU/AC OR
HDR - 13.0 + DU/AC GROSS DENSITY

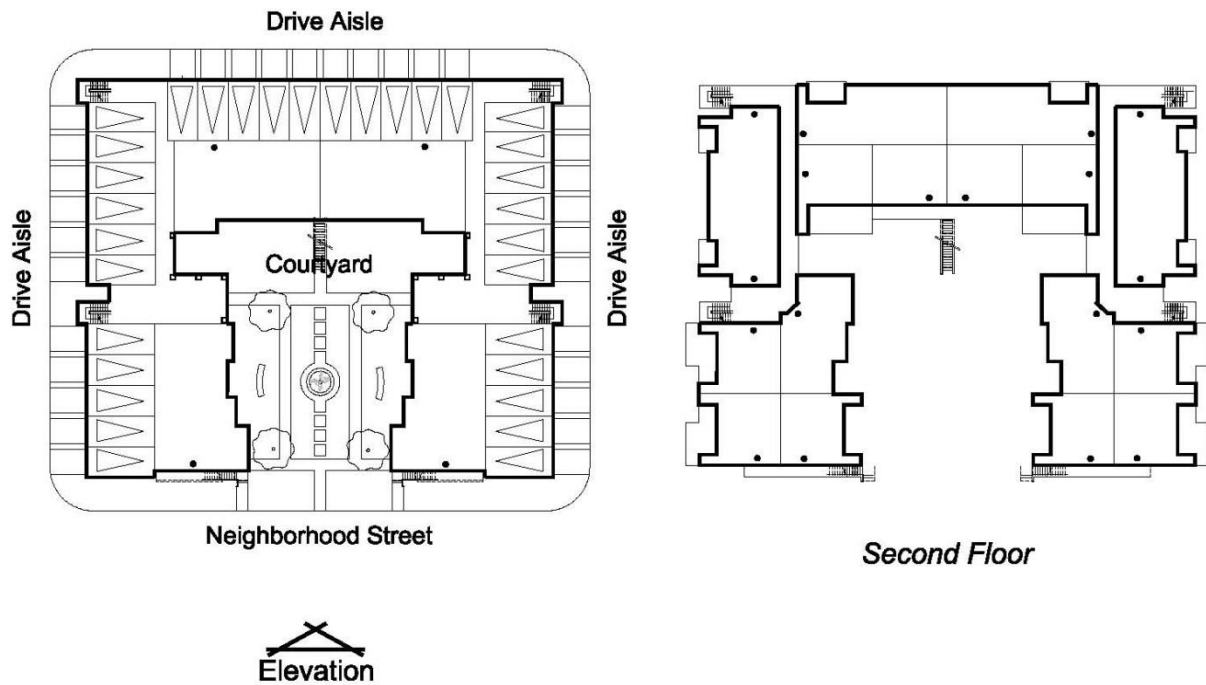
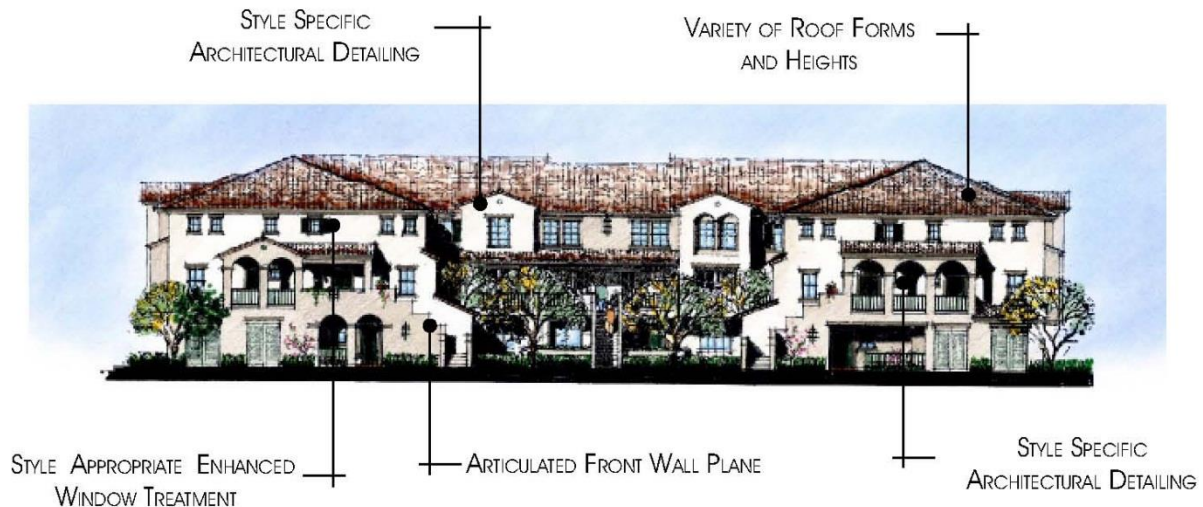
TUCK-UNDER TOWNHOMES





HIGH DENSITY RESIDENTIAL (HDR)
13.0 + DU/AC GROSS DENSITY

GREEN COURT CONDOMINIUMS



C. RESIDENTIAL DESIGN GUIDELINES

The basic design elements and criteria included in the following guidelines are intended to provide creative new approaches to the challenge of creating high quality, high amenity neighborhoods. The underlying objective of these guidelines is that neighborhood form not only follows function, but also provides a visually interesting and exciting stimulus to function. By pulling living spaces towards the street, de-emphasizing garages, and encouraging a variety of architectural styles which make use of a broad range of materials and colors, a friendlier community character can be achieved for residents and visitors alike.

Along with conventional single family neighborhoods, a combination of detached and attached units arranged in various cluster layouts, courtyards, or other drive aisle



configurations are also intended for the neighborhoods in Stone Point. Many of these products do not have typical front, side, and rear conditions. Rather, any building elevation that faces onto a paseo, courtyard, drive aisle, or any community open space is as important as street-facing elevations and should be well-articulated in accordance with the design criteria.

Architectural Elements

It is the intent for all architecture in Stone Point to achieve a high level of quality in function and visual appearance, to assure variety and compatibility in architectural character, and to enhance the community's overall value.

An important design goal in residential communities is to develop varied and interesting street scenes. In order to achieve this objective, Stone Point will be comprised of four neighborhoods, which will afford an opportunity for a variety of architectural styles and



product types. The design of the residences within each neighborhood shall not be limited to specific styles dictated by these guidelines. Rather, these guidelines should guide residential development in a direction that focuses on key architectural elements that will enhance the community's

overall character. Such architectural elements include: scale, massing, façade articulation, enhanced corner lots and perimeter edges, roofs, entries, porches, balconies, window treatments, garage design, and garage placement.

1. Scale, Massing, & Façade Articulations

Creating streetscapes that are visually interesting is a primary objective of these design guidelines. The following basic design elements and criteria are intended to elicit variations in appearance and a sense of individuality for each dwelling unit so that the combination of units presents an appealing exposure to the street. To improve the street scene, the following scale and massing techniques should be used:

- a. On conventionally plotted neighborhoods, plans should be reversed and plotted so that garages and entries are adjacent to each other to create an undulating setback of building mass. In order to avoid monotony, this pattern should be broken occasionally.
- b. Building mass and roof forms shall be articulated to minimize repetitious flat planes, similar building profiles, and similar ridge heights. The effect of this articulation can be enhanced through the use of a variety of building orientations as well as a variety of roofs, and one-story elements.
- c. Stylistic diversity should be provided through the use of a mix of plan forms and elevations and a variety of materials.



2. Enhanced Corner Lots & Perimeter Edges

Similar to street-facing elevations, special façade articulation should be designed into building elevations that face onto paseos, courtyards, perimeter roadways, and community open space.

- a. The upper story portions of the rear and side elevations of homes that face onto paseos, courtyards, perimeter roadways, or community open space shall be enhanced. This can be achieved by:
 1. A variety of window treatments including window surrounds, trim, and multi-paned glass;
 2. A variety of hipped and gabled roof forms;

3. Detailing such as varying accents, materials, and colors; and
 4. Changes in wall planes between first floors, second floors, and third floors (as appropriate).
- b. Units intended to be plotted on corner lots should be enhanced so that the elevations facing the street are treated as primary elevations. This includes enhancements such as varied building mass, wrap around porches, single story elements, and architectural detailing specific to the architectural style of the residence.
 - c. Single story elements help to establish human scale and add variety to the street scene, especially on units located at corners and those that front onto or are adjacent to parks and trails. Single story elements include:
 1. Living spaces
 2. Garages
 3. Porches or covered entry forms
 4. Second story offsets from first story

3. Roofs

In order to provide visual interest along the streetscene, adjoining residences shall make use of varying roof treatments. Such treatments include: rooflines, ridge heights, roof forms, and the direction of gables.



- a. Repetitious gable ends framed side to side on rear elevations visible from roads and public areas are discouraged.
- b. The height of ridgelines and fascias shall be designed appropriate to the architectural style of the residence.
- c. Roof massing, in addition to pitches and directions, should vary in direction.
- d. Roof types and materials shall be designed appropriate to style.

4. Entries

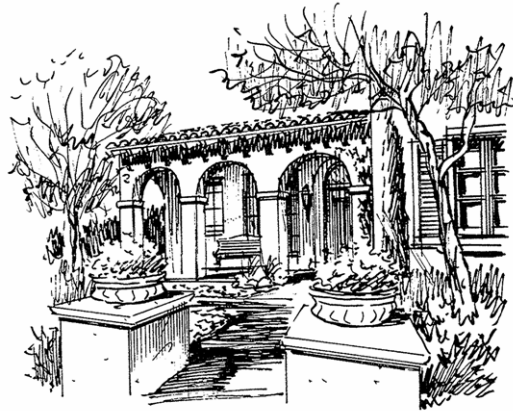


The entry of residential dwellings should be articulated as a focal point of the building's front elevation through the appropriate use of roof elements, columns, porticos, recesses or projections, window or other architectural features. An entry can also be articulated through the use of front porches and courtyards.

5. Porches & Balconies

In order to provide visual relief to the building mass, the use of porches and balconies are encouraged. These elements also help to add human scale to the building and create outdoor living areas.

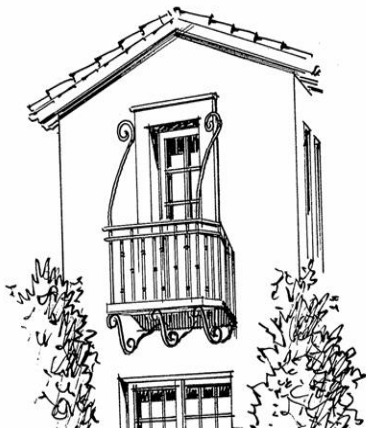
- a. Where porches and balconies are provided, they should be designed as an integral element of the building with details, eaves, supports, and railings in keeping with the architectural style and other elements of the building's design.



- b. On corner lots or lots adjacent to open areas, wrap porches are encouraged.
- c. Broken rooflines over porches are encouraged.
- d. Balconies may be covered or open. They may be either recessed into the mass of the building or designed as a projecting element.
- e. Decorative balconies may also be used as an architectural detail to provide visual relief to the building façade.

6. Window Treatments

Typically the location of windows is determined by the practical considerations of room layout, views, and privacy. Because windows play an important role in the exterior architectural character of single family units, special emphasis should be given to the way in which windows are used for design effect.



- a. Where appropriate to style and window form, use of multi-paned windows is encouraged.
- b. Windows should be finished as appropriate to the architectural style of the residence, including full trim surrounds, headers and sill. Unique style specific window treatments such as shutters, awnings, window boxes and flower pot shelves are encouraged.
- c. As appropriate to the architectural style of the residence, recessed windows are encouraged. In the case of recessed windows, trim is not necessary.

7. Building Materials and Color

Building materials and color are an important architectural element of residential design within the Stone Point Master Plan.

- a. Materials and colors should be appropriate to the architectural style of the community.
- b. Materials and colors should not sharply contrast the natural environment
- c. Especially along the ravine and open space corridors, the colors of homes should have depth, without reflectivity.

8. Garage Design

Attached or detached garages shall be designed to de-emphasize their architectural prominence. To achieve this desired effect, these structures shall incorporate the following:

- a. Garage doors should vary with respect to windows and/or color as appropriate to individual architectural styles.
- b. The use of two single doors instead of one large one can help to reduce the visual impact of a doublewide garage. Tandem garages may also be used to achieve a similar effect. In addition, offsetting and separating bays can help to reduce the visual preference of garages.
- c. On conventional home plotting, in effort to buffer the view impact of garages and garage doors from the sidewalk or street, optional treatments such as a trellis or porte cochere are encouraged. A recessed garage plan with a porte cochere can create an additional partially covered parking space, and also can serve as an outdoor private space.
- d. Rear loaded homes are also encouraged. The garages of these homes generally take access from drive aisles and court streets, allowing more architecture to front onto the neighborhood streets and open spaces. When plotting rear loaded units, since the garage

side of the homes will only be visible to the drive aisles, it is not necessary to recess the garage doors.

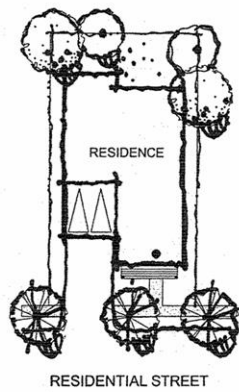
9. Garage Placements

In order to avoid a visual monotony of garage doors, a variety of garage placements is encouraged. Some garage placement options include:

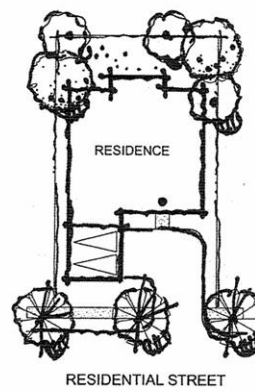
- a. Recessed Garage: Recessed garages are located behind the front elevation/ living space.
- b. Corner Lot with Side-street Entry Garage: This garage placement allows the option of entering from the side street, thereby eliminating the garage and driveway from the front face of the house. Side-street Entry garages can be detached.
- c. Forward Swing-In Garage or Split Garages: These garage placements may be located at the front, side or rear of a plan. Swing-in garages greatly reduce the impact of garage door faces on the streetscape. A minimum of 30' between the garage door and the side property line is required to accommodate back-up space.
- d. Alley-Loaded Garage: Alley-loaded garages are accessed from a rear or side alley. Some garages may have operable doors on both the rear and front facades with vehicular access available on both sides.
- e. Detached Garages: Detached garages are located toward the rear of the lot behind the primary structure. Similar architectural details as designed on the residence should be applied to the detached garage.

Examples of garage placement options are illustrated on Figure 7-1.

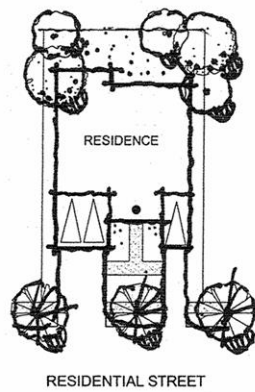
Figure 7-1: Garage Placement Options



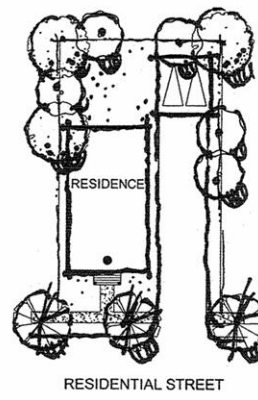
"RECESSED GARAGE"



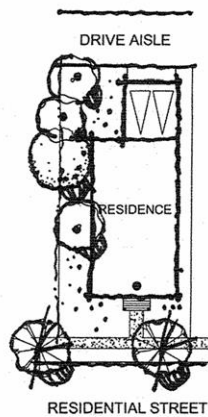
"SWING-IN GARAGE"



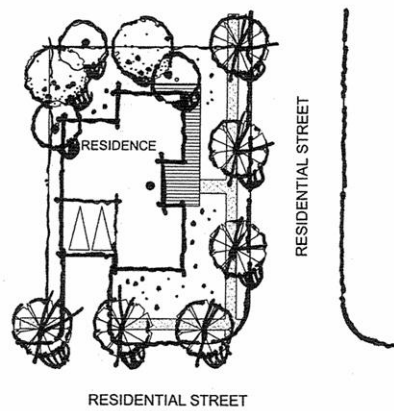
"SPLIT GARAGE"



"DETACHED GARAGE"



"ALLEY LOADED GARAGE"



"CORNER CONDITION"

D. NEIGHBORHOOD DESIGN GUIDELINES

To provide for a unified approach to neighborhood design, the following design guidelines have been defined. These guidelines focus on neighborhood level issues and compliment the Residential Design Guidelines included in Section C. The goal is to ensure that, no matter what housing types are developed within the Stone Point MDR and HDR, there is general consistency in the treatment of streetscapes, interfaces with open space and office/commercial uses, pedestrian connections, and other neighborhood defining elements. It is intended that, to the extent applicable, all Stone Point MDR and HDR development incorporate similar neighborhood design treatments.

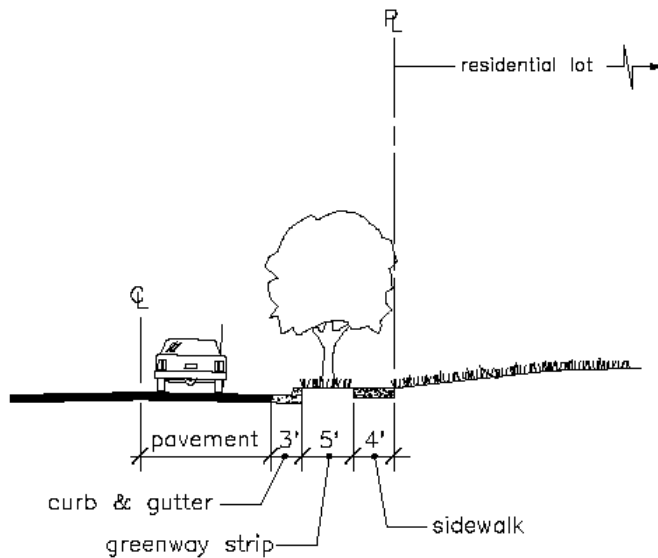
Emphasis is to be placed upon creating an attractive neighborhood design that is pedestrian friendly and responsive to the natural setting of the site. The requirements should be applied with flexibility, allowing intent to be achieved through consideration of a range of design solutions appropriate to the variety of housing types and conditions anticipated.

1. Neighborhood Streetscapes

The street is the visual foundation of the neighborhood. Creating neighborhood (local) streets that function, are pedestrian friendly, and have visual interest is a primary community objective:

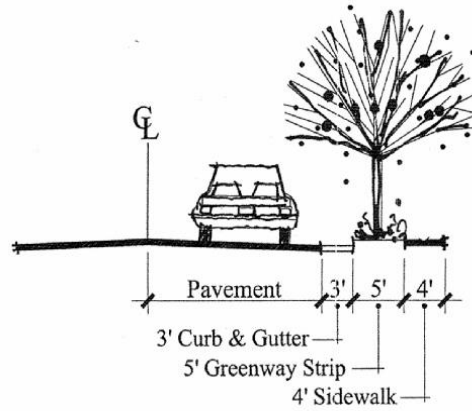
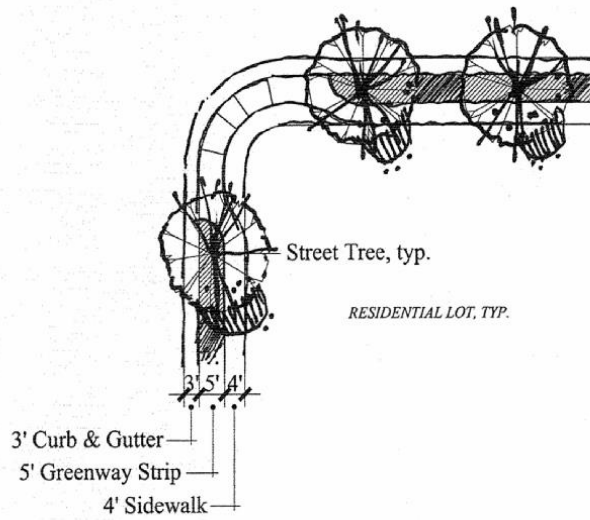
- a. Separated Sidewalks: The use of separated sidewalks with greenway strips is required (unless otherwise determined infeasible) along primary through public roadways within MDR and HDR. *The intent is to enhance pedestrian comfort and street aesthetics.*
 1. Separated sidewalks (where provided) shall consist of a four (4) foot wide sidewalk, with a five (5) foot wide greenway strip between the back of curb and sidewalk (*See Figure 7-2*).
 2. Separated sidewalks encumber additional land, which can impact lotting/unit yields and configurations as well as utility locations. To eliminate any potential penalty (lot/unit loss) associated with their implementation, the additional land required for the implementation of separated sidewalks will be recovered through the application of reduced street sections, setbacks, utility easements and/or lot sizes, as determined is feasible by the City.
 3. If the above cannot be achieved, or other overriding constraints such as the preservation of native oak trees exist, attached sidewalks may be considered.

Figure 7-2: Separated Sidewalk

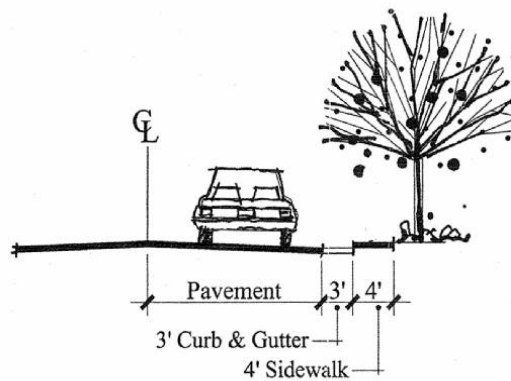
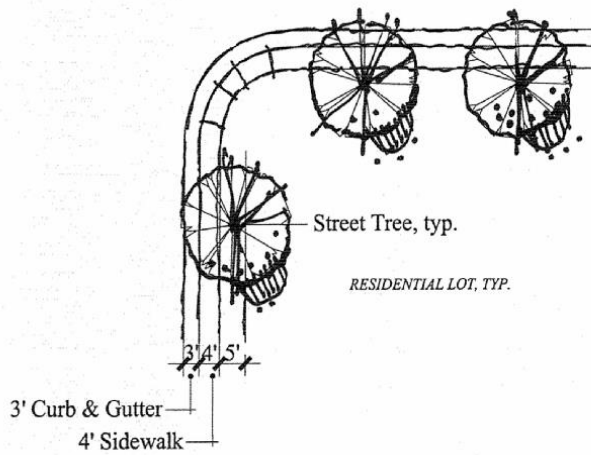


- b. Tree Plantings: Deciduous street trees shall be planted along all MDR and HDR neighborhood roadways. The intent is to create a seasonal tree canopy providing shade, enhancing aesthetics and comfort, and framing the public space.
 - 1. Neighborhood street trees are to be centered within the greenways or, where a separated sidewalk/greenway is not provided, placed within five (5) feet of back of walk (See Figure 7-3.
 - 2. To preserve continuity of the street scene, trees shall be spaced as regularly as possible, taking into account utilities, driveways, building placement, and cross streets.
 - 3. A minimum of one neighborhood street tree per lot shall be provided, with two street trees per lot on corner lots (one per street frontage). Where lots do not front on a roadway, are irregular in shape, or where individual lots are not applied, a minimum of one neighborhood street tree for each forty (40) feet of street frontage shall be provided.
 - 4. A single variety of neighborhood street tree shall be used for each neighborhood street or contiguous neighborhood area. In cases where only a smaller subordinate tree will fit the space allocations, a single variety of subordinate tree will be used.

Figure 7-3: Neighborhood Street Trees



Neighborhood Street Trees (Greenway/Separated Sidewalk)



(No Greenway, Attached Sidewalk)

- c. **Street Lighting:** Streetlights contribute to neighborhood character and security. The intent is to provide unique street lighting fixtures that enhance identity, provide a pedestrian scale, and promote continuity of the street scene.

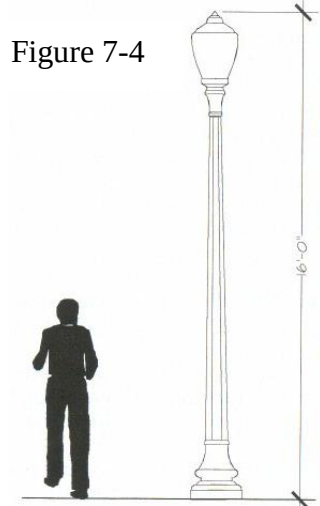


Figure 7-4

1. Decorative “acorn” style streetlight fixtures shall be used along all MDR and HDR neighborhood streets. Light fixtures will typically be sixteen (16) feet in height, but may vary depending upon location and function (*See Figure 7-4*). Precise lighting standards, placement and heights are subject to review and approval of the City.

2. Alternative decorative or themed light fixtures may be utilized subject to City approval. A single fixture type is to be used along all neighborhood roadways.

d. **Neighborhood Street Sections:** Reduced street section widths may be used for both public and private neighborhood roadways. The intent is to reduce the amount of paved area, provide a less expansive and more pedestrian scale, calm traffic and compensate for the inclusion of separated sidewalks.

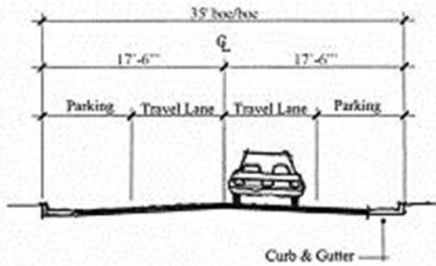
1. Precise MDR and HDR street sections shall be determined through tentative subdivision map/design review approval. The following street sections are provided for illustrative purposes only as examples of what may be proposed in Stone Point. All street sections are subject to City approval (*See Figures 7-5 and 7-6*):

Street/Drive Type	Width
Street - parking on both sides	35 feet Back of curb to Back of curb
Street - parking on one side	28 feet Back of curb to Back of curb
Street - no on-street parking	25 feet Back of curb to Back of curb
Driveway - two-way, no parking	20 feet Edge of pavement to edge of pavement
Alley	20 feet Edge of pavement to edge of pavement with 2.5 foot garage apron on each side
Back-up/turn-around from garage spaces and parking spaces	24 feet

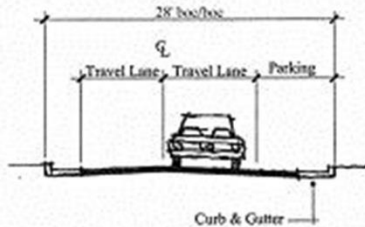
Figure 7-5: Neighborhood Street Sections

Figure 7-5b: Neighborhood Street Sections

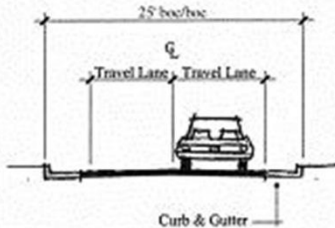
(for Lots 11, 12, and 14)



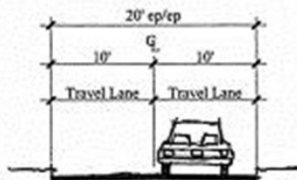
35' Street Section
(back of curb to back of curb)
NTS



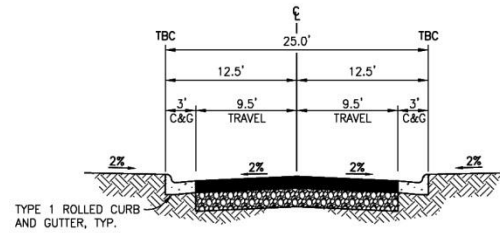
28' Street Section
(back of curb to back of curb)
Parking on one side only
NTS



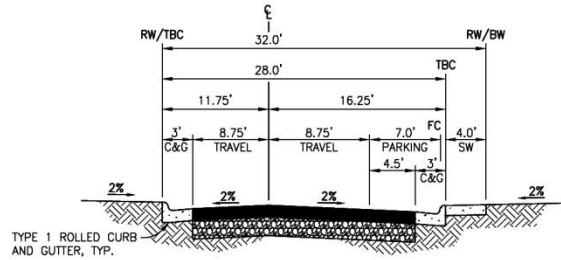
25' Street Section
(back of curb to back of curb)
No on-street parking
NTS



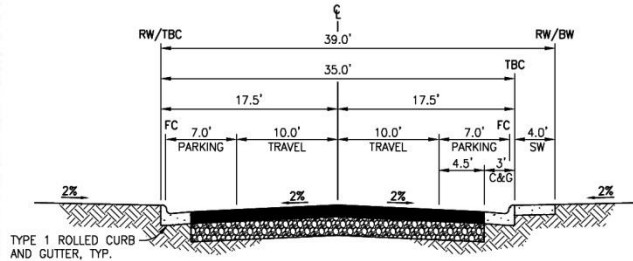
20' Driveway Section
(edge of pavement to edge of pavement)
Two-way, no parking
NTS



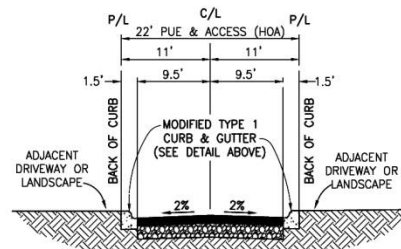
TYPICAL SECTION - PRIVATE 'LANE E'
NOT TO SCALE



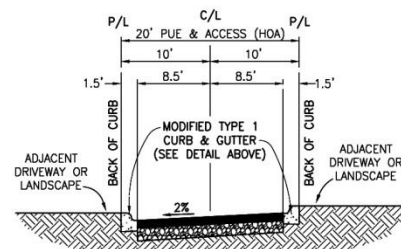
TYPICAL SECTION - PRIVATE LANE
PARKING ONE SIDE
NOT TO SCALE



TYPICAL SECTION - PRIVATE LANE
PARKING BOTH SIDES
NOT TO SCALE

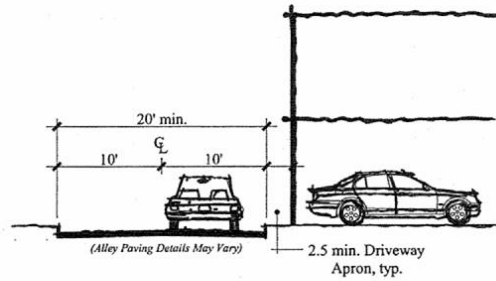


TYPICAL SECTION - PRIVATE CIRCLE (HOA)
NOT TO SCALE



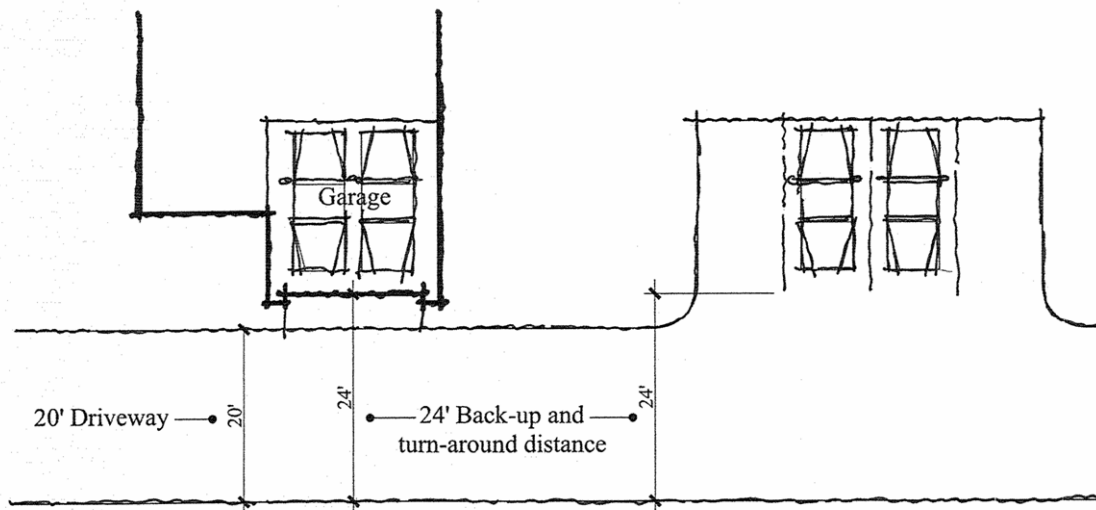
TYPICAL SECTION - PRIVATE COURT (HOA)
NOT TO SCALE

Figure 7-6: Alley Section



20' Alley Section

Figure 7-7: Back-Up/Turn-Around from Garage and Parking Spaces

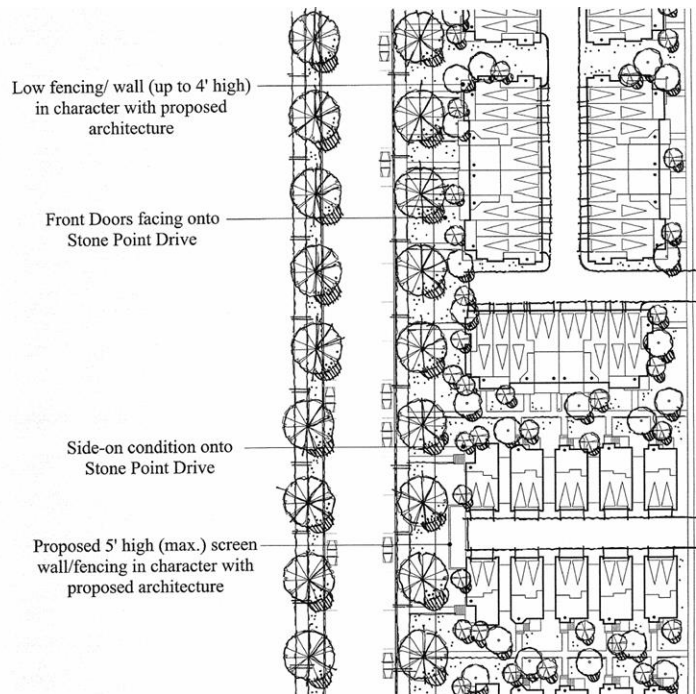
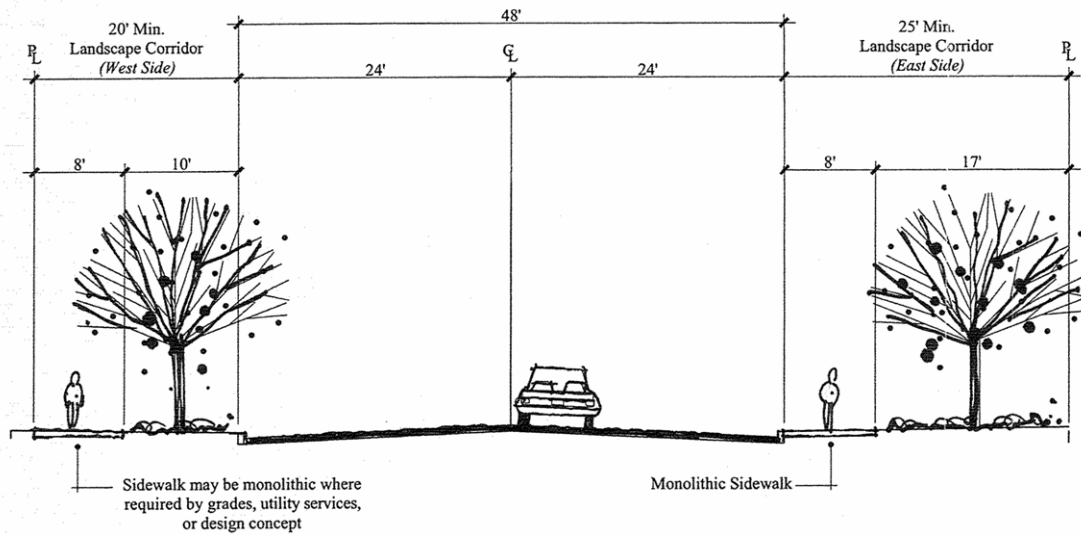


2. Interface with Stone Point Drive

Stone Point Drive separates the MDR neighborhood from office and commercial uses, and will provide the initial public view of the residential neighborhood to the east of Stone Point Drive. It is a community objective to present an attractive and permeable interface:

- a. Setbacks, Unit Orientation and Fencing: The Stone Point Master Plan emphasizes connectivity between the various uses within the Stone Point planning area. Stone Point Drive not only serves as the major entry to the project, but provides cross access to the entire site. The intent is to design this roadway to tie the site together through the creation of an open edge along its frontage that minimizes barriers and encourages cross activities (See Figure 7-8).
 1. A twenty five (25) foot wide Pedestrian Promenade shall be provided along the neighborhood frontage on the east side of Stone Point Drive (MDR frontage) in accordance with Chapter III. The promenade shall include an eight (8) foot wide bicycle and pedestrian path, and be planted consistent with the requirements of Chapter VI, Section C.1, Landscape Master Plan.
 2. A twenty (20) foot wide landscape corridor shall be provided along the neighborhood frontage on the west side of Stone Point Drive (office/commercial frontage) in accordance with Chapter III. The corridor shall include an eight (8) foot wide bicycle and pedestrian path and be planted consistent with the requirements of Chapter VI, Section C.1, Landscape Master Plan.
 3. MDR units are to typically front or side along Stone Point Drive at the back of the Pedestrian Promenade/ landscape corridor, with rear or internal vehicular access (no direct driveway cuts). Where units front the roadway, clear entries should be provided consistent with Section C, Residential Design Guidelines. The use of fencing and other barriers is to be minimized.
 4. Where it is determined that fencing is required or desired, the following fence types may be used along Stone Point Drive:
 - i. For Delineation of Private Yard/Court Areas – Low wall up to four (4) feet in height designed to be consistent with and tie into the materials and colors of the adjacent unit/building.
 - ii. For Pedestrian or Other Access Control - Open fencing four (4) feet in height and constructed of tubular steel or wrought iron. Masonry pilasters may be used as an optional detail with open fencing.
 - iii. For Screening or Other Purposes – Stone wall four (4) to five (5) feet in height with architectural cap, decorative pilasters and/or columns if consistent with the overall wall theme. Screening shall only be used for limited conditions as approved by the City.
 5. A consistent fence concept shall be used throughout the neighborhood as detailed in Chapter VI, Section C.2, Fencing.

Figure 7-8: Stone Point Drive Interface



- b. Neighborhood Entries: Clearly defined entries incorporating landscaping and other design elements reinforce community identity. *The intent is to create a visual gateway into the neighborhood announcing entry and presenting a sense of arrival.*
 - 1. Each MDR neighborhood road access off of Stone Point Drive shall provide a minor entry in accordance with Chapter VI, Section C.4, Entry Features. Entry elements are to incorporate accent landscaping, enhanced paving, decorative wall, project monument pilasters and may include identifying signage and lighting. Signage and monument design should be consistent with the character of the Project Entry Monument Signs permitted by the Stone Point Signage Guidelines.
 - 2. All entries into the neighborhood shall have a consistent design.

3. Interface with North Sunrise Avenue

North Sunrise Avenue is adjacent to the Northwestern portion of the neighborhood. It is a community objective to provide an attractive frontage that adequately buffers residential uses.

- a. Setbacks, Unit Orientation and Fencing: North Sunrise is a major arterial that provides a key access point and visibility to the Stone Point Master Plan area. MDR units are separated from North Sunrise Avenue by a portion of the designated open space area (See Section 5.b.3 for additional discussion). Office uses on Parcel 8 will abut the landscape corridor immediately adjacent to the roadway. *The intent is to balance the desire for an open edge, with the need to ensure proper buffering of residential units from potential traffic and noise impacts.*
 - 1. A thirty five (35) foot wide landscape corridor shall be provided along the office frontage on North Sunrise Avenue. The landscape corridor will include an eight (8) foot wide bicycle and pedestrian path, and be planted consistent with the requirements of the Northeast Roseville Specific Plan Landscape Design Guidelines.
 - 2. HDR units may front, side or back on to North Sunrise Avenue, with internal vehicular access (no direct driveway cuts).
 - 3. Along North Sunrise Avenue noise attenuation may be required. The need for noise attenuation shall be determined in accordance with an acoustical analysis prepared with the applicable tentative subdivision map/design review permit.
 - 4. Where it is determined that fencing is required or desired, the following fence types may be used along North Sunrise Avenue:
 - i. For Noise Attenuation or Screening - Solid wall, six (6) feet in height of an enhanced masonry design. This wall type shall incorporate an architectural cap (If consistent with the overall wall theme) and decorative pilasters or columns. Pilasters or columns should be constructed of masonry, block, brick, cobble or other material complementary to wall. Pilasters are to be



placed at regular intervals including both sides of all entry points, at angle points and at other wall breaks. Where a wall in excess of six (6) feet is needed to achieve the requirements of an acoustical analysis, the additional height should be achieved by placing the wall on top of an earthen berm high enough to meet the identified mitigation requirement. Where an acoustical analysis identifies that a solid wall is not required for noise attenuation, open fencing may be used (see iii below).

- ii. For Delineation of Private Yard/Court Areas – Low wall up to four (4) feet in height designed to be consistent with and tie into the materials and colors of the adjacent unit/building.
- iii. For Pedestrian or Other Access Control and where a solid wall is not required - Open fencing up to six (6) feet in height and constructed of tubular steel or wrought iron. Masonry pilasters may be used as an optional detail with open fencing.

- 5. A consistent fence concept shall be used throughout the neighborhood as detailed in Chapter VI, Section C.2.d, Fencing.

4. Residential Interface with Stone Point Drive

Residential uses are in proximity to the Office/Commercial uses. The boundary between the residential uses and the Office/ Commercial uses will be Stone Point Drive and associated landscaping. It is a community objective to present an attractive and permeable interface between uses. The following addresses the residential side of the interface. (*See Chapter VI for discussion on the office side of the interface*).

- a. Setbacks, Unit Orientation and Fencing: Connectivity between uses is a primary objective of the Stone Point Master Plan. The intent is to tie the site together through the creation of an open edge along the residential uses that minimizes barriers and encourages cross activities with the Office/Commercial uses across Stone Point Drive.
1. Stone Point Drive will be located along the southwestern and southeastern edges of the residential properties (Lots 11-14) adjacent to the Office/Commercial uses in accordance with Chapter III. The landscape corridors along Stone Point Drive will include an eight (8) foot wide bicycle and pedestrian path, and full size deciduous shade (i.e.: London Plane) trees planted a maximum of 25 feet on-center. Overall landscaping is to be planted consistent with the requirements of Chapter VI, Section C.1, Landscape Master Plan.

2. Units are to typically front or side along the back of the landscape corridor, with rear or internal access (no direct driveway cuts). The use of fencing and other barriers is to be minimized.
 3. Where it is determined that fencing is required or desired, the following fence types may be used:
 - i. For Delineation of Private Yard/Court Areas – Low wall up to four (4) feet in height designed to be consistent with and tie into the materials and colors of the adjacent unit/building.
 - ii. For Pedestrian or Other Access Control - Open fencing four (4) feet in height and constructed of tubular steel or wrought iron. Masonry pilasters may be used as an optional detail with open fencing.
 - iii. For Screening or Other Purposes – Stone wall four (4) to five (5) feet in height with architectural cap, decorative pilasters and/or columns if consistent with the overall wall theme. Screening shall only be used for limited conditions as approved by the City.
 4. A consistent fence concept shall be used throughout the neighborhood as detailed in Chapter VI, Section C.2, Fencing.
5. Interface with Open Space

Open space, consisting of Miner’s Ravine and its related drainages and oak woodlands, wraps around and extends into the residential portion of the neighborhood. This open space is a primary contributor to the character and desirability of the neighborhood. Designated open space areas are to remain in their natural state with minimal impact from development. Grading limitations and tree protection are regulated by the Stone Point Master Grading and Tree Permits as updated. It is a community objective to respect the existing resources, blend the natural and built environments, and capitalize on the views and other amenities afforded.

- a. Grading Limitations and Tree Protection: Existing topography, distinctive topographical features and oak woodlands are significant resources to be preserved to the extent practical. *The intent is to establish a soft development edge along open space areas to minimize grading and impacts to existing oak trees.*
 1. Development of the neighborhoods shall comply with the provisions of the Stone Point Master Grading Plan and Master Tree Permit as updated and summarized in Chapter IV. Included is designation of a fifty (50) foot wide building/improvement setback area. This setback, consisting of a “hard zone” abutting the open space and a “soft zone” abutting the neighborhood, is to be left predominately in a natural condition. As development occurs, deviations from the Stone Point Master Grading Plan will be evaluated by the City based on housing types and siting conditions, native oak tree impacts, utility constraints, topographical considerations, effects on circulation and access, and community benefit.

- b. Building Orientation and Fencing: Views into the open space areas are a principal amenity of the neighborhood and the Stone Point project in general. *The intent is to further the concept of a soft edge along open space areas by enhancing views and minimizing barriers.*
 - 1. Building and activity areas are encouraged to be oriented toward open space to maximize views.
 - 2. Fencing is generally discouraged adjacent to open space areas. Where it is required or desired for security or to define private space, the following fence types may be used:
 - i. Low wall up to four (4) feet in height designed to be consistent with and tie into the materials and colors of the adjacent unit/building.
 - ii. Open fencing four (4) to six (6) feet in height and constructed of tubular steel or wrought iron. Masonry pilasters may be used as an optional detail with open fencing.
 - 3. Along the open space adjacent to North Sunrise Avenue, and potentially at other high activity areas, neighborhood noise attenuation may be required. The need for noise attenuation shall be determined in accordance with an acoustical analysis prepared with the applicable tentative subdivision map. Solid walls along open space areas, if required, shall be six (6) feet in height and of an enhanced masonry design. This wall type shall incorporate an architectural cap (If consistent with the overall wall theme) and decorative pilasters or columns. Pilasters or columns should be constructed of masonry, block, brick, cobble or other material complementary to wall. Pilasters are to be placed at regular intervals including both sides of all entry points, at angle points and at other wall breaks. Where a wall in excess of six (6) feet is needed to achieve the requirements of an acoustical analysis, the additional height should be achieved by placing the wall on top of an earthen berm high enough to meet the identified mitigation requirement.
 - 4. Consistent fence and wall concepts shall be used throughout the neighborhood as detailed in Chapter VI, Section C.2, Fencing.

6. Linkages – Visual, Pedestrian and Bicycle

The Stone Point site is designed to promote pedestrian circulation between uses and provide connections to existing open space trails. It is a community objective to enhance access throughout the project:

- a. Access Connections: In addition to the pedestrian promenade along Stone Point Drive, access through and to open space areas and the adjacent office/commercial uses is a key component of the Stone Point project. The following identifies requirements unique to the residential neighborhood. See Chapter III for additional discussion and detail on overall Stone Point circulation and interconnections. *The*

intent is to provide convenient access that encourages alternative transportation forms.

1. Regular access points from the neighborhood to the Stone Point pedestrian promenade, Stone Point Drive landscape corridor, interior roadway landscape corridors, office commercial uses, and project trails shall be provided with precise locations as determined through subdivision map/design review. Such access points shall be constructed by the applicable project developer.
2. A public bike trail connection from Piches Park to the Miner's Ravine trail system will be provided as defined in Chapter III. The trail will extend along the northeastern edge of the neighborhood. Trail improvement plans are to be coordinated with the adjacent subdivision design. Timing and responsibility for construction of the trail is specified in Chapter V.

E. PRODUCT REVIEW PROCESS

To ensure that housing types correspond with the applicable development standards and design guidelines, all housing types in Stone Point require Design Review Permit approval:

1. For housing products that require subdivision map approval, a Design Review Permit will be processed concurrently with the Small Lot Tentative Subdivision Map to review housing product design and compliance with these development standards and design guidelines. The approving authority is the Planning Commission.
2. For housing products that do not require subdivision map approval, a Design Review Permit will be processed to review housing product design and compliance with these development standards and design guidelines. The approving authority is the Design Committee.
3. Following Design Review Permit approval, subsequent variations in approved housing types and development standards may be approved administratively if determined by the Planning Director to be in substantial conformance with the originally approved housing types and development standards, and consistent with the intent of this Master Plan.

Note –As noted in the prior discussion of “Project Financing and Phasing” (Chapter 1.D, p.9), the backbone infrastructure to serve the Stone Point Property was designed to be constructed and financed both on a project-wide basis by a Mello Roos Community Facilities District and on a parcel by parcel basis by the owner(s) of the parcel(s) being developed. The original Stone Point Master Plan included in Appendix A sets forth an infrastructure phasing plan that allows all or any portion of the backbone infrastructure to be constructed on a parcel by parcel basis. The master developer of the Stone Point Property subsequently decided to fund and construct the Stone Point backbone infrastructure on a project-wide basis using a CFD. As a result, the parcel by parcel phasing program described in Appendix A is no longer applicable. Accordingly, Appendix A had been deleted from the amended Master Plan.

MAJOR PROJECT PERMIT MODIFICATION (STAGE 1) & MAJOR PROJECT PERMIT
(STAGE 2) - NERSP PCL 15 – ADVENTIST HEALTH HEADQUARTERS – 1400
STONE POINT DRIVE – FILE# PL16-0254

Exhibit J – Color & Material Board (On File with the Planning Division)