ADDENDUM AND INITIAL STUDY OF ENVIRONMENTAL SIGNIFICANCE

# Campus Oaks Master Plan Amendment – General Plan Amendment, Rezone, Development Agreement Amendments – File #PL14-037 and File #PL14-0374

July 6, 2015

Lead Agency:


CITY OF ROSEVILLE CALIFORNIA

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Development Services Department
311 Vernon Street, Roseville, CA 95678 (916) 774-5276

# ADDENDUM AND INITIAL STUDY OF ENVIRONMENTAL SIGNIFICANCE

| | |
|---|---|
| **Project Title/File Number** | Campus Oaks MASTER PLAN AMENDMENT – GENERAL PLAN AMENDMENT, REZONE, DEVELOPMENT AGREEMENT AMENDMENTS – FILE #PL14-037 and File #PL-0374 |
| **Project Location** | Northwest corner of the Blue Oaks Boulevard and Woodcreek Boulevard, westerly of existing Hewlett Packard (HP) campus. |
| **Project Description** | The applicant requests approval of the following: a General Plan Amendment, Master Plan Amendment for the Campus Oaks project and the Hewlett Packard Campus, 2nd, 3rd and 4th Amendments to the Development Agreement and Large Lot Map to allow development of approximately 189 acres of land within the approved HP Master Plan including: low- and high- density residential uses, commercial, Tech/office, and parks. |
| **Project Applicant** | Hewlett-Packard Company<br>8000 Foothills Boulevard<br>Roseville, CA 95747<br><br>BBC Roseville Oaks, LLC<br>130 Diamond Creek Place<br>Roseville, CA 95678 |
| **Property Owner** | Hewlett-Packard Company<br>8000 Foothills Boulevard<br>Roseville, CA 95747<br><br>BBC Roseville Oaks, LLC<br>130 Diamond Creek Place<br>Roseville, CA 95678 |
| **Lead Agency Contact Person** | City of Roseville<br>Rob Jensen, Assistant City Manager Phone (916) 774-5484 |

Although the California Environmental Quality Act does not require that this Addendum be circulated for formal public review, the applicant has nevertheless agreed to an informal public review period. Any comments received will be part of the City's administrative record with respect to the proposed project.

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

The initial study is a public document used by the decision-making lead agency to determine the nature and extent of the environmental effects of the project. Where, as here, an EIR addressing an earlier version of the project has been previously prepared and certified, the lead agency considers the adequacy of that prior EIR in light of the current modified version of the project and changed circumstances since the time of the preparation of the prior EIR. Pursuant to CEQA Guidelines §15162-15163, if the lead agency determines, based on substantial evidence, that any aspect of the project, either individually or cumulatively, will require major revisions to the previous EIR due either to a new significant effect or a substantial increase in the severity of a previously identified significant effect on the environment, the lead agency is required to prepare an Subsequent EIR or an EIR Supplement to analyze the project at hand, regardless of whether the overall effect of the project changes are adverse or beneficial. Pursuant to CEQA Guidelines §15164, if the agency finds no basis for requiring the preparation of either a Subsequent EIR or an EIR Supplement, an EIR Addendum shall be prepared.

**BACKGROUND:** In 1996, after preparing a project-level Environmental Impact Report (EIR), the City of Roseville approved the Hewlett-Packard Master Plan (1996 HPMP) to guide light industrial development on the approximately 500 acre site. A small amount of land was designated for commercial/retail at the intersection of Blue Oaks Boulevard and Woodcreek Oaks Boulevard, and the intersection of Blue Oaks Boulevard and Foothills Boulevard. At that time, Hewlett-Packard's existing facilities occupied approximately 200 acres of the project site. In 1996, the City entered into a Development Agreement (DA) with Hewlett-Packard to guide development of the entire site as a single owner and operator. Since 1996, portions of the site have been sold to other parties and additional light industrial/office buildings have been constructed on the eastern half of the project site subject to the 1996 HPMP. In 2001, the City approved a redesignation and rezoning of the commercial/retail parcels to light industrial use.

**PROPOSED PROJECT:** The Hewlett-Packard Master Plan area currently covers 492 acres.[1] The site currently contains several buildings on the eastern half of the plan area. The proposed project involves a change in land use to 375.73 acres within the plan area. The area included in the proposed project are the parcels owned by the applicants: the Campus Oaks development comprised generally of the western half of the site fronting on Woodcreek Oaks Boulevard and Blue Oaks Boulevard, as well as the property owned by Hewlett-Packard, located in the southeast quadrant of the plan area fronting on Foothills Boulevard. The proposed project would retain the light industrial uses on the HP property, and would change the land use plan for the Campus Oaks portion of the plan area to a mix of uses including residential, commercial, parks, tech/business park.

Three Development Agreement (DA) Amendments are proposed. Now that the campus consists of multiple ownerships with unique interests, two of the four property owners would like to amend the existing DA. The proposed Development Agreements (DA) Amendments have been negotiated between the landowners and the City to enforce the obligations between the parties and enable the development of the project area. The DA is a binding contract with a 30-year life span that sets the terms,

[1] The difference in total acreage between the 1996 HPMP (502 acres) and the current plan site (492.17 acres) is due to removal of the Woodcreek Oaks Boulevard right-of-way and a City-owned recycled water tank and pumping station site from the project site in 2001, as well as updated mapping accuracy.

rules, conditions, regulations, entitlements, responsibilities, and other provisions relating to the development of the two properties. The DA outlines requirements and provides the details of responsibility, timing, and financing.

Like all development agreements, the DA Amendments address topics related to the development of the project area (i.e. permitted uses, vested entitlements, density transfers, affordable housing). The DA Amendments also identify the various obligations of the landowners (i.e. dedications, improvements, financing) and obligations of the City (i.e. cooperation, best efforts, and fee credits/reimbursements). The DA Amendments also contain general provisions (i.e. term of the agreement, amendments, annual review, default, etc).

The 2nd DA Amendment would; 1) define the vested development rights for the two participating parcels; HP and BBC Roseville Oaks (including infrastructure capacities for each property); 2) specify infrastructure, dedication and reimbursement obligations of each of the participating parcels in substantial compliance with the provisions of the current Hewlett Packard Roseville Master Plan; 3) extend the term of the DAs; and 4) provide minor updates to the existing terms and provisions for development of the properties, based on the findings that the minor modifications are in substantial conformance with the intent and basic provisions of the current Hewlett Packard Roseville Master Plan.

The 3rd DA Amendment is between Hewlett Packard and the City of Roseville. It outlines the obligations of HP regarding dedication of a Citywide Park (HP-2) and obligations for buildout of the HP campus. The 4th DA Amendment covers the obligations between BBC Roseville Oaks and the City of Roseville regarding obligations for developing the Campus Oaks portion of the property. In summary, the 3rd and 4th DA Amendments makes text and map revisions that are needed for the DAs to remain consistent with the changes being made by the Hewlett-Packard/Campus Oaks General Plan Amendment, Master Plan Amendment and Rezone.

The properties owned by Cokeva, Inc. and Quality Investment Properties (QIP) in the northeast quadrant of the plan area, collectively fronting on Foothills Boulevard and Blue Oaks Boulevard, are not included in the proposed project. These latter properties would remain designated Light Industrial and would continue to be subject to the current Hewlett Packard Master Plan, originally approved in 1996 (as amended in 2001). As these owners are not participating in the DA Amendment, the non-participating parcels would continue to receive benefit from the existing DA and the existing obligations would remain unchanged.

The proposed changes to the 1996 HPMP, as updated in 2001, take the form of the proposed Hewlett-Packard/Campus Oaks Master Plan Amendment (HPCO Amendment), which would accommodate residential and commercial development on the western half of the project site. Uses proposed in the HPCO Amendment include residential of varying densities, commercial, office, tech/business park, and parks and open space. Other changes proposed in the HPCO Amendment include continuation of HP Way as a public road from Foothills Boulevard to Blue Oaks Boulevard and extensions of Painted Desert Drive and Crimson Ridge Drive onto the project site.

**Table 1**
**Proposed Project Land Uses**

| Land Use Type | Existing Land Use Designations By Acreage | Proposed Designations by Acreage |
|---|---|---|
| Low Density Residential (LDR) | - | 46.76 |
| Medium Density Residential (HDR) | - | 35.60 |
| High Density Residential (HDR) | - | 21.97 |
| Community Commercial (CC) | - | 19.29 |
| Light Industrial (LI) | 329.83 | 129.24 |
| Parks & Recreation (P/R) | - | 19.44 |
| Paseo (P/R) | | 2.25 |
| Open Space (OS) | 45.9 | 46.35 |
| Business Professional (BP) | - | 5.54 |
| Tech/Business Park (T/BP-LI) | - | 32.85 |
| Public (P/QP) | - | 2.97 |
| Roads | - | 13.47 |
| **Total** | **375.73** | **375.73** |

Source: ESA, 2015

**Table 2**
**Proposed Dwelling Units**

| Land Use Type | Existing Approved Units | Proposed Units |
|---|---|---|
| Low Density Residential (LDR) | 0 | 242 |
| Medium Density Residential (MDR) | 0 | 310 |
| High Density Residential (HDR) | 0 | 396 |
| **Total** | **0** | **948** |

Source: ESA, 2015.

Compared to the 1996 HPMP, the proposed project would result in an increase of 948 new residential units and a reduction of approximately 1,517,000 square feet of light industrial uses with the project site. As noted above, the Cokeva and QIP properties are not part of the proposed project, and would remain unchanged and subject to the existing HPMP, originally adopted in 1996.

The proposed HPCO Amendment would construct 948 dwelling units, for an anticipated population of 2,475 new residents. The proposed HPCO Amendment would also include 60,000 square feet of professional office area on 5.54 acres; 170,000 square feet of commercial use on 19.29 acres; 300,000 square feet of tech/business park development on 32.85 acres; 1,200,000 square feet of light industrial on 129.24 acres; and, 71.01 acres of parks, open space, and public uses. These totals include the project site, which includes the existing buildings on the property owned by Hewlett Packard, in the southeast quadrant of the project a. These totals do not include the parcels owned by Cokeva and QIP in the northeast quadrant of the plan area.

**ENVIRONMENTAL SETTING:** The approximately 500 acre master plan site is located within a developed area of the City of Roseville. The eastern half of the site includes existing light industrial and office buildings. The western half of the

site is vacant land that has been regularly disked since the 1996 HPMP was approved and wetland mitigation implemented. There is an approximately 40-acre city-owned open space preserve in the southwest corner of the site, created pursuant to the 1996 approvals and subsequent federal wetlands permits. The open space preserve contains many trees and a portion of the South Branch of Pleasant Grove Creek. These open space areas would remain untouched by the proposed HPCO Amendment.

The area directly north of the project site, across Blue Oaks Boulevard, includes existing residential, commercial, and office development. The area directly east of the site, across Foothills Blvd., includes light industrial and commercial development, as well as vacant parcels zoned for light industrial use. South of the project site is the South Branch of Pleasant Grove Creek, Woodcreek Golf Club, and existing residential development. The area directly west of the site, across Woodcreek Oaks Boulevard, includes residential development, a retail shopping center, and the Pleasant Grove Creek corridor.

**DETERMINATION:** In reviewing the site-specific information provided for this project, the City of Roseville has analyzed the potential environmental impacts, either created by this project or resulting from changed circumstances, and has determined that, with implementation of mitigation measures to which the project applicants have agreed, the proposed HPCO Amendment, compared to the effects of the 1996 HPMP as disclosed in the 1996 EIR, would not give rise to any new significant effects or any substantial increase in the severity of any previously identified significant effects. As demonstrated in the initial study checklist, below, the City has determined that there is no legal or evidentiary basis for the preparation of a Subsequent EIR or EIR Supplement pursuant to State CEQA Guidelines §§15162 and 15163, and that an Addendum to the 1996 EIR, as contemplated by State CEQA Guidelines §15164, is the appropriate environmental document for the proposed project.

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***All referenced documentation is available for review by members of the public during normal weekday business hours at the City of Roseville Development Services Department, 311 Vernon Street, Roseville, CA.***

## INTRODUCTION

Hewlett-Packard and BBC Roseville Oaks, LLC (Applicants) have proposed revisions to the 1996 Hewlett-Packard Master Plan (1996 Plan) that would reconfigure the land uses and infrastructure that were approved when the 1996 Plan was approved and subsequently revised in 2001. The revisions would facilitate development of portions of the Hewlett-Packard Master Plan (HPMP) site that have been sold by Hewlett-Packard to other owners since the HPMP was originally developed and approved.

Like the 1996 Plan, the proposed HPCO Amendment contemplates development of the entire HPMP site other than those portions set aside as open space. The proposed revisions would alter the mix of uses within the developable areas of the HPMP site, developing an urban fabric that would continue to support the development and operation of employment-generating light industrial uses, including one of Roseville's largest employers, Hewlett-Packard, in the eastern half of the HPMP site. The revisions would provide for a mix of uses within the western-half of the HPMP site, including low-, medium-, and high-density housing, office, retail/commercial, and tech/business park.

A project objective of the project applicants is to provide new residential opportunities in order to help the existing Hewlett-Packard campus continue to thrive by providing nearby housing opportunities that could help the company to attract and retain top workers interested in a lifestyle by which they can live in a high quality community very near to their workplace.

The project area would be served by a cohesive system of infrastructure, including a road network that would provide public access through to Foothills Boulevard – accessibility that was previously not provided in the original HPMP. In addition, water, recycled water, wastewater, and storm drainage infrastructure would be provided throughout the HPMP site.

As noted above, the project-level EIR prepared for the 1996 HPMP considered the effects of buildout of the entire site, with primarily light industrial uses. The proposed HPCO Amendment proposes the development of a portion of the property with a change in land uses. Under the California Environmental Quality Act (CEQA), when an EIR has been previously prepared and there are changes to the project or to the circumstances surrounding the project, an evaluation is required to determine whether certain thresholds are exceeded that require preparation of a Subsequent EIR or EIR Supplement. Those thresholds generally involve whether the project revisions or changed circumstances would create the need for major revisions to the previous EIR due to: (1) new significant impacts not disclosed in the previous EIR, (2) substantially more severe significant impacts than were disclosed in the previous EIR, or (3) "new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified[.]" Such "new information of substantial importance" must show one of the following: that "[m]itigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt" them; or that "[m]itigation measures or alternatives . . . considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt" them.

These thresholds are described fully in State CEQA Guidelines §15162, and are presented on pages 31 and 32 of this Initial Study. Pursuant to State CEQA Guidelines §15164, if the thresholds in §15162 are not exceeded, the City is obligated to prepare an Addendum to the original EIR. This Initial Study compares the effects of the project as currently proposed to those that were disclosed in the 1996 EIR.

## HISTORY OF ENVIRONMENTAL REVIEW AND PROJECT APPROVAL

As described above, buildout of the project site was planned and entitled in the 1996 Plan. The City and Hewlett Packard entered into a Development Agreement regarding the site in 1996. The 1996 Plan and its accompanying EIR were approved by the City of Roseville in 1996. A copy of the Findings of Fact and the Statement of Overriding Considerations is attached to this Initial Study. The 1996 EIR is on file and available for review by members of the public during normal weekday

business hours at the City of Roseville Development Services Department, 311 Vernon Street, Roseville, CA. In addition, it can be found on the City's website at: http://www.roseville.ca.us/gov/development_services/planning/specific_plans_n_planning_areas/north_industrial_planning_area.asp

In March 2001, the City approved revisions to the HPMP, including designating and rezoning of 28.5 acres of land within the HPMP area designated Community Commercial and zoned General Commercial/Special Area (GC/SA) to a designation of Light Industrial and zoning of Light Industrial/Special Area (LI/SA). At that time, the revisions also made changes to infrastructure plans for the HPMP area and to the Development Agreement between the City and Hewlett-Packard.

No additional entitlements or revisions to the 1996 Plan have been approved since 2001. In July 2011, Hewlett-Packard sold approximately 59.15 acres to Quality Investment Properties (QIP). In October 2012, Hewlett-Packard sold approximately 57.29 acres to Cokeva.

**PREVIOUS ENVIRONMENTAL DOCUMENTS**

The 1996 EIR evaluated the 1996 HPMP, which allows for a mix of land uses such as commercial, industrial, and open space.

In accordance with the California Environmental Quality Act (CEQA), it was determined that the 1996 HPMP had the potential to have a significant adverse impact on the environment, and the Final EIR (SCH 95112022) was prepared for the project. A Notice of Completion was filed with the State of California Office of Planning and Research. The Final Environmental Impact Report (FEIR) was certified by the City Council on June 5, 1996.

The 1996 EIR is referenced and utilized in the evaluation of this project, which covers part of the project site analyzed in the 1996 HPMP FEIR. Importantly, the 1996 EIR included project-level, rather than programmatic, analysis of all of the land uses set forth in the HPMP. The changes to the Campus Oaks portion of the project contemplated by the current proposed project relate to the portion of the HPMP for which project-level review was conducted.[2]

The City Council adopted a Statement of Overriding Considerations when it certified the 1996 EIR. The 1996 EIR identified the following impacts associated with development of the project area, as significant and unavoidable:

- Loss of 3.47 acres of vernal pools, seasonal wetlands and other jurisdictional wetlands;
- Potential loss of federal threatened vernal pool fairy shrimp;
- Conversion of undeveloped landscape character to developed character;
- Short-term emissions of NOx, ROG, SO2 and CO;
- Increases of CO concentrations at intersections;
- Increased air pollution in both the Hewlett-Packard Master Plan Area and Sacramento Valley Air Basin; and
- Inconsistency with the Placer County Air Quality Attainment Plan.

[2] Importantly, the California Court of Appeals has recently reinforced that the question of the adequacy of prior CEQA documentation is based on the substance of the analysis contained therein and not on the particular type of EIR that is prepared. In the 2014 case of *Citizens for a Sustainable Treasure Island v. City and County of San Francisco* (July 7, 2014) 227 Cal.App.4th 1036, the California Court of Appeal, First Appellate District, stated that "The obligation to conduct supplemental review under section 21166 applies regardless of whether the project under consideration has undergone previous, project-specific environmental review, or is being carried out under a plan for which the agency has previously certified a program EIR." The Court went on to reiterate this point, citing a recent case from the Third Appellate District, when it stated that "Conversely, " '[i]f a program EIR is sufficiently comprehensive, the lead agency may dispense with further environmental review for later activities within the program that are adequately covered in the program EIR." (*California Clean Energy Committee v.City of Woodland* (2014) 225 Cal.App.4th 173, 200.).

The 1996 EIR identified project-specific mitigation for the HPMP, which were adopted by the City and incorporated into the HPMP. As explained earlier, consistent with the requirements of section 15162 of the State CEQA Guidelines, this Initial Study analyzes the impacts of the proposed project in relation to the analysis completed in the 1996 EIR.

**STATUS OF APPROVED PROJECTS**

Hewlett-Packard purchased the approximately 500 acre site in 1979 and was granted approval to develop a computer manufacturing and distribution facility. Construction began in 1981, with major Use Permits for reconfiguration and expansion of development on the site subsequently approved in 1985 and 1988. At the time the City approved the Master Plan in 1996, approximately 195 acres on the eastern half of the site had been developed with manufacturing and office facilities. Since 1996, an additional building has been constructed in the northeast corner of the site and ownership of the open space preserve has been transferred to the City.

**BASELINE FOR ANALYSIS**

For purposes of this Addendum, the baseline for analysis of the proposed project is buildout of the original 1996 Master Plan as analyzed in the Hewlett-Packard Master Plan EIR certified in 1996. This "plan to plan" analysis reflects the analytical approach mandated by the applicable sections of the CEQA Guidelines (15162 through 15164) and comprehensively reviews and compares the effects of the proposed project to those disclosed in the 1996 EIR. The focus of the Addendum is the potential for changes to the original Master Plan or changed conditions or circumstances since 1996 that would generate new significant impacts, substantially more severe significant impacts, or effects that would meet the CEQA definition of new information of substantial importance (i.e., new mitigation measures or alternatives, subject to the qualifications described above). While the proposed project involves only the 375.72 acres owned by Hewlett-Packard and BBC Roseville Oaks, for the purposes of comparison to the conclusions of the 1996 EIR, the effects of development within entire plan area are considered.

**PROJECT OBJECTIVES**

The 1996 EIR identified three objectives for the 1996 HPMP.

1. Accommodate the intended dynamic growth of the Roseville Hewlett-Packard campus;
2. Enable Hewlett-Packard to continue locating its buildings and operations on a single consolidated campus providing operational and logistical efficiency;
3. Satisfy the needs of Hewlett-Packard and other employers to maintain facility siting and sizing flexibility and the ability to respond quickly to changing business conditions in the dynamic markets in which they compete;

The proposed 2015 HPMP would maintain those objectives, and add the following four additional objectives:

1. Support the aspirations of Hewlett-Packard to build and operate their facilities within a mixed use master planned community that provides opportunities for convenient and sustainable relationships between employees and nearby housing opportunities, commercial services, and open-space and recreational amenities;
2. Continue to provide sufficient land designated for employment uses to meet the City's goals for employment generation, a positive jobs/housing balance, and economic sustainability;
3. Construct infrastructure improvements that support development of the HPCO Project area, and complement and complete the larger circulation network and utility systems in the project vicinity; and
4. Develop the HPCO Project area in a manner consistent with the intent of the Sacramento Region Blueprint and Sustainable Communities Strategy, Roseville's Blueprint Implementation Strategies and other smart growth principles.

**PROPOSED PROJECT DESCRIPTION**

The Hewlett-Packard Roseville Campus Master Plan (HPMP) establishes development regulations for 492 acres within the City of Roseville's North Industrial Area. The original Master Plan, adopted in June 1996 and amended in March 2001, envisioned a light industrial manufacturing and office campus to accommodate Hewlett-Packard's existing and planned

operations. Hewlett-Packard acquired the project site in 1979 and started building on the site in 1981. At the time that the HPMP was approved in 1996, there were approximately 1.3 million square feet (sf) of buildings on the site. Since 1996 there have been several new buildings constructed on the site, and some buildings have been removed, leaving a level of development similar to that described in the 1996 EIR. While substantial development has occurred on the eastern portion of the Plan Area, the remainder is undeveloped land and open space preserve that was established in the HPMP.

Hewlett-Packard has adjusted its facilities needs for the Roseville campus, and no longer requires the full Master Plan area for expanded facilities. In recent years, Hewlett-Packard has divested itself of all but 141 acres of the project site. The proposed HPCO Amendment proposes to amend the land use and zoning on approximately 198.5 undeveloped acres of the western portion of the Plan Area to allow for a mix of residential, commercial, office, tech/business park, public and park uses. The proposed uses are intended to complement and collectively support the existing and planned light industrial uses, providing for an integrated mix of jobs, housing, services, and amenities. Other than the area proposed for amended land uses, all other land use designations would remain unchanged.

Property owners Hewlett Packard and BBC Roseville Oaks have proposed modifications to the existing Development Agreement (DA) in order to define development capacities for each of the participating properties consistent with the Master Plan, and clearly define construction obligations of each party.

**PROJECT LOCATION**

Located within the City of Roseville's North Industrial Area, the 375.73 acre project site is bounded by Blue Oaks Boulevard to the north (between Woodcreek Oaks Boulevard and New Meadow Drive), Foothills Boulevard to the east (between HP Way and the southern property boundary), and Woodcreek Oaks Boulevard to the west (**Figure 1**). The project site is organized into two integrally connected planning sub-areas: the Hewlett-Packard Campus and Campus Oaks (**Figure 2**):

> **Hewlett-Packard Campus.** Covering 141.2 acres in the southeastern corner of the project site, this sub-area currently includes Hewlett-Packard's manufacturing and office uses. The Hewlett-Packard Campus is planned for continued light industrial, recreation and related development.
>
> **Campus Oaks.** Covering the western 234.5 acres of the project site, this sub-area is currently undeveloped, with the southern portion established as the Woodcreek Oaks Preserve, a 45-acre open space/wetland preserve. Campus Oaks is planned for a mix of residential, commercial, office, tech/business park, public and park uses.

The HPMP site also includes two properties that are not part of the HPCO Amendment. These properties are owned by Cokeva and Quality Investment Properties (QIP) and are developed with light industrial uses.

**HPMP SETTING**

The HPMP project site has been designated with light industrial land use for over 35 years. Approximately 230 acres of the eastern half of the HPMP site are developed with 1,231,820 square feet of light industrial manufacturing and office uses, along with parking lots, internal roadways, recreation facilities, and landscaping. Existing development of primary buildings within the Plan Area is summarized In **Table 3**, and illustrated on **Figure 3**.

**Table 3**
**Existing HPMP Development**

| Building | Square Feet |
|---|---|
| *HP Campus* | |
| R3 | 126,220 sf |
| R4 | 131,190 sf |
| R5 | 158,760 sf |
| R6 | 177,650 sf |
| *Cokeva* | |
| R10 | 326,000 sf |
| *Quality Investment Properties* | |
| R21 | 312,000 sf |
| **Total** | 1,231,820 sf |

Note: The 2001 version of the HPMP identifies 1,580,000 square feet of existing development. This total was subsequently reduced with the demolition of Building R2.
Source: Morton & Pitalo, January 2015.

**Figure 1 Plan Area Location**

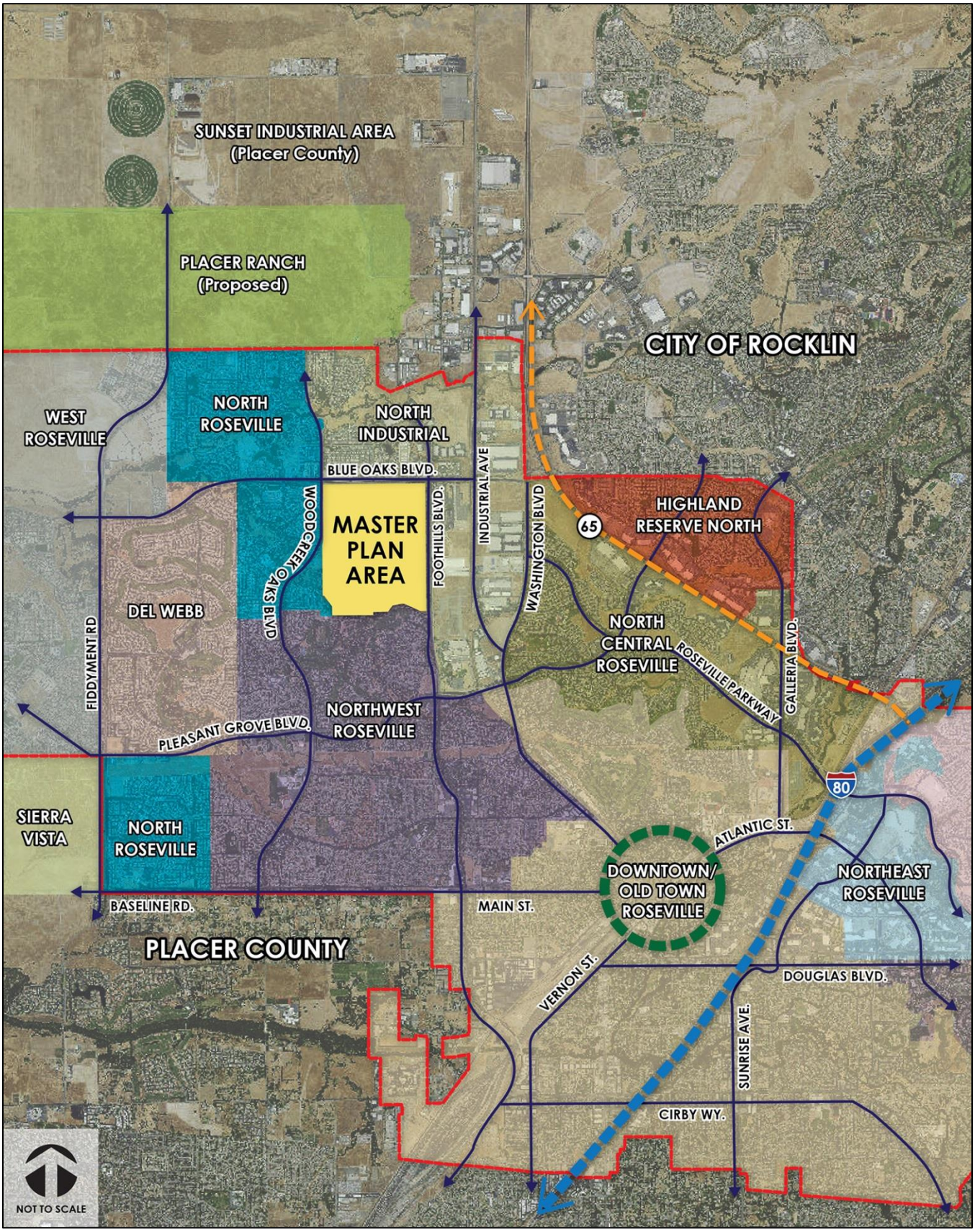


**Figure 2 HPCO Amendment Project Site Area**

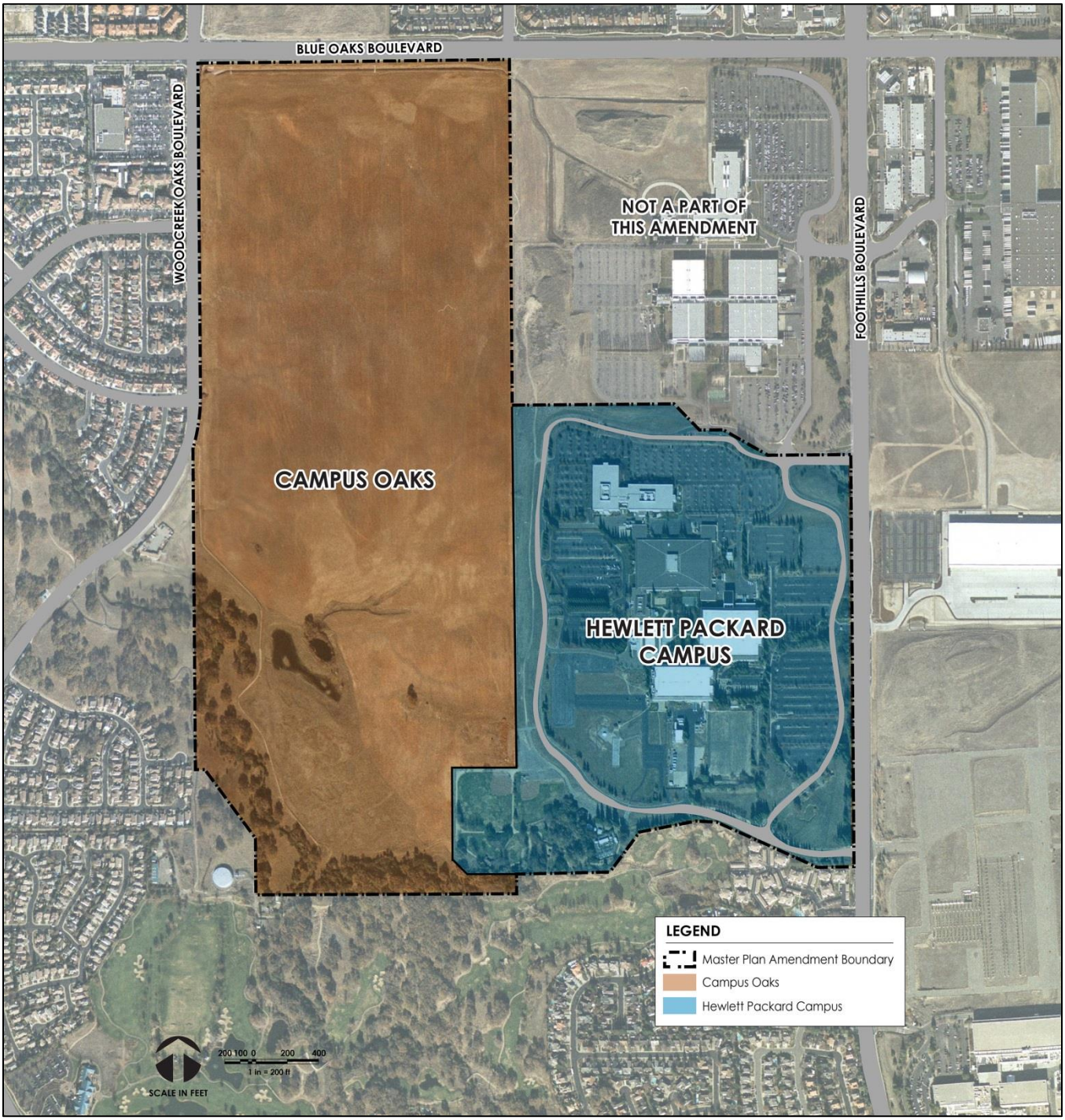
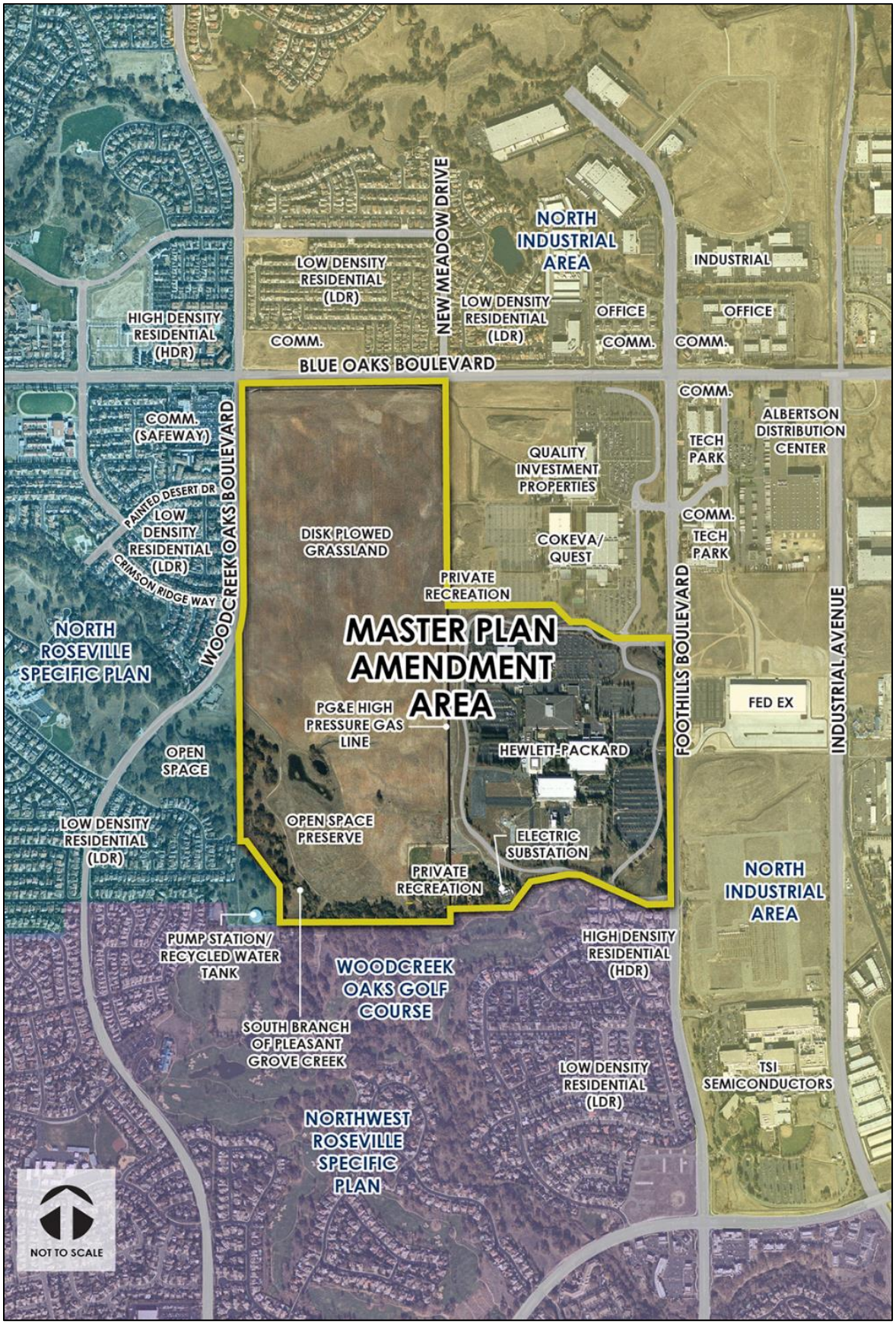


**Figure 3 Existing Conditions and Surrounding Uses**



The remaining 189.88acres of the project site is undeveloped, consisting primarily of disturbed annual grasslands with gently rolling topography that has been highly disturbed over time through bi-annual disk plowing. There are limited environmental constraints outside of a City-owned 45.9 acre open space/wetland preserve (Woodcreek Oaks Preserve) located along the South Branch of Pleasant Grove Creek within the southern portion of Campus Oaks. The Preserve includes the 100-year floodplain, a blue oak woodland along Pleasant Grove Creek, and natural and created wetlands.

The Preserve was created as part of a previously approved a series of Section 404 (Clean Water Act) nationwide permits granted by the U.S. Army Corps of Engineers (Corps). The 404 permits granted approval to grade and fill waters of the U.S on the project site in order to implement the 1996 HPMP. The establishment of the Preserve was designed and agreed upon by the Corps, the California Department of Fish and Game (CDFG), and the Central Valley Regional Water Quality Control Board (CVRWQCB) to mitigate for the loss of waters of the US within the project site. Pursuant to the Section 404 permits, all onsite waters of the US have been filled, with the exception of a portion of an intermittent drainage in the northeast portion of the project site. The fill of this remaining portion of the intermittent drainage has not yet occurred, but has been permitted and mitigated through existing Section 404 permits.

Existing roadways provide direct local and regional access to the project site. Blue Oaks Boulevard is the primary east-west transportation corridor in the northern portion of the City, and is projected to be one of the City's most traveled roads in the future. Just east of the project site, Blue Oaks Boulevard connects the western sections of Roseville to Highway 65, which then intersects with Interstate 80 approximately three miles further to the east. Foothills Boulevard and Woodcreek Oaks Boulevard are key north-south connections, both of which are planned to eventually extend north into Placer County's Sunset Industrial Area.

Water, wastewater, recycled water, drainage, electric, natural gas, and telecommunications infrastructure exist within and/or adjacent to the project site. Included within the project site is a Pacific Gas and Electric (PG&E) high pressure gas line that runs north-south through the central portion of the site. There are also Roseville Electric overhead power lines near the northern, southern and western boundaries of the project site. Adequate capacity for development of the HPMP has been accounted for in the City's infrastructure planning and funding programs.

The project site is surrounded by a broad range of uses. Adjacent development includes industrial, office and commercial uses to the east within the North Industrial Area; commercial, office and residential uses to the north also within the North Industrial Area; residential and commercial uses to the west within the North Roseville Specific Plan (1997); and residential uses and the Woodcreek Oaks Golf Course to the south within the Northwest Roseville Specific Plan (1989). In addition, a "temporary" construction storage yard exists adjacent to the southwest corner of the project site.

**1996 HPMP**

Land Use and Zoning

The 1996 HPMP provided for a light industrial campus with commercial land uses on the northeast and northwest corners of the HPMP site, and a wetland preserve on the southwest portion of the site. The 1996 Master Plan land use and zoning is summarized in **Table 4** and illustrated on **Figure 4.**

Buildout Intensity Thresholds

In addition to land use and zoning, the HPMP defined buildout traffic and utility thresholds for development within the HPMP Area. These thresholds helped to define the ultimate limits of development, and formed the basis of the 1996 EIR.

The 1996 land uses, square footage capacities and associated buildout intensity thresholds are summarized in **Table 5.**

**Figure 4 1996 HPMP Land Use and Zoning**

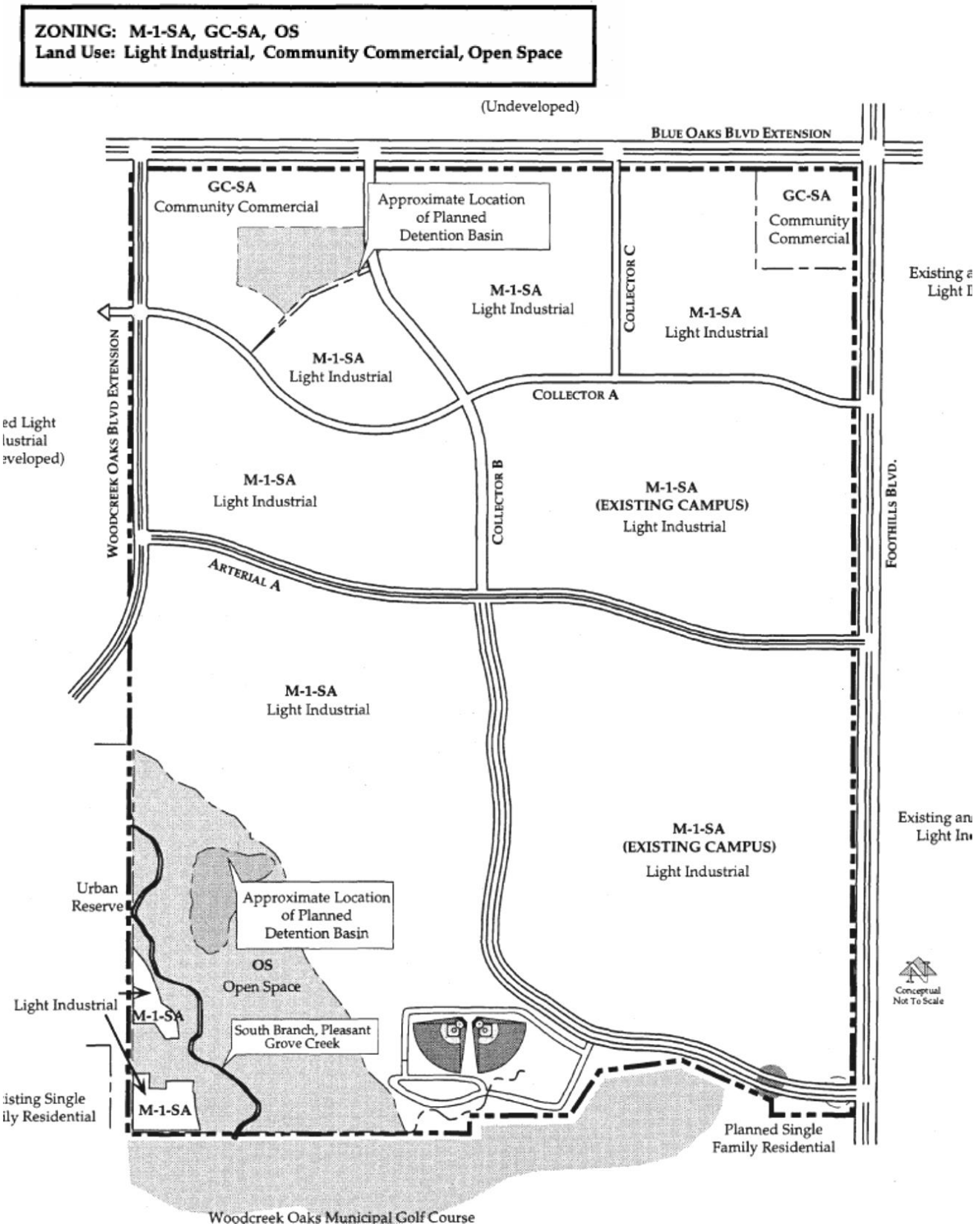


**Table 4**
**1996 HPMP Land Use and Zoning Summary**

| Acres | Land Use | Zoning |
|---|---|---|
| 425.8 ac | Light Industrial (LI) | Light Industrial-Special Area (M1-SA) |
| | Provides for manufacturing and related uses that are compatible operating in relatively close proximity to adjacent commercial and residential uses. The Special Area Overlay District has been applied to modify permitted uses, prohibiting some civic, all residential and several commercial use types that have the potential to conflict with internal adjacent uses, and/or are considered inconsistent with the desired campus character of the Plan Area. | |
| 28.5 ac | Community Commercial (CC) | General Commercial-Special Area (GC-SA) |
| | Provides for convenient retail and service commercial uses with some limited outdoor entertainment activities, in close proximity to employees who will be working in and nearby the Plan Area. The Special Area Overlay District has been applied to modify permitted uses, prohibiting use types that are residential in nature or have a heavy commercial focus, while maintaining uses providing for community retail-service needs. | |
| 45.9 ac | Open Space (OS) | Open Space (OS) |
| | Provides for the preservation of open space, existing oak woodlands, the 100-year floodplain of the South Branch of Pleasant Grove Creek, seasonal wetlands, valuable wildlife habitat, and scenic resources. Included is a wetland preserve and passive recreation uses. A portion of the open space area has been designated for possible conversion to urban uses in the future. | |
| **TOTAL 502 Acres** | | |

Note: Areas designated for light industrial and commercial uses include existing and planned road right-of-ways, utility easements, and detention basins.
Source: City of Roseville, Hewlett-Packard Master Plan, June 1996.

**Table 5**
**1996 HPMP Buildout Intensity Thresholds**

| Use | Acres | Square Footage (SF) | | Traffic | | Water | | Wastewater | | Electric | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Average FAR | Total SF | Trip Rate (Total PM Peak Hour Trips per 1,000 sf) | Total PM Peak Hour Trips | Demand Factor (gallons/ day/acre) | Max Daily Water Demand (2 times avg. daily flow) | Demand Factor (gallons/ day/acre) | Max Daily Wastewater Flow (2.3 times avg. daily flow) | Demand Factor (MW/ acre) | Peak Annual Electric Demand (MW) |
| Commercial | 22.5 | ~.25[1] | 248,000 | 2.68[2] | 664 | 2,678[4] | 0.12 mgd | 1,600[5] | 0.08 mgd | 0.039[6] | 0.88 MW |
| Light Ind. | 225.5 | ~.27[1] | 2,660,000 | 1.14[3] | 3,032 | 2,678[4] | 1.20 mgd | 1,600[5] | 0.83 mgd | 0.079[7] | 17.80 MW |
| TOTAL (New Development) | 248 | | 2,908,000 | | 3,696 | | 1.32 mgd | | 0.91 mgd | | 18.68 MW |
| TOTAL[8] (Existing Development) | 200 | | 1,330,000 | | 1,516 | | .33 mgd | | 0.23 mgd | | 9.00[9] MW |
| TOTAL (Buildout) | 448 | | 4,238,000 | | 5,212 | | 1.65 mgd | | 1.14 mgd | | 27.68 MW |

Note:
1. Typical Commercial and Industrial FARs have been adjusted upward to reflect existing and anticipated development levels.
2. Assumes 25% pass-by and 15% internalization with remainder of Master Plan.
3. Standard Light Industrial trip rates have been adjusted upwards based on actual traffic counts of existing Hewlett-Packard development (10/95).
4. Standard Commercial and Light Industrial water demand factors.
5. Standard Commercial and Light Industrial wastewater generation factors.
6. Standard Commercial and Light Industrial electricity demand factors.
7. Standard Light Industrial electricity demand factor has been adjusted upwards to reflect existing and anticipated demand.
8. Actual demand rates based on existing development within the campus as of June 1996.
9. The peak demand for electricity for existing development occurred in July 1995.

Source: City of Roseville, Hewlett-Packard Roseville Campus Master Plan, 1996.

**PROPOSED LAND USE PLAN**

Since adoption of the 1996 Master Plan, Hewlett-Packard has continued to adjust its anticipated facilities needs for the Roseville Campus and has divested its ownership of a majority of the project site. Despite efforts to promote a single use light industrial campus, a significant portion of the project site has remained undeveloped for over 35 years. Substantial undeveloped industrial properties and vacant built space also exist within the remainder of the North Industrial Area, as well as within the expansive 8,800 acre Sunset Industrial Area to the north within Placer County.

The proposed project would provide for a mix of residential, commercial, office, tech/business park, public and park uses on approximately 189.88 acres of the western portion of the project site. The remaining 185.85 acres of the project site would retain its existing Light Industrial and Open Space land use designations. The new mix of uses would locate jobs, housing, and services in proximity to one another, and are intended to stimulate mutually supportive land use, economic and social interactions. Proposed project land uses are summarized in **Table 6** and illustrated on **Figure 5**.

The City's Zoning Map would be amended to change the zoning on the corresponding 189.88 acres of the project site from Light Industrial-Special Area to a mix of residential, commercial, office, tech/business park, public and park districts to implement the amended land use plan for the Campus Oaks subarea. It is anticipated that the City's Development Standard and/or Special Area Overlay districts would be applied to allow for modification to base zoning district development standards and/or permitted uses.

**Figure 5 Proposed Project Land Use Plan**

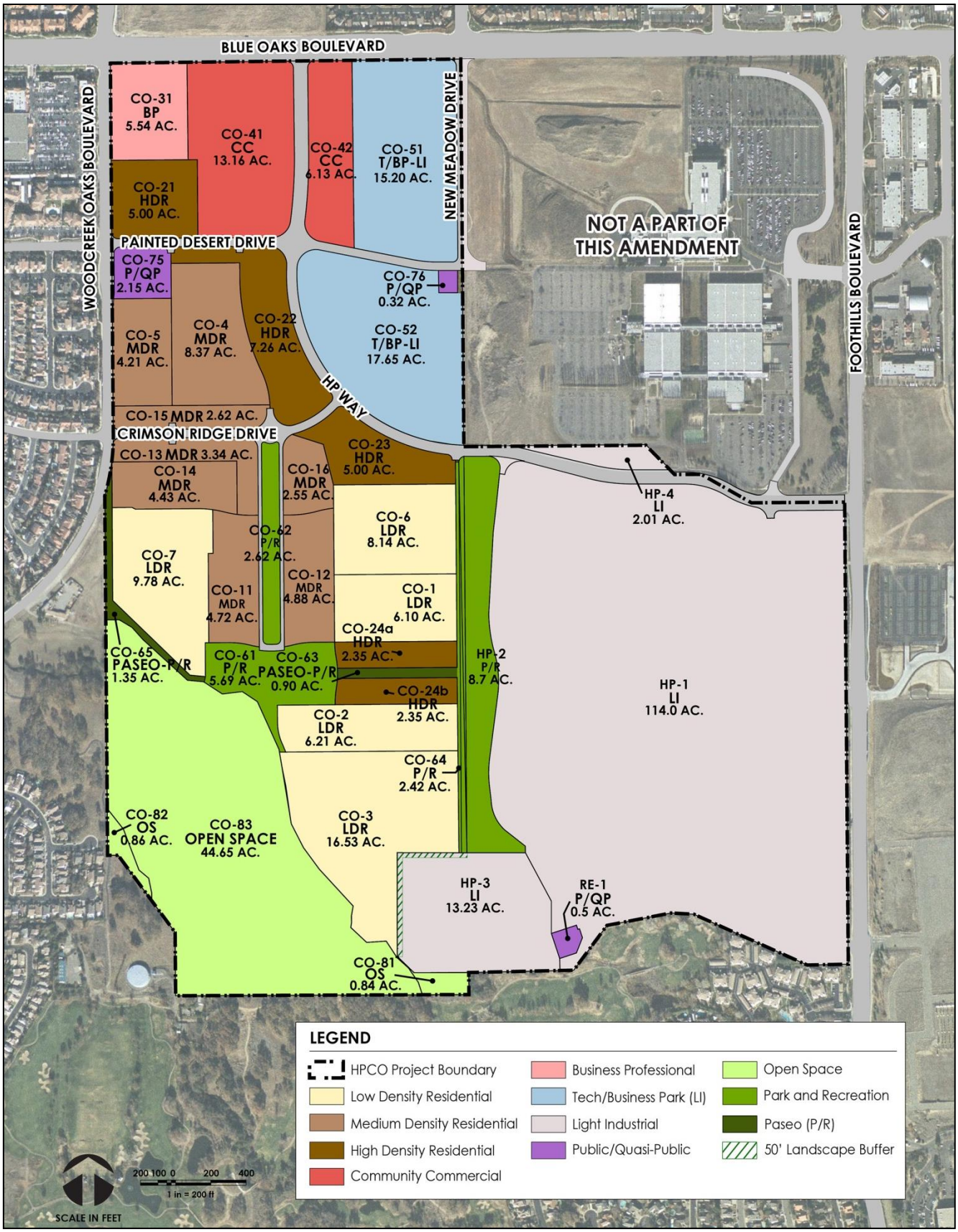


**Table 6**
**Land Use Summary**

| Land Use | Gross Acres | Building Square Feet (sf) | | | | Dwelling Units | |
|---|---|---|---|---|---|---|---|
| | | Existing Development | Future Development | Total Capacity | Avg. FAR | Dwelling Units | Average Density (du/ac) |
| **Proposed HPCO Amendment** | | | | | | | |
| **Commercial And Employment Uses** | | | | | | | |
| Light Industrial (LI)[1] | 129.24 | 593,820 | 606,180 | 1,200,000 | 21% | | |
| Tech/Business Park (T/BP-LI) | 32.85 | | 300,000 | 300,000 | 21% | | |
| Business Professional (BP) | 5.54 | | 60,000 | 60,000 | 25% | | |
| Community Commercial (CC) | 19.29 | | 170,000 | 170,000 | 20% | | |
| ***Sub-Total*** | ***186.92*** | ***593,820*** | ***1,136,180*** | ***1,730,000*** | ***21%*** | | |
| **Residential Uses** | | | | | | | |
| Low Density (LDR) | 46.76 | | | | | 242 | 5.2 |
| Medium Density (MDR) | 35.60 | | | | | 310 | 8.7 |
| High Density (HDR) | 21.97 | | | | | 396 | 18.0 |
| ***Sub-Total*** | ***104.33*** | | | | | ***948*** | ***9.1*** |
| **Park, Open Space And Public Uses** | | | | | | | |
| Park & Recreation (P/R) | 19.44 | | | | | | |
| Paseo (P/R) | 2.25 | | | | | | |
| Open Space (OS) | 46.35 | | | | | | |
| Public (P/QP) | 2.97 | | | | | | |
| ***Sub-Total*** | ***71.01*** | | | | | | |
| **Backbone Roads** | 13.47 | | | | | | |
| **Total HPCO Amendment** | **375.73** | **593,820** | **1,136,180** | **1,730,000** | **21%** | **948du** | **9.1** |
| **Other HPMP Properties (Not Part of Proposed HPCO Amendment)** | | | | | | | |
| Cokeva | 56.30 | 326,000 | 274,000 | 600,000 | | | |
| Quality Investment Properties | 58.44 | 312,000 | 588,000 | 900,000 | | | |
| Roads | 1.70 | | | | | | |
| **Total HPMP Area** | **492.17[2]** | **1,231,820** | **1,998,180** | **3,187,820** | | **948du** | **9.1** |

Note:
1. Existing development consists of Buildings R3 (126,220 sf), R4 (131,190 sf), R5 (158,760 sf), and R6 (177,650 sf).
2. The difference in total acreage between the 1996 HPMP (502 acres) and the Proposed Project (492.17 acres) is due to removal of a City recycled water tank and pumping station site from the project site in 2001, as well as updated mapping accuracy.

Source: Morton & Pitalo, 2015.

**PLANNING GOALS**

Build Upon Existing Infill Assets

- Target development on property that is surrounded by existing industrial, residential and commercial uses;
- Tie into existing City roadway and utility systems and capacities, lowering the capital investment and infrastructure burdens required to support new development; and
- 
- Replace long-standing undeveloped property with market-ready, economically productive uses that strengthen land values and the tax base.

Reenergize Employment Growth

- Open up the Hewlett-Packard Campus by enhancing public access, connectivity and visibility into and through the Plan Area;
- Accommodate the desire of Hewlett-Packard to build and operate their facilities adjacent to a mixed use community by integrating an array of housing choices, convenient services, and accessible community amenities that collectively support the success of adjacent employment uses;
- Accommodate the growth and expansion of Hewlett-Packard uses in a manner that allows for operational synergies and efficiencies;
- Provide for substantial employment development in a consolidated campus setting; and,
- Establish a flexible regulatory structure for businesses to quickly respond to changing conditions, including a streamlined development review process for light industrial uses.

Provide Diverse Housing Choices

- Include a wide range of housing densities, lot sizes and product types appealing to different economic and life-style segments;
- Address the desire for housing nearby and conveniently connected to jobs;
- Integrate densities and public amenities that support "urban" living options attractive to a growing market segment; and
- Contribute to the City's Regional Housing Needs Allocation and affordability goal.

Establish a Mixed Use Town Center

- Create a commercial setting along the northern community entry (HP Way), enhancing a sense of arrival and identity;
- Overlap interfaces between retail, office and high density residential uses;
- Provide for convenience retail, grocery, restaurant and service uses to meet residents' and employees' daily needs; and
- Position the Town Center along Blue Oaks Boulevard, expanding its ability to attract activity, users and sales tax.

Offer Meaningful Public Spaces

- Provide interconnected neighborhood parks, paseos and open space areas to support recreational activities and social gathering;
- Encourage resident and employee interactions through a variety of facilities that support performance arts, farmers markets, arts and craft shows, and other activities ; and
- Enhance access to and through the open space preserve to promote passive recreation, environmental stewardship and education.

Maximize Mobility Options

- Establish a mixed-use, compact development pattern that creates proximity and interactions between uses, reducing trip lengths and the need for travel outside of the HPCO Project Area for daily needs;
- Incorporate a safe and continuous network of paths, sidewalks and bike lanes for use by both residents and employees;
- Provide a modified grid street pattern that includes a long sought after public roadway connection through the Plan Area from Foothills Boulevard to Blue Oaks Boulevard; and

Designate the central portion of HP Way as a local oriented, pedestrian friendly "complete street" that presents a highly walkable and bikeable environment. Facilitate Responsible Living

- Integrate a mix of land uses, mobility systems and public spaces that encourage walking, biking, and community activity;
- Incorporate solar powered homes, and encouraging LEED[3] or similar green building standards, and include electric vehicle charging stations;
- Include electric vehicle charging stations in all residential, commercial and employment development;
- Provide recycled water for irrigation, incorporate native and adaptive drought tolerant plants, and integrate efficient irrigation systems;
- Use Low Impact Development techniques such as natural bio-swales and water quality basins to increase stormwater filtration and reduce run-off; and
- Incorporate relevant and cost effective measures from the City's Communitywide Sustainability Action Plan to lower emissions, increase energy and water efficiency, and reduce the waste stream.

Ensure Quality Design

- Retain and take advantage of the natural rolling topography on Campus Oaks
- Create pleasant streetscapes with landscaping, tree canopies, separated sidewalks, bulb-outs, enhanced crossings, street furnishings and other pedestrian amenities;
- Encourage innovative and creative building, landscape and site designs that are attractive, create visual interest and variety, enhance walkability, and are in scale with and functionally related to adjacent development; and
- Establish gateways to provide a sense of identity and arrival into the Plan Area.

Enable Efficient Implementation

- Apply financial resources and funding mechanisms to maintain an economically self-sufficient plan that provides a positive contribution to the City's General Fund, incorporates community facilities services finding, and fully funds Project Area infrastructure;
- Construct infrastructure improvements that complement and help complete the City's larger circulation network and utility systems;
- Provide for expedited approval of light industrial determined consistent with this Master Plan; and
- Maintain flexibility to adapt to evolving land use, market and other opportunities over time; and

**PROJECT COMPONENTS**

Parks and Open Space

The proposed HPCO Amendment would include an interconnected network of accessible parks, paseos, and open space areas to support recreational activities, encourage community interaction and enhance sense of place. Key components of the park and open space system are illustrated on **Figure 6**.

[3] " LEED" stands for "Leadership in Energy & Environmental Design," which is a green building certification program that recognizes best-in-class building strategies and practices. To receive LEED certification, building projects satisfy prerequisites and earn points to achieve different levels of certification.

The proposed HPMP would include a parks and open space system that would meet or exceed the City's General Plan requirement that nine acres of parkland be provided for every 1,000 residents. The 948 dwelling units provided for would generate an estimated population of 2,475 residents based on an average of 2.61 persons per household. In accordance with the General Plan, 22.8 acres of credited parkland would be required. The Master Plan would provide for a total of 69.15 acres of parks and open space, of which 44.86 acres of credit would be granted. As summarized in **Table 7**, based upon their recreational contributions to the community, neighborhood parks and paseos would be granted full credit, and open space would be granted partial credit.

**Table 7**
**Park and Open Space Credit**

| Parcel | Total Net Acreage | Credit Ratio | Credited Acreage |
|---|---|---|---|
| **Neighborhood Parks** | | | |
| CO-61 | 5.04 ac | 1:1 | 5.04 ac |
| C0-62 | 2.62 ac | 1:1 | 2.62 ac |
| C0-64 & HP-2 (portion)**Sub-Total** | 2.16 ac<br>**9.82 ac** | 1:1 | 2.16<br>**9.82 ac** |
| **Citywide Park** | | | |
| CO-64 & HP-2 (portions) | 8.38 | 1:1 | 8.38 |
| **Sub-Total** | **8.38** | | **8.38** |
| | | | |
| **Paseos** | | | |
| CO-63 | 0.84 ac | 0 | 0 |
| CO-65 | 1.35 ac | 0 | 0 |
| **Sub-Total** | **2.19 ac** | | **0** |
| **Open Space/Wetland Preserve** | | | |
| CO-81 | 0.84 ac | 0.5:1 | 0.42 ac |
| C0-82 | 0.86 ac | 0.5:1 | 0.43 ac |
| C0-83 | 44.65 ac | 0.5:1 | 22.33 ac |
| **Sub-Total** | **46.35 ac** | | **23.15 ac** |
| **TOTAL** | **66.74 ac** | | **41.35ac** |

Source: ESA, 2015.

Mobility

The mobility system would include a modified grid street pattern that is connected to the City's larger roadway network; an interconnected system of paths, sidewalks and bike lanes; and multiple transit stops. A stated intent of the mobility system would be to enhance access between HPMP jobs, homes, services and amenities, allowing residents and employees to travel between uses with alternative modes of transportation, such as walking, bicycling, or using transit.

*Roads*

Backbone roadways within the HPMP site would include a combination of public arterials and collectors. HP Way would be constructed as a public arterial through the project site. HP Way would link to the future extension of Roseville Parkway at Foothills Boulevard, curving north through the project site to Blue Oaks Boulevard. Other roadway connections would include the extensions of New Meadow Drive from the north, and Painted Desert and Crimson Ridge Drives from the west. Residential streets will provide in-tract subdivision access, and private drives would continue to provide internal access within the Hewlett-Packard Campus.

**Figure 6 Parks and Open Space**

*Neighborhood Electric Vehicles*

A majority of the streets in the project site could accommodate neighborhood electric vehicles. A neighborhood electric vehicle (NEV) is an electric-powered four-wheel low-speed vehicle that allows residents to make local trips. Per the California Vehicle Code, NEV's may be driven on any public roadway with a posted speed of 35 miles per hour or less, and may cross roadways with a speed limit in excess of 35 miles per hour subject to certain restrictions. NEVs may also be used on all private drives.

*Pedestrian and Bicycle Network*

The proposed 2015 HPMP would provide an interconnected network of paths, sidewalks and bike lanes. Key components of the network include the following:

- Class I Paths would consist of shared bicycle and pedestrian paths completely separated from motor vehicle traffic. Class 1 path connections would be provided within parks, paseos and open space areas, and would include connections to the existing City bike trail along the South Branch of Pleasant Grove Creek. Class I facilities would be 10 feet wide and paved, with lane striping and 2-foot decomposed granite/gravel shoulders on each side.
- Class IA Paths would be 8-foot wide multi-use concrete sidewalks within the landscape corridors along major arterial roadways. Class IA path connections would be provided along the edges of the project site adjacent to Blue Oaks, Foothills Boulevard and Woodcreek Oaks Boulevard.
- Class II Bikeways are striped and signed one-way lanes that are included on all arterial and collector roadways within and adjacent to the Plan Area. Class II bike lanes along HP Way would include enhanced pavement delineations and two-foot wide demarcated buffers from the adjacent travel lanes.
- Sidewalks would be included on all improved public streets in the project site. Ranging from 5 to 6-feet in width, sidewalks would be typically separated from the street by a landscaped parkway to create a more comfortable corridor for pedestrian mobility.
- Walking Paths would consist of decomposed granite recreational walking and jogging trails. Walking paths may be included within some park areas.

*Transit*

Bus service to the Plan Area would be provided by Roseville Transit with connections to Sacramento Regional Transit and Placer County Transit. The proposed HPCO Amendment would include development of bus turnouts and transit shelters along arterial roadways, including Blue Oaks Boulevard, Woodcreek Oaks Boulevard., and HP Way. Bus shelters would be located near adjacent employment, commercial and higher density residential uses to facilitate transit use.

*Transportation Systems Management*

Transportation System Management (TSM) measures are designed to reduce the number and length of peak hour home-to-work commute trips through actions such as ridesharing, flexible work hours, and support of public transportation. As required under the City's TSM Ordinance, any project site, common work location, or employer with ten or more employees is required as a condition of project approval to prepare a TSM Plan and subsequently enter into a TSM Agreement with the City. The proposed HPCO Amendment would comply with the City of Roseville TSM Ordinance and would incorporate TSM measures to the degree required by the Ordinance.

<u>Utilities</u>

The proposed HPCO Amendment would result in the construction of backbone utility infrastructure necessary to accommodate full build-out of the project site. Water, recycled water, wastewater, drainage, electric, natural gas, and telecommunications infrastructure exist within and/or adjacent to the project site. Since adoption of the 1996 HPMP, substantial development and associated infrastructure improvements have been constructed in the vicinity of the Plan Area. The current Master Plan accounts for these changed conditions to define an updated and efficient backbone utility infrastructure program.

*Water Supply and Conservation*

Water would be delivered to the project site via the City's existing distribution system. Water distribution within the project site would include a looped system of 12 to 24-inch backbone pipes that parallel collector and arterial roadways. A groundwater pump back/blending station is planned within the project site that would add to the City's network of wells that provide back-up water supply and aquifer storage and recovery.

*Recycled Water*

Within the area designated Light Industrial, recycled water would be used if feasible and may be extended to serve existing irrigation systems or other uses. Within the Campus Oaks sub-area, recycled water would be utilized for irrigating parks, all non-residential and high density attached residential landscaping, as well as publicly landscaped areas (including roadway landscape corridors and medians). A recycled water storage tank and pump station is located near the southwest corner of the project site.

The project site would connect to existing 16-inch and 30-inch recycled water mains located in Woodcreek Oaks Boulevard, Blue Oaks Boulevard, and Foothills Boulevard.

*Wastewater*

A limited portion of the existing light industrial development on the project site may continue to discharge to an existing 10-inch sewer line in Foothills Boulevard that flows to the north, or to an alternate connection point at the southeast corner of the project site. The remainder of the proposed development with the proposed HPCO Amendment would connect to sewer lines that flow west to the existing 42/36-inch wastewater transmission line in Woodcreek Oaks Boulevard. Wastewater flows from the project site would be directed to the Pleasant Grove Wastewater Treatment Plant (PGWWTP).

*Drainage and Flood Control*

Drainage improvements would consist of a combination of conventional subsurface and surface drainage systems including an existing drainage channel adjacent to a portion of Blue Oaks Boulevard. This drainage channel would be upgraded and culverts would be utilized to cross over the existing channel. Backbone subsurface drainage would include a series of 12 to 48-inch pipes connecting to existing and planned pipes within Blue Oaks Boulevard., Woodcreek Oaks Boulevard, and Foothills Boulevard. Conveyance systems would discharge drainage through outfalls that eventually drain to the South Branch of Pleasant Grove Creek. Drainage facilities would be designed and constructed in conformance with City of Roseville Improvement Standards and the Placer County Flood Control and Water Conservation District's Stormwater Management Manual.

*Water Quality*

Best management and low impact development (LID) practices would be utilized throughout the project site for stormwater quality treatment and hydromodification management. The proposed HPCO Amendment is planned to minimize the adverse impacts from storm water runoff on water quality both during and post construction. Water quality design standards would comply with the City Stormwater Quality Design Manual and the Woodcreek Oaks Preserve Overarching Management Plan.

*Solid Waste*

Solid waste collection for the light industrial development is currently provided through a private solid waste hauling service. Should this service be terminated, the City of Roseville would provide municipal solid waste hauling service available to all or a portion of the light industrial users. The City would provide solid waste services to Campus Oaks sub-area. Solid waste is collected and delivered to the Western Placer Waste Management Authority (WPWMA) facility located north of the City. The WPWMA includes a Material Recovery Facility (MRF) that receives, separates or processes, and then markets recyclable materials removed from the waste stream. Residual waste is transferred to the WPWMA's Western Regional Sanitary Landfill located on the same site for disposal.

*Electrical Service*

Electrical service would be provided to the project site by Roseville Electric, from the electric substation on Parcel RE-1(near the southern end of the existing Hewlett Packard campus) and from the Blue Oaks Substation located to the north adjacent to Woodcreek Oaks Boulevard. Underground electrical distribution would be extended to individual parcels in conjunction with roadway improvements. Existing overhead electrical lines would be undergrounded along the south side of Blue Oaks Boulevard. In addition, street lighting would be provided along all public streets as part of the roadway frontage improvements. All electric and street light facilities would be constructed to the City's standards and specifications at the time of construction.

*Natural Gas*

Natural gas would be provided by PG&E via the extension of existing gas lines within and adjacent to the project site.

*Telecommunications*

The project site is within the service areas of Consolidated Communications (formerly Surewest), AT&T, Comcast, and Wave Broadband. The provision of voice and data communication services would involve extension of distribution lines to individual parcels from existing infrastructure within and adjacent to the project site.

Public Services

Public services and facilities would be provided to meet the needs of residents and employees.

*Fire and Emergency Services*

The Roseville Fire Department provides fire protection, suppression, emergency medical services, and hazardous materials management to the Plan Area. A 2.15 acre fire station site would be designated within the project site, and once constructed, would provide first response to the project site and vicinity. Stations located in adjacent portions of the City would provide interim and secondary response.

*Police Protection*

The Roseville Police Department would continue to provide law enforcement and crime prevention services to the project site.

*Schools*

The project site is within the boundaries of the Roseville City School District (grades K-8) and Roseville Joint Union High School District (grades 9-12). The number of students expected to live within the Plan Area would not create demand sufficient to require new school facilities (see **Table 8**). Students would be served at existing schools including Oakmont High School, Robert C. Cooley Middle School, and Blue Oaks Elementary School. The landowners within the Campus Oaks sub-area would enter into mutual benefit impact fee agreements and fully mitigate school impacts in accordance with its development agreement and funding agreements with the school districts. Even absent such an agreement, however, state law (Gov. Code, § 65996, subd. (b)) treats the payment of school impact mitigation fees at the time of residential building permit issuance as providing "full and complete school facilities mitigation," notwithstanding the requirements of CEQA.

**Table 8**
**Student Generation**

| Grade | Single Family Generation Rate[1] | Multi Family Generation Rate[2] | Multi Family Attached Generation Rate[3] | Students Generated | School Capacity | Schools Required |
|---|---|---|---|---|---|---|
| Elementary School Grades K-5 | 0.3329 | 0.2200 | 0.1118 | 193 | 600 | 0.32 |
| Middle School Grades 6-8 | 0.1164 | 0.0776 | 0.0352 | 66 | 1,000 | 0.07 |
| High School Grades 9-12 | 0.161 | 0.036 | 0.036 | 64 | 1,800 | 0.04 |
| **Total** | -- | -- | -- | 323 | 3,400 | -- |

Notes:
1. Single Family: units at less than 8 dwelling units per net acre. **242 Single Family units.**
2. Multi-Family detached: detached units at or above 8 dwelling units per net acre. **310 Multi-Family detached units.**
3. Multi-Family attached: attached units at or above 8 dwelling units per net acre. **396 Multi-Family attached units.**

Source: ESA, 2014. Christopher Grimes, Director of Facilities Development, Roseville Joint Union High School District, personal communication. December 17, 2014.

*Libraries*

The City of Roseville operates a public library system consisting of three individual facilities, providing print and online services to all City residents. The closest library to the project site is the Martha Riley Community Library at Mahany Park, approximately one mile south of the project site at the intersection of Woodcreek Oaks Boulevard and Pleasant Grove Boulevard.

**COMPARISON WITH APPROVED PROJECT**

The 1996 HPMP approved development of approximately 4,239,000 square feet of industrial and commercial development. The 2001 amendment to the HPMP eliminated the commercial uses and changed the amount of light industrial uses to 4,217,000 square feet as shown in **Table 9**.

**Table 9**
**Current and Proposed Land Use Comparison**

| Land Use | Proposed HPCO Amendment | | | | 1996 HPMP | | | |
|---|---|---|---|---|---|---|---|---|
| | Gross Acres | Development (sf/units) | | | Gross Acres | Development (sf/units) | | |
| | | Existing | Future | Total | | Existing | Future | Total |
| **Proposed HPCO Amendment** | | | | | | | | |
| **Commercial And Employment Uses** | | | | | | | | |
| Light Industrial (LI) | 129.24 | 593,820 | 606,180 | 1,200,820 | 309.36 | 1,330,000 | 2,661,000 | 3,991,000 |
| Business Professional (BP) | 32.85 | | 300,000 | 300,000 | | | | |
| Tech/Business Park (T/BP) | 5.54 | | 60,000 | 60,000 | | | | |
| Community Commercial (CC) | 19.29 | | 170,000 | 170,000 | 28.5 | | 248,000 | 248,000 |
| **Sub-Total** | 186.92 | 593,820 | 1,136,180 | 1,730,000 | 337.86 | 1,330,000 | 2,909,000 | 4,239,000 |
| **Residential Uses** | | | | | | | | |
| Low Density (LDR) | 46.76 | | 242 | | | | | |
| Medium Density (MDR) | 35.60 | | 310 | | | | | |
| High Density (HDR) | 21.97 | | 396 | | | | | |
| **Sub-Total** | **104.33** | | **948** | | | | | |
| **Park, Open Space And Public Uses** | | | | | | | | |
| Park & Recreation (P/R) | 19.44 | | | | | | | |
| Paseos (P/R) | 2.25 | | | | | | | |
| Open Space (OS) | 46.35 | | | | 45.9 | | | |
| Public (P/QP) | 2.97 | | | | | | | |
| **Sub-Total** | 71.01 | | | | | | | |
| **Roads** | 13.47 | | | | | | | |
| **HPCO Amendment Total** | **375.73** | **593,820** | **1,136,180** | **1,730,000** | **383.76** | **1,330,000** | **2,909,000** | **4,239,000** |
| **Cokeva Property** | | | | | | | | |
| Light Industrial | 56.3 | 326,000 | 274,000 | 600,000 | 56.3 | | | |
| **QIP Property** | | | | | | | | |
| Light Industrial | 58.44 | 312,000 | 588,000 | 900,000 | 58.44 | | | |
| Roads (Cokeva and QIP) | 1.7 | | | | 1.7 | | | |
| **Master Plan Area Total** | **491.67** | **1,231,820** | **1,998,180** | **3,230,000** | **500.2** | **1,330,000** | **2,909,000** | **4,239,000** |

Note: The difference in total acreage between the 1996 Master Plan (500.2 acres) and the Proposed Project (492.3 acres) is due to removal of a City recycled water tank and pumping station site from the Plan Area in 2001, as well as updated mapping accuracy.
Source: City of Roseville, Hewlett Packard Roseville Campus Master Plan, June 5, 1996, Table 1, page 3; ESA, January 2015.

**APPROVALS REQUIRED**

The proposed project would require several discretionary actions from the City of Roseville, as well possible actions by Responsible Agencies with authority over particular aspects of the project. These actions and approvals include:

**City Of Roseville**

- *General Plan Amendment*: The City's General Plan Land Use Diagram would be amended to change the land use designation on 198.5 acres of the Plan Area from Light Industrial to a mix of Low Density Residential (LDR), Medium Density Residential (MDR), High Density Residential (HDR), Tech/Business Park (T/BP), Office (BP), Community Commercial (CC), Park & Recreation (P/R), Open Space (OS), and Public (P/QP). Land use within the remainder of the Plan Area would retain its existing Light Industrial and Open space designations. Minor text and table amendments to the General Plan would also be required to update the land use allocation and associated data and references. No General Plan policy amendments would be required.
- *Rezone*: The City's Zoning Map would be amended to change the zoning on 198.5 acres of the project site from Light Industrial-Special Area to a mix of Low Density Residential (LDR), Medium Density Residential (MDR), High Density Residential (HDR), Tech/Business Park (T/BP-LI), Office (BP), Community Commercial (CC), Park & Recreation (P/R), Open Space (OS), and Public (P/QP). It is anticipated that the City's Development Standard and/or Special Area Overlay districts would be applied to allow for modification to base zoning district development standards and/or permitted uses. These modifications would be addressed in amended Master Plan document. Zoning within the remainder of the project site would retain its existing Light Industrial-Special Area and Open Space zoning designations.
- *Amendment to the Hewlett-Packard Roseville Campus Master Plan*: The Hewlett Packard Master Plan would be amended to change the land use designation on 375.73 acres of the project site from light industrial to a mix of residential, commercial, office, tech/business park, public and park uses. In addition, the HPMP would incorporate new land use, zoning, mobility, infrastructure, public services, parks and recreation, affordable housing, and design provisions to guide development of the land uses.
- *Subdivision Map*: A large lot subdivision map would subdivide 189.88 acres of the project site consistent with the proposed land use plan. The map would further establish street right-of-ways and infrastructure easements.
- *Development Agreement Amendments*: The 2nd Amendment of the DA between City of Roseville and Hewlett-Packard related to the 1996 HPMP would allocate, update and extend the vesting of land uses and the terms, conditions, rules and requirements for development to the participating property owners (i.e., Hewlett-Packard and BBC Roseville Oaks). The 3rd Amendment of the DA between the City of Roseville and Hewlett-Packard would outline obligations related to buildout of the HP campus. The 4th Amendment of the DA between the City of Roseville and BBC Roseville Oaks would outline obligations, timing and responsibilities related to buildout of the Campus Oaks project.

In addition to the above, City approval of discretionary and ministerial permits would be required to allow for development of individual projects. Such approvals may include small lot subdivision maps, design guidelines and review permits, use permits, tree permits, affordable housing development agreement(s), grading permits, improvement plans, encroachment permits, and building permits.

Other Agency Approvals

In addition to approvals from the City of Roseville, the following approvals would be required from other agencies:

- Master Reclamation Permit from the Central Valley Regional Water Quality Control Board for approval of the Title 22 Engineering Report for the use of recycled water.
- NPDES Stormwater permit and Construction Storm Water Discharge Permit
- Air District permits

**ENVIRONMENTAL CONCLUSION**

Based on the evaluation included in this Initial Study, the City has determined that the thresholds identified in State CEQA Guidelines §15162 have not been exceeded, and has prepared this Addendum to the 1996 EIR pursuant to State CEQA Guidelines §15164.

**MITIGATION MONITORING PROGRAM**

A Mitigation Monitoring Program has been prepared and is attached to this document.

**Attachments Following Checklist**

Other referenced documents and correspondence are available for review at the City of Roseville Development Services Department, 311 Vernon Street, Roseville, CA.

**CITY OF ROSEVILLE MITGATING POLICIES AND STANDARDS**

"[R]equiring compliance with environmental regulations is a common and reasonable mitigating measure." (*Leonoff v.* Monterey *County Board of Supervisors* (1990) 222 Cal.App.3d 1337, 1355, quoting *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 308.) Conditions of Approval requiring such compliance are "proper where the public agency ha[s] meaningful information reasonably justifying an expectation of mitigation of environmental effects." (*Leonoff*, *supra*, 222 Cal.App.3d at p. 1355, citing *Sundstrom*, *supra*, 202 Cal.App.3d at pp. 308-309.) In March 2003, the City of Roseville made formal findings to the effect that the following City regulations and ordinances, which include standards and policies that are uniformly applied throughout the City (together, "regulations"), will substantially mitigate specified environmental effects of future projects.

- City of Roseville Zoning Ordinance (RMC Title 19)
- Noise Regulation (RMC Ch.9.24)
- Flood Damage Prevention Ordinance (RMC Ch.9.80)
- Traffic Mitigation Fee (RMC Ch.4.44)
- Drainage Fees (Dry Creek [RMC Ch.4.49] and Pleasant Grove Creek [RMC Ch.4.48])
- City of Roseville Improvement Standards (Resolution 02-37)
- City of Roseville Construction Standards (Resolution 01-208)
- City of Roseville Grading Ordinance (RMC Ch.16.20)
- Tree Preservation Ordinance (RMC Ch.19.66)
- Subdivision Ordinance (RMC Title 18)
- Community Design Guidelines (Resolution 08-142)
- West Roseville Specific Plan and Design Guidelines (Resolution 04-437)
- Water Efficient Landscape Ordinance (RMC Chapter 19.67)

In conducting the analysis below, City staff has assumed that, to the extent that they are applicable to the proposed project, these regulations would be enforced, thereby substantially mitigating the significant effects of the proposed project addressed by these regulations.

**1996 EIR**

The entire EIR prepared for the 1996 HPMP (SCH 95112022) is hereby incorporated by reference in compliance with CEQA Guidelines Section 15150. The EIR is available for review by members of the public during normal weekday business hours at the City of Roseville Development Services Department, 311 Vernon Street, Roseville, CA.

The EIR evaluated the effects of development of the site with primarily light industrial uses and a small amount of commercial use. The 1996 EIR concluded that implementation of the HPMP would result in the following significant and unavoidable impacts:

- Loss of 3.47 acres of vernal pools, seasonal wetlands and other jurisdictional wetlands.

- Potential loss of federal threatened vernal pool fairy shrimp.
- Conversion of undeveloped landscape character to developed character.
- Short-term emissions of NOx, ROG, SO2 and CO.
- Increases of CO concentrations at intersections.
- Increased air pollution in both the Hewlett Packard Master Plan Area and Sacramento Valley Air Basin.
- Inconsistency with the Placer County Air Quality Attainment Plan.

The project evaluated in the 1996 EIR included 425.8 acres of light industrial, 28.5 acres of commercial, and 45.9 acres of open space. This would have allowed development of up to 3,991,000 square feet of light industrial space, and 248,000 square feet of commercial space. The project evaluated in the 1996 EIR did not include any residential development.

# ENVIRONMENTAL CHECKLIST

## COMPARING CHANGES AND/OR NEW INFORMATION TO PREVIOUS ENVIRONMENTAL DOCUMENTS

The purpose of the checklist is to evaluate the categories in terms of any **"changes"** or **"new information"** that may result in a changed environmental impact evaluation. A "no" answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no relevant change in the condition or status of the impact due to its insignificance or its treatment in a previous environmental document.

In adopting the HPMP in 1996, the City Council of the City of Roseville, after certifying the Final EIR and adopting CEQA Findings, adopted a Statement of Overriding Considerations with respect to certain significant impacts that, even with the adoption of feasible mitigation measures, could not be reduced to less-than-significant levels. Thus, certain environmental categories might be answered with a "no" in the checklist despite the occurrence of significant unavoidable impacts because the proposed project does not introduce changes that would result in a modification to the significance conclusions of the Final EIR and CEQA Findings.

## EXPLANATION OF CHECKLIST EVALUATION CATEGORIES:

**Where Impact was Analyzed in Prior Environmental Documents**

This column provides a crosswalk to the pages of the other environmental documents where information and analysis may be found relative to the environmental issue listed under each topic.

**Do Proposed Changes Involve New or More Severe Impacts?**

Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the proposed project will result in new significant impacts that have not already been considered and mitigated by the previous EIR or that substantially increase the severity of a previously identified significant impact. If a "yes" answer is given, additional mitigation measures acceptable to the applicants will be specified in the discussion section, including a statement of impact status after mitigation.

**Any New Circumstances Involving New or More Severe Impacts?**

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (environmental setting) that have occurred subsequent to the certification of the previous EIR that would result in new significant impacts that were not considered or mitigated by that EIR or that substantially increase the severity of a previously identified significant impact.

**Any New Information of Substantial Importance?**

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether there is new information of substantial importance which was not known and could have been known with the exercise of reasonable diligence at the time the previous EIR was certified. New information of substantial importance includes: (1) one or more significant effects not discussed in the previous EIR, (2) significant effects previously examined that are substantially more severe than shown in the previous EIR, (3) mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or (4) mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. If additional analysis is conducted and no new information of substantial importance is identified, no new or additional mitigation is necessary. If the additional analysis indicates new information of substantial importance, no additional environmental documentation is needed if it is found that a new or

modified mitigation would (1) eliminate a new significant impact, or (2) reduce the increase in severity to less than substantial.

**Prior Environmental Document Mitigations Implemented or Address Impacts.**

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether other environmental documents (mainly the 1996 EIR) provide mitigation measures to address effects in the related impact category. If NA is indicated, a previous environmental document and this initial study conclude that the impact does not occur with this project, and therefore no mitigation is needed.

# DISCUSSION AND MITIGATION SECTIONS

**Discussion.**

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

**Standard Mitigation Measures**

Applicable Standard Mitigation Measures are listed under each environmental category.

**EIR Mitigation Measures**

Applicable mitigation measures from the previous EIR that apply to the changes or new information are referenced under each environmental category.

## Special Mitigation Measures

If changes or new information involve new impacts, special mitigation measures will be listed which will be included as project conditions to address those impacts. The project applicants have agreed in advance to accept all such special mitigation measures.

# ENVIRONMENTAL CHECKLIST

| Environmental Issue Area | Where Impact Was Analyzed in Prior Environmental Documents. | Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts? | Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? | Any New Information of Substantial Importance? | Prior Environmental Documents Mitigations Implemented or Address Impacts. |
|---|---|---|---|---|---|
| **1. Aesthetics.** Would the project: | | | | | |
| a. Have a substantial adverse effect on a scenic vista? | pp 4.7-4 through 4.7-7; pp. 4.7-10 through 4.7-11<br>Impact 4.7-1 | No | No | No | Yes |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | pp. 4.7-1 through 4.7-7<br>Impact 4.7-1 | No | No | No | Yes |
| c. Substantially degrade the existing visual character or quality of the site and its surroundings? | pp. 4.7-10 through 4.7-12<br>Impact 4.7-1, Impact 4.7-2 | No | No | No | Yes |
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | pp 4.7-12 through 4.7-13<br>Impact 4.7-3 | No | No | No | Yes |

**Discussion:**

1. Changes to Project Related to Aesthetics

The 1996 HPMP included the HP Master Plan Design Guidelines, which augmented the 1992 North Industrial Area Design Guidelines and the 1995 Roseville Community Design Guidelines. The 1996 HPMP Design Guidelines rely upon those prior City design guidelines for site and building design issues such as: street landscape requirements; entry and focal points; buffering of adjacent residential uses, required setbacks; site grading, fencing and screening; treatment of storage, loading, and refuse collection areas; on-site landscaping and irrigation; architectural guidelines; signage; and lighting. The 1996 HPMP Design Guidelines included additional standards, guidelines and conditions related to: arterial and collector streets; light electric vehicles; bikeways and pathways; landscaping; developed edges adjacent to the Woodcreek Oaks Preserve; multiple use detention basins; and included a conceptual site plan for commercial areas and a conceptual grading plan parameters.

For the Light Industrial portion of the HPMP, the 1996 HP Master Plan Design Guidelines would continue to regulate the design and landscaping of buildings, parking lots, and other features. Thus, there would be no changes in the visual character of development in this portion of the project site.

The proposed HPCO Amendment calls for the development and implementation of design and development guidelines that would regulate future development of the proposed residential, office, commercial, tech/business park, parks, and open space uses. Generally, buildings within the Campus Oaks project would be of heights that would be no greater than anticipated in the 1996 HPMP. The building massing and scale of residential, office, commercial, and tech/business park uses would be substantially smaller than anticipated under the 1996 HPMP. In particular, residential uses, including both single- and multi-family buildings, would be much smaller in scale than the previously anticipated light industrial structures. The proposed HPCO Amendment would require that development in the Campus Oaks project would tend to be more uniform, with multiple buildings and extensive landscaping, than the pattern of large buildings surrounded by expanses of parking.

2. Changes in Circumstances

Environmental Setting

When the 1996 EIR was prepared, the project site was largely surrounded by open grassland that had been historically used for grazing or other agricultural purposes. At that time, Blue Oaks Boulevard only existed east of Foothills Boulevard and Woodcreek Oaks Boulevard did not exist north of the South Branch of Pleasant Grove Creek. Several large-scale light industrial buildings were present on the eastern portion of the project site; for the most part these buildings remain.

Today, around the project site, lands west of Woodcreek Oaks Boulevard are fully developed with single- and multi-family homes. At the southwest corner of Woodcreek Oaks Boulevard and Blue Oaks Boulevard, there is a one-story retail shopping center, with large landscaped parking lots and a vegetated drainage channel parallel to and immediately south of Blue Oaks Boulevard. **Figures 1-1 through 1-3** depict the visual character of the current lands west of Woodcreek Oaks Boulevard, across from the project site.

North of Blue Oaks Boulevard, west of Woodcreek Oaks Boulevard, is a 2-story over podium parking, multi-family residential development. Immediately north of the project site, along the north side of Blue Oaks Boulevard, there are 2-3 story light-industrial and business park buildings, commercial structures and gas stations, and the like. **Figures 1-4 through 1-7** depict the current visual character north of the project site, across Blue Oaks Boulevard.

**Figure 1-1**
**Blue Oaks Boulevard looking southwest across project site to Woodcreek Oaks Boulevard**

**Figure 1-2**
**Woodcreek Oaks Boulevard at Painted Desert Drive looking northwest**

**Figure 1-3**
**Woodcreek Oaks Boulevard looking North**

**Figure 1-4**
**Blue Oaks Boulevard at Woodcreek Oaks Boulevard looking northwest**

**Figure 1-5**
**Blue Oaks Boulevard west of Foothills Boulevard, looking north.**

**Figure 1-6**
**Blue Oaks Boulevard at Foothills Boulevard, looking northwest.**

**Figure 1-7**
**Blue Oaks Boulevard at Foothills Boulevard looking northeast.**

Changes to General Plan and other Relevant Documents

The 2025 General Plan policies applicable to the project are the following:

**1.** Through the design review process, apply design standards that promote the use of high quality building materials, architectural and site designs, landscaping signage, and amenities.

**2.** Continue to develop and apply design standards that result in efficient site and building designs, pedestrian friendly projects that stimulate the use of alternative modes of transportation, and the establishment of a functional relationship between adjacent developments.

**4.** Promote flexibility in the design review process to achieve design objectives, and encourage projects with innovative, unique and creative architectural style and design.

6. Through the design review process, encourage site and building designs that are in scale and compatible with adjacent development with respect to height, bulk, form mass, and community character.
7. Encourage project designs that place a high priority and value on open space, and the preservation, enhancement and incorporation of natural resources and other features including consideration of topography, vegetation, wetlands, and water courses.
8. Encourage and promote the preservation of historic and/or unique, culturally and architecturally significant buildings, features and visual environments.
9. The location and preservation of native oak trees and oak woodlands shall be a primary factor in determining site design, building location, grading, construction and landscaping, and in establishing the character of projects through their use as a unifying element in both new and existing development.

No other General Plan policies address issues of concern in the aesthetics and visual resources context of CEQA.

*Community Design Guidelines*

The City of Roseville adopted the Community Design Guidelines in December 1995. The Guidelines were amended in March 2008. These guidelines supplement the design standards of the City's General Plan. The Community Design Guidelines contain architectural and lighting design criteria that provide a framework for achieving development with an elevated level of design quality.

*North Industrial Area Design Guidelines*

Adopted in 1992, the North Industrial Area Design Guidelines influence the general character and serve as a reference document for development in the area. At that time, the project site was anticipated for light industrial development. The most current land use plan for the North Industrial Area shows the area as Light Industrial. The proposed HPCO Amendment would change the designation for much of the western portion of the project site to residential and commercial use. There have been no changes to the North Industrial Area Design Guidelines sine adoption in 1992.

3. Comparative Impact Discussions

The 1996 EIR addressed aesthetic effects in three impact discussions, Impacts 4.7-1 through 4.7-3, pages 4.7-10 through 4.7-13. Relevant changes to the impact discussions as a result of changes to the project or to circumstances of the project are presented in the Impact Tables, below.

| **Impact 4.7-1 Conversion of undeveloped landscape character to developed character** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | 1992 General Plan Policies LG-1 and LG-7<br>1992 North Industrial Area Design Guidelines<br>1995 Community Design Guidelines<br>1996 HP Master Plan Design Guidelines | 2025 General Plan<br>2025 General Plan Community Design Policies 1-4, 6, 7, 9<br>2008 Community Design Guidelines<br>Development Review Process<br>1992 North Industrial Area Design Guidelines<br>1996 HP Master Plan Design Guidelines |
| Significance with Policies and Regulations | Significant | Less than Significant |
| Mitigation Measures: | None Available | None |
| Significance after Mitigation | Significant | Less than Significant |

**Discussion:**

As noted above, all of the land on the project site that is anticipated to be developed with the proposed HPCO Amendment was also anticipated to be fully developed under the 1996 HPMP.. The western portion of the project site (i.e., the Campus Oaks sub-area) would be fully developed, but with a mix of residential and non-residential structures, parks, roads and other features. As proposed, the future uses would continue to be low in height (1-3 stories). Buildings in this portion of the project site would be smaller in mass and scale than anticipated in the 1996 EIR, and would have landscaping consistent with residential, commercial and other non-industrial uses. The character of views to and from the project site would be essentially unaffected by the change in the scale and mass of the structures that would be allowed with the proposed HPCO Amendment compared to the structures allowed under the 1996 HPMP. Because buildings with the proposed HPCO Amendment would be either similar to or lower than under the 1996 HPMP, the proposed revisions would not adversely affect scenic vistas from on- or off-site locations.

Since 1996, the City adopted a new General Plan that includes a range of Community Design policies that were not present in the General Plan in 1996; however, the relevant policies are identical to those that were present in the General Plan in 1996. The project as current proposed would continue to be consistent with the General Plan policies relevant to community design and aesthetics.

In 1996, the project site was bordered on the west and north by undeveloped land used for agricultural purposes and largely undeveloped. At that time, the City's conclusion was that notwithstanding compliance with the 1992 North Industrial Area Development Guidelines, the 1995 Community Design Guidelines, and the 1996 HP Master Plan Design Guidelines, the change in visual character due to development of the site represented a significant adverse environmental effect that could not be mitigated. Since that time, all lands surrounding the site have been developed with urban uses with a character similar to that of the proposed project. The proposed project would convert the property to developed uses. This change would not result in new significant impacts or a substantial increase in severity of significant impacts.. No new mitigation is required.

| **Impact 4.7-2 Visual incompatibility between light industrial uses and surrounding development** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies LG-1 and LG-7<br>1992 North Industrial Area Design Guidelines<br>1995 Community Design Guidelines<br>1996 HP Master Plan Design Guidelines | General Plan Community Design Policies 1 and 7<br>2008 Community Design Guidelines<br>1992 North Industrial Area Design Guidelines<br>Development Review Process<br>1996 HP Master Plan Design Guidelines |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR described the visual character of light industrial uses and noted that compatibility with residential and other adjacent uses "depends largely on the type of facility and its buildings and grounds." The same policies and design guidelines that were previously present would continue to avoid the creation of adverse visual impacts. New residential and commercial buildings developed within the Campus Oaks sub-area of the project site would be consistent with the character of the surrounding development. In addition, the proposed HPCO Amendment calls for the development and implementation of design guidelines that would be specific to the proposed uses in the Campus Oaks project. These

guidelines would be consistent with the Roseville Community Design Guidelines, but would address the unique character of the future Campus Oaks community. As a result, there would be no significant impacts, and no increase in severity of impacts. No new mitigation is required.

| **Impact 4.7-3 Introduction of artificial light and glare into an undisturbed area** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | 1992 North Industrial Area Design Guidelines | 2008 Community Design Guidelines CCE 6<br>1992 North Industrial Area Design Guidelines<br>Development Review Process |
| Significance with Policies and Regulations | Significant | Significant |
| Mitigation Measures: | 1996 Mitigation Measure 4.7-3 | 1996 Mitigation Measure 4.7-3 |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR concluded that potential spillover effects from lighting from the master plan site were less than significant with implementation of the North Industrial Area Design Guidelines, which specified that cutoff fixtures be used. These Design Guidelines would continue to regulate new lighting in the light industrial portion of the master plan site. Roseville's Community Design Guidelines would regulate and direct the aesthetic character of future residential, commercial, and business park uses in Campus Oaks. Community Design Guideline CC 86 requires that all "[l]ighting sources shall have cutoff lenses and should be located to avoid light spillage and glare on adjacent properties and in private spaces." In addition, the proposed HPCO Amendment calls for the development of design guidelines specific to the Campus Oaks area; a requirement of those guidelines would be that standards are established to avoid light from non-residential properties spilling over to residential properties. Implementation of the City's existing design guidelines would continue to avoid significant lighting effects with implementation of the proposed project.

Proposed development on the western portion of the project site would largely be composed of residential homes, with some office and commercial uses on the northern portion of the Campus Oaks sub-area, adjacent to Blue Oaks Boulevard. Structures developed on the western portion of the project site would smaller in scale and would be largely constructed of materials that would be non-reflective. As such, the potential for adverse glare effects would be less with the proposed HPCO Amendment than with the 1996 HPMP as addressed in the 1996 EIR. However, because large light industrial structures with reflective materials could still be constructed in the eastern portion of the project area, the potential for adverse glare effects would remain, requiring mitigation. The existing Mitigation Measure 4.7-3 (1996) would be sufficient to reduce these effects to a less-than-significant level.

As a result, there would be no significant impacts, and no increase in severity of impacts. No new mitigation is required.

Issues Not Addressed in 1996 EIR

None.

4. Conclusions

As described in the text and tables above, changes introduced by the proposed HPCO Amendment and/or new circumstances relevant to the project would not, as compared to the 1996 EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. Nor is there new information of substantial importance showing (i) that

mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

**Standard Mitigation Measures**

1992 North Industrial Area Design Guidelines

2008 Community Design Guidelines

1996 HPMP Design Guidelines

**1996 EIR Mitigation Measures**

The following mitigation measures were adopted and included in the conditions of approval for the 1996 HPMP.

**1996 Mitigation Measure 4.7-3. Use building orientation and materials that minimize glare**: For large buildings, building surfaces and materials, orientation, and landscaping shall be designed to ensure that roadways and walkways are not subjected to disruptive glare. The City shall review building plans to ensure that this condition is met.

**2015 Mitigation Measures**

None.

| Environmental Issue Area | Where Impact Was Analyzed in Prior Environmental Documents. | Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts? | Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? | Any New Information of Substantial Importance? | Prior Environmental Documents Mitigations Implemented or Address Impacts. |
|---|---|---|---|---|---|
| **2. Agriculture and Forestry Resources.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project: | | | | | |
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | pp. 4.1-2 through 4.1-5<br>Impact 4.1-2 | No | No | No | Yes |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | p. 4.1-5<br>Impact 4.1-2 | No | No | No | Yes |
| 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))? | Not Addressed | No | No | No | Not Applicable |
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | Not Addressed | No | No | No | Not Applicable |
| 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? | pp. 4.1-2 through 4.1-5<br>Impact 4.1-2 | No | No | No | Yes |

**Discussion:**

1. Changes to Project Related to Agriculture and Forestry Resources

The 1996 EIR anticipated that the undeveloped portions of the master plan site would be converted from seasonal grazing land to urbanized light industrial uses. Today, the majority of the eastern half of the master plan site has been developed with light industrial and parking uses, although substantial development capacity remains. There are no forestry resources on the master plan site. With the proposed HPCO Amendment , the western half of the master plan site would be developed primarily with a mix of residential, commercial, business park, office, and open space uses instead of the previously planned light industrial development.

2. Changes in Circumstances

Environmental Setting

When the 1996 EIR was prepared, the master plan site was largely surrounded by open grassland with outbuildings that had been historically used for grazing or other agricultural purposes. At that time, Blue Oaks Boulevard only existed east of Foothills Boulevard and Woodcreek Oaks Boulevard did not exist north of the South Branch of Pleasant Grove Creek.. The 1996 EIR stated that no prime or farmland of local importance was located on the master plan site. On the Placer County Important Farmland 2006 map (published August 2008[4]), the western portion of the master plan site was identified as

[4] California Department of Conservation. Placer County Important Farmland 2006. 1:100,000. Division of Land Resource Protection, Farmland Mapping and Monitoring Program. Sacramento, CA. August 2008.

grazing land. On the 2008 map (published March 2010[5]) and 2010 map (published May 2013[6]), this area was identified as farmland of local importance. Placer County defines farmland of local importance as "[f]armlands not covered by the categories of Prime, Statewide, or Unique. They include lands zoned for agriculture by County Ordinance and the California Land Conservation Act as well as dry farmed lands, irrigated pasture lands, and other agricultural lands of significant economic importance to the County and include lands that have a potential for irrigation from Placer County water supplies."[7] None of the land within the project site is zoned or utilized for agriculture.

Irrespective of the designation as Farmland of Local Importance, the undeveloped lands on the project site have not been used for agricultural purposes since 1996, and the surrounding urbanized uses would make the resumption of agriculture economically infeasible. The CEQA Guidelines Appendix G checklist identifies conversion of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance as a potentially significant impact. While conversion of Farmland of Local Importance may ultimately be a potentially significant impact, it is generally due to the suitability of soils and existing agricultural uses that determine the significance of conversion. In the present case, the Farmland of Local Importance has been repeatedly disced and has not been actively used for agricultural purposes for many years.

As discussed above, the project site did not contain any forestry resources at the time of the 1996 EIR. Moreover, the project site does not currently contain any forestry resources, as the oak woodland within the preserve area does not meet the definition of forest or timberland under state law. Finally, the oak woodland would not be affected by the proposed 2015 HPMP, in any event.

Changes to General Plan and other Relevant Documents

The 2025 General Plan does not include any policies addressing agriculture or forestry resources.

3. Comparative Impact Discussions

The 1996 EIR addressed agricultural effects in one impact discussion, Impact 4.1-2, page 4.1-8. Relevant changes to the impact discussion as a result of changes to the project or to circumstances of the project are presented in the Impact Table, below.

| **Impact 4.1-2 Agricultural Land Conversion** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | None |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

As noted above, all of the land on the project site that is anticipated to be developed with the proposed HPCO Amendment was also anticipated to be fully developed under the 1996 HPMP. The 1996 EIR anticipated that the project site would be converted from seasonal grazing land to industrial and urban uses. In 1996, the project site was largely undeveloped and was bordered on the west and north by undeveloped land used for agricultural purposes. At that time, the City concluded that conversion of the undeveloped seasonal grazing land to light industrial and urban uses would result in a less-than-significant impact because the site was not irrigated and because of the relatively low value of the property for agricultural purposes, as defined by the Farmland Mapping and Monitoring Program (FMMP). Since that time, all lands

5 California Department of Conservation. Placer County Important Farmland 2008. 1:100,000. Division of Land Resource Protection, Farmland Mapping and Monitoring Program. Sacramento, CA. March 2010.

6 California Department of Conservation. Placer County Important Farmland 2010. 1:100,000. Division of Land Resource Protection, Farmland Mapping and Monitoring Program. Sacramento, CA. May 2013.

7 California Department of Conservation. *California Farmland Conversion Report 2008-2010*. Division of Land Resource Protection, Farmland Mapping and Monitoring Program. Sacramento, CA. April 2014. Page 99.

surrounding the site have been developed with urban uses typical for much of Roseville, including multi-family residences, single-family residences at densities varying between 4 and 10 units per acre, commercial/retail shopping centers, and office buildings.

Since 1996, the City adopted a new General Plan. The new General Plan acknowledges that there is no prime farmland or large-scale agricultural operations in Roseville.[8]Agriculture is not a source of significant income in the City of Roseville. As such, the General Plan does not include any goals or policies related to agriculture.

The 1996 EIR anticipated that the entire project site would be converted from seasonal grazing land to light industrial uses. Since 1996, the land on the western half of the project site has been repeatedly tilled and no grazing has occurred. While the western portion of the project site has been identified since 2008 as Farmland of Local Importance, the land has not been used for agriculture The proposed 2015 HPMP would not result in conversion of agricultural land in excess of what was analyzed and disclosed as being impacted in the 1996 EIR. As a result, there would be no new significant impacts that were not disclosed in the 1996 EIR, and there would be no increase in the severity of impacts that were disclosed in the 1996 EIR. No new mitigation measures would be required.

Issues Not Addressed in 1996 EIR

The 1996 EIR addressed impacts to agricultural resources in Chapter 4.1, Land Use, including Impact 4.1-2 (page 4.1-9). The 1996 EIR did not address forestry resources, as no forest resources were present on the site and the issue of forestry resources was not part explicitly of the CEQA checklist at that time (see Environmental Issue Areas 2(c), 2(d), and 2(e)). According to the 1996 EIR, the project site was characterized primarily as annual grassland, with some oak woodland and wetlands.[9]

Public Resources Code § 12220(g) defines forest land as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." Public Resources Code § 4526 defines timberland as "land...which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees." None of the land within the project site is zoned for forest or timberland use. While the oak woodland areas within the project site include many tree species, this area does not meet the definition of forest land as set forth in Public Resources Code § 12220(g) or timberland as defined by Public Resources Code § 4526. Additionally, the oak woodland area is part of the on-site preserve, and trees in this area would not be removed by the proposed HPCO Amendment.

4. Conclusions

As described in the text and tables above, changes introduced by the proposed HPCO Amendment and/or circumstances relevant to the project would not, as compared to the 1996 EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the project will have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

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8 City of Roseville. *City of Roseville General Plan 2025, Open Space and Conservation Element*. Adopted May 5, 2010. Last Updated April 16, 2014. Page V-2.

9 City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.5-1.

**Standard Mitigation Measures**

None.

**1996 EIR Mitigation Measures**

None.

**2015 Mitigation Measures**

None.

| Environmental Issue Area | Where Impact Was Analyzed in Prior Environmental Documents. | Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts? | Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? | Any New Information of Substantial Importance? | Prior Environmental Documents Mitigations Implemented or Address Impacts. |
|---|---|---|---|---|---|
| **3. Air Quality.** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project: | | | | | |
| a. Conflict with or obstruct implementation of the applicable air quality plan? | pp. 4.10-12 through 4.10-13<br><br>Impact 4.10-6 | No | No | No | Yes |
| b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | pp. 4.10-3 through 4.10-9<br><br>Impact 4.10-1<br>Impact 4.10-2<br>Impact 4.10-3<br>Impact 4.10-4 | No | No | No | Yes |
| 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)? | pp. 4.10-2 through 4.10-13<br><br>Impact 4.10-1<br>Impact 4.10-2<br>Impact 4.10-3<br>Impact 4.10-4<br>Impact 4.10-7 | No | No | No | Yes |
| d. Expose sensitive receptors to substantial pollutant concentrations? | pp. 4.10-2<br><br>Impact 4.10-1<br>Impact 4.10-2<br>Impact 4.10-3<br>Impact 4.10-4<br>Impact 4.10-7<br>Impact 4.10-8<br>Impact 4.10-9 | No | No | No | Yes |
| e. Create objectionable odors affecting a substantial number of people? | p. 4.10-22<br><br>Impact 4.10-5 | No | No | No | Yes |

**Discussion:**

1. Changes to Project Related to Air Quality

The 1996 EIR air quality impact analysis anticipated that the 1996 HPMP would convert the majority of the undeveloped portions of the master plan site from seasonal grazing land to urbanized light industrial uses, with the remainder of the site dedicated to open spaces and natural preserve. With the proposed HPCO Amendment, the same amount of land would be developed as was anticipated in the 1996 HPMP, with the exception that rather than development of exclusively light industrial uses, the proposed HPCO Amendment would allow development that would convert the undeveloped lands that remain within the project site to a mixture of light industrial, residential, commercial, business park, offices, and open space uses.

2. Changes in Circumstances

Environmental Setting

The climate and topography of the project site has not changed since the certification of the 1996 EIR.

The project site is located within the Sacramento Valley Air Basin (SVAB). In 1996, the Sacramento Valley Air Basin (SVAB) was designated attainment/unclassified for the National Ambient Air Quality Standards (NAAQS) for nitrogen dioxide ($NO_2$), sulfur dioxide ($SO_2$), and particulate matter less than ten microns ($PM_{10}$), and was designated nonattainment for the NAAQS for ozone ($O_3$) and carbon monoxide (CO). Under the California Clean Air Act, patterned after the federal

Clean Air Act, areas in California have also been designated as attainment or nonattainment with respect to the California Ambient Air Quality Standards (CAAQS). In 1996, under the CAAQS, SVAB was designated as a nonattainment area for $O_3$ and $PM_{10}$ and attainment/unclassified for CO, $NO_2$ and $SO_2$. In 2015, the SVAB has been designated as attainment/unclassified for CO, $PM_{10}$, $NO_2$, and $SO_2$ and nonattainment for $O_3$ and $PM_{2.5}$ under the NAAQS. With respect to the CAAQS, the SVAB is currently designated as attainment/unclassified for $PM_{2.5}$, CO, $NO_2$ and $SO_2$ and nonattainment for $O_3$ and $PM_{10}$.

Changes to General Plan and other Relevant Documents

The 2025 General Plan policies applicable to the project are the following:

*Air Quality Element - General*

Policy 3: Develop consistent and accurate procedures for evaluating the air quality impacts of new projects.

Policy 4: As part of the development review process, develop mitigation measures to minimize stationary and area source emissions.

*Air Quality Element – Transportation–and Circulation-Related*

Policy 5: Develop transportation systems that minimize vehicle delay and air pollution.

Policy 6: Develop consistent and accurate procedures for mitigating transportation emissions from new and existing projects.

Policy 7: Encourage alternative modes of transportation including pedestrian, bicycle, and transit usage.

*Air Quality Element – Land use-Related*

Policy 8: Separate air pollution-sensitive land uses from sources of air pollution.

Policy 9: Encourage land use policies that maintain and improve air quality.

*Air Quality Element – Energy Conservation Related*

Policy 10: Conserve energy and reduce air emissions by encouraging energy efficient building designs and transportation systems.

Policy 11: Protect City residents from the risks involved in the transport, distribution, storage, use, and disposal of hazardous materials.

3. Comparative Impact Discussions

The 1996 EIR addressed air quality impacts in nine impact discussions, Impacts 4.10-1 through 4.10-9, pages 4.10-15 through 4.10-25. Relevant changes to the impact discussion as a result of changes to the project or to circumstances of the project are presented in the Impact Tables, below.

| **Impact 4.10-1 Short-Term Emissions of $PM_{10}$** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | PCAPCD Significance Threshold |
| Significance with Policies and Regulations | Short-Term Significant | Short-Term Significant |
| Mitigation Measures: | 1996 Mitigation Measure 4.10-1 | 1996 Mitigation Measure 4.10-1 |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR concluded that short-term $PM_{10}$ emissions generated during construction within the project site would result in a short-term significant impact resulting from implementation of the 1996 HPMP.[10] This impact assessment was

[10] City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.10-15.

based on a qualitative analysis using the assumption that construction would include $PM_{10}$-generating activities such as clearing of vegetation, excavation and grading. This 1996 impact assessment concluded that construction-related activities would generate $PM_{10}$ emissions that would limit the ability of the Placer County Air Pollution Control District (PCAPCD) to meet the state $PM_{10}$ standards within the County, and as result, would be a short-term significant impact. The 1996 EIR required the implementation of Mitigation Measure 4.10-1, which required the development and implementation of a dust control plan to reduce $PM_{10}$ construction emissions. The 1996 EIR concluded that with the implementation of Mitigation Measure 4.10-1, the project would result in a less-than-significant impact.

Since the certification of the 1996 EIR, the PCAPCD has established a list of rules and regulations that all projects within the District must abide by, which can be found in Appendix B of the PCAPCD CEQA Handbook.[11] The PCAPCD requires projects to implement dust control measures as established in PCAPCD Fugitive Dust Rule 228; these rules are more stringent than the measures included in Mitigation Measure 4.10-1 of the 1996 EIR.

In contrast to the qualitative assessment of construction emissions that was included in the 1996 EIR, the PCAPCD has established thresholds of significance to be used in quantitative analyses of $PM_{10}$ during construction. These quantitative thresholds are presented under the Standards of Significance chapter of the PCAPCD CEQA Handbook.[12] The PCAPCD's recommended project-level construction threshold for $PM_{10}$ is 82 pounds per day. Although this threshold has not been adopted by the PCAPCD Board of Directors, the City of Roseville has typically used this threshold for CEQA purposes. Thus, the analysis presented below is based on an assumption that if the proposed project's construction emissions exceed the $PM_{10}$ threshold of 82 pounds per day, the project would result in a significant impact.

Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2. CalEEMod has separate databases for specific counties and air districts. The model calculates criteria pollutant emissions, including CO, $PM_{10}$, $PM_{2.5}$ and the $O_3$ precursors ROG and NOx. The Placer County database was used for analyzing both the 1996 HPMP and the proposed HPCO Amendment. The 1996 HPMP proposed the construction of 2,661,000 square feet of light industrial buildings, 248,000 square feet of commercial buildings and 45.9 acres of open space.[13] The proposed HPCO Amendment would include the construction of 948 residential, 170,000 square feet of community commercial, 60,000 square feet of office, 300,000 square feet of tech/business park, 11,426,000 square feet of light industrial, and 71 acres of open space land uses. For the purposes of this analysis, it was assumed that construction of both the 1996 HPMP and the proposed HPCO Amendment would begin in July 2015 and would occur incrementally over a thirty year period.

The results of the short-term construction pollutant emissions for both the 1996 HPMP and the proposed HPCO Amendment are presented in **Table 3-1**. As shown in **Table 3-1**, the construction of the development provided for in the HPCO Amendment would exceed the PCAPCD $PM_{10}$ threshold of 82 pounds per day. As noted above, based on a qualitative analysis, the 1996 EIR stated that the 1996 HPMP would have a significant impact as a result of short-term $PM_{10}$ emissions. However, in this more detailed quantitative analysis, the construction of the development provided for in the 1996 HPMP would not exceed the PCAPCD $PM_{10}$ threshold of 82 pounds per day and would not result in a short-term significant impact. This finding would not be consistent with the impact conclusions reported in the 1996 EIR. This impact inconsistency is attributable to the lack of detailed modeling provided in the 1996 EIR. The 1996 EIR simply concluded that there would be construction activities (e.g., clearing of vegetation, excavation and grading) known to generate high levels of $PM_{10}$ fugitive dust emissions that would result in a short-term significant impact, without providing any detailed modeling to support this conclusion.

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11 Placer County Air Pollution Control District. *CEQA Air Quality Handbook*. October 2012.
12 Placer County Air Pollution Control District. *CEQA Air Quality Handbook*. October 2012.
13 City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 3-7.

The emission levels of $PM_{10}$ during the construction of the development provided for in the proposed HPCO Amendment would result in a short-term significant impact, and would be consistent with the conclusions of the qualitative impact analysis reported in the 1996 EIR. The unmitigated $PM_{10}$ emissions generated during the construction of the proposed HPCO Amendment would be approximately 182.1 pounds per day higher (+70.8%) than what is projected for construction of the 1996 HPMP. This is primarily attributable to the larger amount of construction-related vehicular trips that would be required to construct the proposed HPCO Amendment development, which would consist of more residential and commercial mixed use development than provided for in the 1996 HPMP.

As shown in **Table 3-1**, proposed HPCO Amendment would generate construction emissions of approximately 35.5 pounds per day more (+69.5%) than the 1996 HPMP. However, Mitigation Measure 4.10-1, described in the 1996 EIR, would reduce the construction-related $PM_{10}$ emissions generated by the proposed HPCO Amendment to below the PCAPCD $PM_{10}$ significance threshold, mitigating the impact to less than significant after mitigation. As a result, there would be no new significant impacts that were not disclosed in the 1996 EIR, and no substantial increase in the severity of significant impacts that were disclosed in the 1996 EIR. No new mitigation measures would be required.

| **Impact 4.10-2 Short-term Emissions of ROG, $NO_X$, $SO_2$, and CO** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | PCAPCD Significance Threshold |
| Significance with Policies and Regulations | Short-Term Significant | Short-Term Significant |
| Mitigation Measures: | 1996 Mitigation Measure 4.10-2(a) and 4.10-2(b) | 1996 Mitigation Measure 4.10-2(a) and 4.10-2(b) |
| Significance after Mitigation | Short-Term Potentially Significant | Short-Term Potentially Significant |

**Discussion:**

The 1996 EIR concluded that short-term NOx, ROG, $SO_2$ and CO emissions as a result of construction within the project site during implementation of the 1996 HPMP would result in a short-term significant impact.[14] This qualitative impact analysis was based on the assumption that construction would consist of vegetation clearing, excavation, and grading. The conclusion of this assessment was that construction-related activities would generate NOx, ROG, $SO_2$ and CO emissions that would exceed the PCAPCD significance standard of *any* increase of ROG or NOx, and as a result, would be a short-term significant impact. The 1996 EIR required the implementation of Mitigation Measures 4.10-2(a) and 4.10-2(b) requiring construction contractors (1) to reduce NOx, ROG and CO emissions by complying with the construction vehicle air pollution control strategies developed by the PCAPCD, and (2) to develop and implement a construction employee trip reduction plan consistent with the City of Roseville Traffic Systems Management (TSM) Ordinance. The 1996 EIR concluded that with the implementation of Mitigation Measures 4.10-2(a) and 4.10-2(b), the project would result in a less than significant impact.

[14] City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Pages 4.10-15 and 4.10-16.

**Table 3-1**
**Estimated Project Construction Emissions (pounds/day)**

| Category | Project Construction Emissions Unmitigated (pounds/day) | | | | | Project Construction Emissions Mitigated (pounds/day) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | **ROG** | **NOx** | **$SO_2$** | **CO** | **$PM_{10}$** | **ROG** | **NOx** | **$SO_2$** | **CO** | **$PM_{10}$** |
| 1996 HP Master Plan | 302.9 | 79.1 | 0.1 | 51.9 | 75.3 | 302.9 | 38.8 | 0.1 | 50.9 | 15.6 |
| Proposed HPCO Amendment | 193.7 | 79.1 | 0.2 | 86.6 | 257.5 | 193.5 | 44.5 | 0.2 | 85.9 | 51.1 |
| Incremental Increase | -109.3 | 0.0 | +0.1 | +34.7 | +182.1 | -109.4 | +5.7 | +0.1 | +35.0 | +35.5 |
| PCAPCD Significance Threshold | 82 | 82 | 80 | 550 | 82 | 82 | 82 | 80 | 550 | 82 |
| 1996 HP Master Plan Exceeds PCAPCD Significance Threshold? | Yes | No | No | No | No | Yes | No | No | No | No |
| Proposed HPCO Amendment Exceeds PCAPCD Significance Threshold? | Yes | No | No | No | Yes | Yes | No | No | No | No |
| Change in Impact Significance? | No | No | No | No | Yes | No | No | No | No | No |

Note: The PCAPCD recommended thresholds of significance for construction emissions for ROG, NOx and $PM_{10}$ is 82 pounds per day. Since there are no recommended significance thresholds for $SO_2$ and CO found in the PCAPCD CEQA Handbook, the thresholds found in the PCAPCD Rule 502 (New Source Review) are used to assess impacts for these pollutants. The PCAPCD Rule 502 requires all new sources to not exceed 550 pounds of CO per day and 80 pounds of SOx per day.

Source: ESA, 2015

Since the release of the 1996 EIR, the PCAPCD has established thresholds of significance for NOx, ROG, $SO_2$ and CO during construction, which is present under the Standards of Significance chapter of the PCAPCD CEQA Handbook.[15] The PCAPCD's recommended project-level construction threshold for NOx and ROG is 82 pounds per day. Since there are no recommended significance thresholds for $SO_2$ and CO found in the PCAPCD CEQA Handbook, the City uses thresholds found in the PCAPCD Rule 502 (New Source Review) to assess impacts for these pollutants. The PCAPCD Rule 502 requires all new sources to not exceed 550 pounds of CO per day and 80 pounds of $SO_2$ per day. Although these thresholds have not been adopted by the PCAPCD Board of Directors, the City of Roseville, the CEQA lead agency, uses the thresholds for CEQA purposes. In addition, for those projects which would create a significant impact due to NOx, ROG, $SO_2$, and/or CO during construction, there have been changes to the PCAPCD's recommend mitigation measures for construction-related pollutant emissions, which can be found in Appendix A of the PCAPCD CEQA Handbook.[16] These new mitigation measures include a requirement to submit a Construction Emission/Dust Control Plan and Improvement/Grading Plan to the District prior to construction demonstrating how construction-related pollutant emissions would abide to all relevant District rules and regulations. These measures would be incorporated into the proposed HPCO Amendment.

For this analysis, CalEEMod was used to model the construction-related emissions of NOx, ROG, $SO_2$ and CO for both the 1996 HPMP and the proposed 2015 HPMP. As previously discussed, the 1996 HPMP proposed the construction of 2,661,000 square feet of light industrial buildings, 248,000 square feet of commercial buildings and 45.9 acres of open space.[17] The proposed HPCO Amendment would include construction of 948 residential homes, 170,000 square feet of community commercial, 60,000 square feet of office, 300,000 square feet of tech/business park, 1,426,000 square feet of light industrial and 71 acres of open space land uses. For purposes of the analysis for this Initial Study, it was assumed that construction of both the 1996 HPMP and the proposed HPCO Amendment would begin in July 2015 and would occur incrementally over a thirty year period.

The results of the short-term construction pollutant emissions for both the 1996 HPMP and the proposed HPCO Amendment can be found in **Table 3-1**. The unmitigated emissions generated during the construction of the proposed HPCO Amendment would be more than what was projected for in the 1996 HPMP by approximately 0.1 pounds per day $SO_2$ and 34.7 pounds per day CO. These increases in emissions are associated with the longer building construction period for the 948 residential homes proposed in the HPCO Amendment, which are assumed to be completed in the first five years. Emissions of ROG with the proposed HPCO Amendment would be less than the emissions projected for in the 1996 HPMP by approximately 109.3 pounds per day. The decrease in ROG emissions is due to the shorter period of time to apply architectural coating to the light industrial and commercial buildings proposed in the 1996 HPMP. The construction of the development proposed in the 1996 HPMP is assumed to be constructed in increments of one year every five years for thirty years.

Consequently, the construction of development provided for in the proposed HPCO Amendment would exceed the PCAPCD ROG emission threshold of 82 pounds per day even with the implementation of Mitigation Measures 4.10-2(a) and 4.10-2(b) as described in the 1996 EIR. This would result in a short-term significant impact after mitigation, consistent with the conclusions in the 1996 EIR. Thus, there would be no new significant impacts that were not disclosed in the 1996 EIR, and no substantial increase in the severity of significant impacts that were disclosed in the 1996 HP EIR. The proposed HPCO Amendment would be required to meet the PCAPCD's standard measures.

15 Placer County Air Pollution Control District. *CEQA Air Quality Handbook*. October 2012.
16 Placer County Air Pollution Control District. *CEQA Air Quality Handbook*. October 2012.
17 City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 3-7.

| Impact 4.10-2 Short-term Emissions of ROG, $NO_X$, $SO_2$, and CO | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | PCAPCD Significance Threshold |
| Significance with Policies and Regulations | Short-Term Significant | Short-Term Significant |
| Mitigation Measures: | 1996 Mitigation Measure 4.10-2(a) and 4.10-2(b) | 1996 Mitigation Measure 4.10-2(a) and 4.10-2(b) |
| Significance after Mitigation | Short-Term Potentially Significant | Short-Term Potentially Significant |

**Discussion:**

The 1996 EIR concluded that short-term NOx, ROG, $SO_2$ and CO emissions as a result of construction within the project site during implementation of the 1996 HPMP would result in a short-term significant impact.[18] This qualitative impact analysis was based on the assumption that construction would consist of vegetation clearing, excavation, and grading. The conclusion of this assessment was that construction-related activities would generate NOx, ROG, $SO_2$ and CO emissions that would exceed the PCAPCD significance standard of *any* increase of ROG or NOx, and as a result, would be a short-term significant impact. The 1996 EIR required the implementation of Mitigation Measures 4.10-2(a) and 4.10-2(b) requiring construction contractors (1) to reduce NOx, ROG and CO emissions by complying with the construction vehicle air pollution control strategies developed by the PCAPCD, and (2) to develop and implement a construction employee trip reduction plan consistent with the City of Roseville Traffic Systems Management (TSM) Ordinance. The 1996 EIR concluded that with the implementation of Mitigation Measures 4.10-2(a) and 4.10-2(b), the project would result in a less than significant impact.

Since the release of the 1996 EIR, the PCAPCD has established thresholds of significance for NOx, ROG, $SO_2$ and CO during construction, which is present under the Standards of Significance chapter of the PCAPCD CEQA Handbook.[19] The PCAPCD's recommended project-level construction threshold for NOx and ROG is 82 pounds per day. Since there are no recommended significance thresholds for $SO_2$ and CO found in the PCAPCD CEQA Handbook, the City uses thresholds found in the PCAPCD Rule 502 (New Source Review) to assess impacts for these pollutants. The PCAPCD Rule 502 requires all new sources to not exceed 550 pounds of CO per day and 80 pounds of $SO_2$ per day. Although these thresholds have not been adopted by the PCAPCD Board of Directors, the City of Roseville, the CEQA lead agency, uses the thresholds for CEQA purposes. In addition, for those projects which would create a significant impact due to NOx, ROG, $SO_2$, and/or CO during construction, there have been changes to the PCAPCD's recommend mitigation measures for construction-related pollutant emissions, which can be found in Appendix A of the PCAPCD CEQA Handbook.[20] These new mitigation measures include a requirement to submit a Construction Emission/Dust Control Plan and Improvement/Grading Plan to the District prior to construction demonstrating how construction-related pollutant emissions would abide to all relevant District rules and regulations. These measures would be incorporated into the proposed HPCO Amendment.

For this analysis, CalEEMod was used to model the construction-related emissions of NOx, ROG, $SO_2$ and CO for both the 1996 HPMP and the proposed 2015 HPMP. As previously discussed, the 1996 HPMP proposed the construction of 2,661,000 square feet of light industrial buildings, 248,000 square feet of commercial buildings and 45.9 acres of open space.[21] The proposed HPCO Amendment would include construction of 948 residential homes, 170,000 square feet of community commercial, 60,000 square feet of office, 300,000 square feet of tech/business park, 1,426,000 square feet of light industrial and 71 acres of open space land uses. For purposes of the analysis for this Initial Study, it was assumed that construction of both the 1996 HPMP and the proposed HPCO Amendment would begin in July 2015 and would occur incrementally over a thirty year period.

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18 City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Pages 4.10-15 and 4.10-16.
19 Placer County Air Pollution Control District. *CEQA Air Quality Handbook*. October 2012.
20 Placer County Air Pollution Control District. *CEQA Air Quality Handbook*. October 2012.
21 City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 3-7.

The results of the short-term construction pollutant emissions for both the 1996 HPMP and the proposed HPCO Amendment can be found in **Table 3-**1. The unmitigated emissions generated during the construction of the proposed HPCO Amendment would be more than what was projected for in the 1996 HPMP by approximately 0.1 pounds per day $SO_2$ and 34.7 pounds per day CO. These increases in emissions are associated with the longer building construction period for the 948 residential homes proposed in the HPCO Amendment, which are assumed to be completed in the first five years. Emissions of ROG with the proposed HPCO Amendment would be less than the emissions projected for in the 1996 HPMP by approximately 109.3 pounds per day. The decrease in ROG emissions is due to the shorter period of time to apply architectural coating to the light industrial and commercial buildings proposed in the 1996 HPMP. The construction of the development proposed in the 1996 HPMP is assumed to be constructed in increments of one year every five years for thirty years.

Consequently, the construction of development provided for in the proposed HPCO Amendment would exceed the PCAPCD ROG emission threshold of 82 pounds per day even with the implementation of Mitigation Measures 4.10-2(a) and 4.10-2(b) as described in the 1996 EIR. This would result in a short-term significant impact after mitigation, consistent with the conclusions in the 1996 EIR. Thus, there would be no new significant impacts that were not disclosed in the 1996 EIR, and no substantial increase in the severity of significant impacts that were disclosed in the 1996 HP EIR. The proposed HPCO Amendment would be required to meet the PCAPCD's standard measures.

| **Impact 4.10-3 Increases of CO Concentrations at Intersections** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | Transportation System Management Ordinance | PCAPCD Significance Threshold |
| Significance with Policies and Regulations | Significant | Less than Significant |
| Mitigation Measures: | 1996 Mitigation Measure 4.10-3 | 1996 Mitigation Measure 4.10-3 |
| Significance after Mitigation | Significant | Less than Significant |

**Discussion:**

The 1996 EIR concluded that the operation of the project would result in increases of CO concentrations generated by intersections near the project site that would result in a significant impact.[22] This impact assessment was based on CO hot spot analysis using the California Line Source Dispersion Model version 4 (CALINE4) at ten intersections.[23] The conclusion of this impact analysis showed that all of the modeled intersections would exceed the 1- and 8-hour CO concentration California Ambient Air Quality Standards (CAAQS) for both the Existing and Existing Plus Project scenarios, and as a result, would be a significant impact. The 1996 EIR required the implementation of Mitigation Measure 4.10-3, which would require the project to provide regional emissions controls at the intersection exceed the CAAQS. The 1996 EIR concluded that with the implementation of Mitigation Measure 4.10-3, the project would result in a less than significant impact.

Since the release of the 1996 EIR, the PCAPCD has established a screening procedure for CO impacts to determine whether or not a project traffic impact could cause a potential CO hotspot on any given intersection. If either of the following criteria is true of any intersections affect by the project traffic, the project can potentially exceed the CO standard and a CO dispersion modeling analysis would be required:

- A traffic study for the project indicates that the peak-hour Level of Service (LOS) on one or more streets or at one or more intersections (both signalized and non-signalized) in the project vicinity will be degraded from an acceptable LOS (e.g., A, B, C, or D) to an unacceptable LOS (e.g., LOS E or F ); or

[22] City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Pages 4.10-17 through 4.10-19.
[23] City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.10-18, Table 4.10-5.

- A traffic study indicates that the project will substantially worsen an already existing unacceptable peak-hour LOS on one or more streets or at one or more intersections in the project vicinity. "Substantially worsen" includes situations where delay would increase by 10 seconds or more when project-generated traffic is included.

For this analysis, the California Line Source Dispersion Model Version 4 (Caline4) was used to calculate CO concentrations at nine intersections for both the 1996 HPMP and proposed HPCO Amendment in the year 2025 using peak hour traffic volumes provided by Fehr and Peers.[24] Results of the modeling are shown in **Table 3-2**. After the full build-out of the development proposed in the HPCO Amendment, there would be no increases in CO concentrations at any of the modeled intersections. In some intersections, there would be a decrease in localized CO concentrations. These decreases in CO concentrations are due to fewer AM and PM peak hour trips generated by the proposed HPCO Amendment compared to the trip characteristics of the 1996 HPMP. According to the Preliminary Traffic Study for Campus Oaks Technical Memorandum[25], the development proposed in the HPCO Amendment would generate 1,080 fewer AM peak hour trips and 460 fewer PM peak hour trips when compared to the 1996 HPMP, resulting in an improvement in intersection LOS in the vicinity of the project area. In addition, for both 1996 HPMP and proposed HPCO Amendment developments, none of the modeled intersections would exceed the 9 parts per million (ppm) 8-hour and 20 ppm 1-hour CAAQS, or the 9 ppm 8-hour and 35 ppm 1-hour NAAQS.

Consequently, CO concentrations with the proposed HPCO Amendment would not increase above levels modeled for the 1996 HPMP. Nor would the severity of significant impacts that were disclosed in the 1996 EIR substantially increase. No new mitigation measures would be required.

| **Impact 4.10-4 Increased Air Pollution in Both the Hewlett Packard Master Plan Area and Sacramento Valley Air Basin** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | PCAPCD Significance Threshold |
| Significance with Policies and Regulations | Significant | Significant |
| Mitigation Measures: | 1996 Mitigation Measure 4.10-4 | 1996 Mitigation Measure 4.10-4<br>2015 Mitigation Measure 3-1 |
| Significance after Mitigation | Significant | Significant |

**Discussion:**

The 1996 EIR concluded that the operations of land uses developed pursuant to the 1996 HPMP would increase air pollution in the Sacramento Valley Air Basin (SVAB), resulting in a significant impact.[26] This impact assessment was based on air pollutant emission estimates generated by modelling pursuant to EMFAC 7F and SCAQMD Air Quality Handbook[27] for vehicles, electricity and natural gas usages.[28] The conclusion of this impact analysis showed that the existing and year 2010 plus project conditions emissions of ozone precursors (ROG and NOx) would reduce the ability of the PCAPCD to comply with the California Clean Air Act Requirements. The 1996 EIR concluded that even the implementation of Mitigation Measure 4.10-4, requiring the implementation of Mitigation Measure 4.10-3, as stated above, would not reduce emission levels to a less than significant level. Thus, this impact was determined to be significant and unavoidable for the 1996 HPMP.

[24] Fehr and Peers. *Preliminary Traffic Study for Campus Oaks Technical Memorandum.* August 28, 2014.
[25] Fehr and Peers. *Preliminary Traffic Study for Campus Oaks Technical Memorandum.* August 28, 2014.
[26] City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.10-17 through 4.10-22.
[27] South Coast Air Quality Management District. *Air Quality Analysis Guidance Handbook*. 1993.
[28] City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.10-20, Table 4.10-6 and Table 4.10-7.

**Table 3-2**
**2025 Predicted Maximum 1-Hour and 8-Hour Carbon Monoxide Concentrations (PPM)**

| Intersection | Average Time | 1996 HPMP (A) | Proposed HPCO Amendment (B) | Incremental Increase (B-A) | Is increase Significant? (Yes or No) |
|---|---|---|---|---|---|
| 1. Baseline Rd/Fiddyment Rd | 1-hr | 3.10 | 3.10 | 0.00 | No |
| | 8-hr. | 1.86 | 1.86 | 0.00 | No |
| 2. Blue Oaks Blvd /Foothills Blvd | 1-hr | 3.20 | 3.20 | 0.00 | No |
| | 8-hr. | 1.92 | 1.92 | 0.00 | No |
| 3. Foothills Blvd/Misty Wood/Nec | 1-hr | 2.80 | 2.80 | 0.00 | No |
| | 8-hr. | 1.68 | 1.68 | 0.00 | No |
| 4. Foothills Blvd /Roseville Pkwy/HP Way | 1-hr | 3.00 | 2.90 | -0.10 | No |
| | 8-hr. | 1.80 | 1.74 | -0.06 | No |
| 5. Foothills Blvd/Pleasant Grove Blvd | 1-hr | 3.20 | 3.10 | -0.10 | No |
| | 8-hr. | 1.92 | 1.86 | -0.06 | No |
| 6. Junction Blvd/Woodcreek Oaks Blvd | 1-hr | 2.80 | 2.80 | 0.00 | No |
| | 8-hr. | 1.86 | 1.86 | 0.00 | No |
| 7. Pleasant Grove Blvd/Washington Blvd | 1-hr | 3.10 | 3.10 | 0.00 | No |
| | 8-hr. | 1.86 | 1.86 | 0.00 | No |
| 8. Roseville Pkwy/Washington Blvd | 1-hr | 2.90 | 2.90 | 0.00 | No |
| | 8-hr. | 1.74 | 1.74 | 0.00 | No |
| 9. Woodcreek Oaks Blvd/Baseline Rd | 1-hr | 2.80 | 2.80 | 0.00 | No |
| | 8-hr. | 1.68 | 1.68 | 0.00 | No |

Note: CO concentrations were derived from the CALINE4 computer program, for the worst-case conditions at the intersections. Traffic data was provided by Fehr and Peers.
Source: ESA, 2014

Since the certification of the 1996 EIR, the PCAPCD has established thresholds of significance for operational criteria pollutants including CO, $PM_{10}$, and ozone precursors (ROG and NOx), as discussed under Impact 4.10-3, above.

It has been assumed that land uses allowed under both the 1996 HPMP and the proposed HPCO Amendment would be constructed incrementally over an approximately 30-year period ending in year 2045. As construction is completed and new land uses are occupied, operations of the new land uses would commence. Thus, to be conservative, for the purposes of this analysis, operational pollutant emissions were modeled for the full build-out year 2045, when operational pollutant emissions would be at their highest. Operational emissions in the year 2045 were calculated using CalEEMod and the traffic data described in the Preliminary Traffic Study for Campus Oaks Technical Memorandum by Fehr and Peers. The estimates shown in **Table 3-3** are based on 12,718 average daily traffic (ADT) trips generated by 2,661,000 square feet of light industrial buildings, 248,000 square feet of commercial buildings and 45.9 acres of open space for the 1996 HPMP[29] and 16,225 ADT trips generated by 948 residential homes, 170,000 square feet of community commercial, 60,000 square feet of office, 300,000 square feet of tech/business park, 1,426,000 square feet of light industrial and 71 acres of open space land uses for the proposed HPCO Amendment.

**Table 3-3** shows the results of the project's pollutant emissions for the 1996 HPMP and the proposed HPCO Amendment. Unmitigated operational emissions for the proposed HPCO Amendment are less than estimated for the 1996 HPMP by approximately 14.7 pounds per day ROG, 11.8 pounds per day of NOx, 0.8 pounds per day of $SO_2$, and 56.4 pounds per day of $PM_{10}$. The modeled decreases in ROG, NOx, $SO_2$, and $PM_{10}$ emissions are due to lower trip rates generated by the proposed HPCO Amendment compared to what was modeled for in the 1996 HPMP. The modeled CO emissions for the proposed HPCO Amendment would be greater than those modeled for the 1996 HPMP by approximately 43.5 pounds per day. This increase is due to the HPCO Amendment's increase in landscaping operations associated with residential land uses, which results in higher emissions of CO. Additionally, the mitigated operational emissions of the proposed 2015 HPMP are less than for the 1996 HPMP by approximately 20.5 pounds per day of ROG, 10.1 pounds per day of NOx, 0.8 pounds of $SO_2$ and 53.4 pounds per day of $PM_{10}$. The mitigated CO emission would remain greater than those modeled for the 1996 HPMP by approximately 33.3 pounds per day.

An additional consideration with regard to CO is that motor vehicles represent the primary source of CO from land use development. As discussed in the previous section, CO dispersion modeling was conducted to assess whether CO emissions from motor vehicle trips generated by the HPCO Amendment plus from other cumulative traffic would result in violations of the state or federal ambient standards for CO. As shown in **Table 3-2** above, the modeling results show that project plus cumulative traffic would not result in violations of the CO standards.

The proposed HPCO Amendment mitigated operational CO emissions would exceed the CO emissions predicted for the 1996 HPMP by approximately 5 percent, as shown in **Table 3-3**. However, this increase is not considered a substantial increase in severity because, as noted above, (1) the region is in attainment for CO, (2) there would be no violations of state or federal ambient standards for CO (see **Table 3-2**), and the increase in emissions would be only 5% over the levels predicted for the 1996 HPMP. Based on the CO emission analysis (**Table 3-3**) and the CO modeling analysis (**Table 3-2**), the HPCO Amendments would generate no new significant impacts not disclosed in the 1996 EIR and no substantial increase in the severity of significant impacts that were disclosed in the 1996 EIR.

[29] City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 3-7.

**Table 3-3**
**Estimated Project Operational Emissions (pounds/day)**

| | Unmitigated Project Operation Emissions (pounds/day) | | | | | Mitigated Project Operational Emissions (pounds/day) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Category** | **ROG** | **NOx** | **$SO_2$** | **CO** | **$PM_{10}$** | **ROG** | **NOx** | **$SO_2$** | **CO** | **$PM_{10}$** |
| 1996 HPMP | 401.9 | 138.5 | 2.6 | 670.7 | 162.7 | 401.4 | 135.6 | 2.5 | 661.4 | 159.5 |
| Proposed HPCO Amendment | 387.2 | 126.7 | 1.8 | 714.2 | 106.3 | 386.0 | 125.5 | 1.8 | 694.6 | 106.1 |
| Incremental Increase | -14.7 | -11.8 | -0.8 | 43.5 | -56.4 | -15.4 | -10.1 | -0.8 | 33.3 | -53.4 |
| PCAPCD Significance Threshold | 82 | 82 | 80 | 550 | 82 | 82 | 82 | 80 | 550 | 82 |
| 1996 HPMP Exceeds PCAPCD Significance Threshold? | Yes | Yes | No | Yes | Yes | Yes | Yes | No | Yes | Yes |
| Proposed HPCO Amendment Exceeds PCAPCD Significance Threshold? | Yes | Yes | No | Yes | Yes | Yes | Yes | No | Yes | Yes |
| Change in Impact Significance? | No | No | No | No | No | No | No | No | No | No |

Note: The PCAPCD recommended thresholds of significance for construction emissions for ROG, NOx and $PM_{10}$ is 82 pounds per day. Since there are no recommended significance thresholds for $SO_2$ and CO found in the PCAPCD CEQA Handbook, the thresholds found in the PCAPCD Rule 502 (New Source Review) are used to assess impacts for these pollutants. The PCAPCD Rule 502 requires all new sources to not exceed 550 pounds of CO per day and 80 pounds of NOx per day.

Source: ESA, 2015

| Impact 4.10-5 Exposure of Existing Residents to Minor Amounts of Odors | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | PCAPCD Significance Threshold |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR concluded that the implementation of the 1996 HPMP would not result in the exposure of existing residents to minor amounts of odors generated by the operations and construction of the HP Master Plan.[30] The EIR concluded that "the odor impacts on the residential properties would most likely be minor because the City of Roseville stipulates that there [would] be very limited odor, dust, smoke, or other pollutants generated from light industrial designated land uses and any new stationary sources would need to comply with the Placer County APCD Rules and Regulations." Based on this reasoning, the EIR concluded that the impact would be a less than significant.

Since the release of the 1996 EIR, the PCAPCD has established recommended odor screening distances from certain projects known to generate offensive odors, such as sanitary landfills, paint and coating operations, and wastewater treatment facilities. While offensive odors rarely cause any physical harm, they can still be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and the PCAPCD. The occurrence and severity of odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source, the wind speed and direction, and the sensitivity of the receptor. Generally, increasing the distance between the receptor and the source will mitigate odor impacts. Since neither the 1996 HPMP nor the proposed HPCO Amendment would allow for any of the land uses referenced in Chapter 4 of the PCAPCD's CEQA Handbook (PCAPCD, 2012), it is reasonable to conclude that neither the original project nor the modified project would create objectionable odors that would affect a substantial number of people.

The land use changes in the proposed HPCO Amendment would add new residents on parcels previously designated for light industrial uses. Thus, the proposed HPCO Amendment could place new sensitive receptors in close proximity to existing odor sources. None of the uses on the HPMP site or in the surrounding area produce objectionable odors. Because the proposed HPCO Amendment would not create new sources of odors, nor would it place new residences in a location where they would be subject to objectionable odors, there would be no new significant impacts that were not disclosed in the 1996 EIR and no substantial increase in the severity of significant impacts that were disclosed in the 1996 EIR. No new mitigation measures would be required.

[30] City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.10-22.

| Impact 4.10-6 Inconsistency with the Placer County Air Quality Attainment Plan | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | PCAPCD Significance Threshold |
| Significance with Policies and Regulations | Significant | Significant |
| Mitigation Measures: | 1996 Mitigation Measure 4.10-6 (Implement 1996 Mitigation Measures 4.10-1, 4.10-2, and 4.10-3) | 1996 Mitigation Measure 4.10-6 (Implement 1996 Mitigation Measures 4.10-1, 4.10-2, and 4.10-3) |
| Significance after Mitigation | Significant | Significant |

**Discussion:**

The 1996 EIR concluded that the 1996 HPMP would increase regional pollutant emissions that would obstruct the County's attainment of the criteria pollutants listed in the CAAQS, which would result in a significant impact.[31] This impact determination was based on the combination of project-related employment growth and regional employment growth surrounding the project area exceeding what was projected in the 1991 Placer County Air Quality Attainment Plan, which, in turn, would increase emissions from commercial and industrial stationary and mobile sources. The 1996 EIR further concluded that the Mitigation Measure 4.10-6 would not reduce regional pollutant emissions sufficiently to avoid obstruction of the county's attainment of air pollutant standards, and as a result, the impact would be significant and unavoidable.

The project site is located in the south-east portion of SVAB, which is currently designated as a non-attainment area with respect to the state 1-hour ozone, state and national 8-hour ozone, the state and national $PM_{10}$ and the national $PM_{2.5}$ ambient air quality standards. As shown in **Table 3-3**, both the 1996 HPMP and the proposed HPCO Amendment would result in operational emissions that would exceed the PCAPCD significance threshold for ROG (one of the precursors of ozone) and $PM_{10}$, and thus would conflict with or obstruct the implementation of the PCAPCD's Air Quality Attainment Plan. As presented in **Table 3-3** and discussed under Impact 4.10-4, above, the emissions of $PM_{10}$ generated by the proposed HPCO Amendment would be lower than the modeled emissions for the 1996 HPMP. Additionally, there would be in an incremental increase in ROG emissions generated by the proposed HPCO Amendment compared to the 1996 HPMP; however, the incremental increase would be below the PCAPCD significance threshold of 82 pounds per day.

Since the proposed HPCO Amendment $PM_{10}$ emissions would be lower than the emissions for the 1996 HPMP and the incremental increase in ROG emissions generated by the proposed HPCO Amendment compared to the 1996 HPMP would be below the PCAPCD significance threshold of 82 pounds per day, there would be no new significant impacts that were not discussed in the 1996 EIR, and no increase in the severity of significant impacts that were disclosed in the 1996 EIR. No new mitigation measures would be required.

| Impact 4.10-7 Exposure of Residents to Criteria Air Pollutants Generated by Stationary Sources | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policy AA-8 | General Plan Air Quality Element Policy 8 |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

[31] City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.10-22.

**Discussion:**

The 1996 EIR concluded that the 1996 HPMP would expose residents to less than significant levels of criteria air pollutants from stationary sources within the project site.[32] The previous analysis assumed that emission impacts from stationary sources built on land uses designated as "light industrial" would be minor because they would be required to comply with the PCAPCD Rules and Regulations. PCACPCD's permitting rules required (and still require) that stationary sources install best available control technology (BACT) to control emissions to the maximum extent that is technically feasible.

The proposed HPCO Amendment also includes light industrial and commercial land use designations that could include stationary sources, though the amount of land subject to those designations would be significantly reduced. Any new stationary source constructed under the HPCO Amendment would also be subject to PCAPCD's Rules and Regulations, and therefore would require an air permit and installation of BACT, which has become more effective (stringent) since 1996. These air permitting requirements will minimize exposure of future residents to stationary sources emissions. As a result, there would be no new significant impacts that were not disclosed in the 1996 EIR, and no increase in the severity of significant impacts that were disclosed in the 1996 EIR. No new mitigation measures would be required.

| **Impact 4.10-8 Exposure of Residential Areas to Toxic Air Contaminants Generated by Stationary Sources** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policy AA-8 | General Plan Policy 8 |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR addressed the potential that stationary emissions sources that could be built on land designated as light industrial and commercial could expose residential areas to toxic air contaminants (TACs). The impact analysis assumed that air pollution emissions generated by any new stationary sources in light industrial land uses would be minor and would be required to comply with the PCAPCD Rules and Regulations requiring stationary source emissions controls. The 1996 EIR concluded that the operation of the 1996 HPMP would not expose residential areas to TACs generated by stationary sources at levels that would result in a significant impact.[33]

The proposed HPCO Amendment would include light industrial, residential, commercial, office, tech/business park, public and park uses that would introduce new stationary sources of TACs to the project site, but fewer than would have occurred under the 1996 HPMP. This addendum discusses the potential for hazards impacts and land use conflicts between residential and industrial land uses in sections 8 and 10, respectively. The discussion of Impact 4.8-1 (hazards) concluded that there would be no new significant impact because federal, state, and local requirements for hazardous materials would apply to existing and future industrial uses. The discussion of Impact 4.1-4 (land use) concluded that there would be no new significant impact because of distance between uses and limitations on uses. As previously discussed, today there are residential land uses adjacent to the project site (to the west across Woodcreek Oaks Boulevard, and to the north across Blue Oaks Boulevard) that did not exist when the 1996 EIR was certified; these are sensitive receptors that are closer to the project site than was previously addressed in the 1996 EIR.

Proposed residents of the proposed HPCO Amendment could be exposed to concentrations of TACs from roadways and proposed industrial areas. A substantial increase in residential TAC concentrations typically occurs when residences are

[32] City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.10-23.
[33] City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.10-24.

located close to TAC sources (e.g., industrial uses or freeways). The following sections discuss the location of new on- and off-site sensitive receptors with respect to potential sources of TAC concentrations (i.e., industrial and commercial uses, and proximity to freeways). The California Air Resources Board recommends avoiding siting new sensitive land uses within 500 feet of urban roads exceeding 100,000 vehicles/day, within 1,000 feet of major industrial sources, or within 300 feet of large gas stations.[34]

Based on information provided by PCAPCD, potential sources of TACs near the project consist of the Chevron Gas Station located northeast of the project site, Surewest Telephone located to the east of the project site, and TSI Semiconductors facility located to the southeast of the project site[35]. TSI Semiconductors facility is located approximately 4,100 feet away from the nearest on-site residential land use and would be too far away to substantially increase TAC concentrations. None of the other sources identified by the PCAPD as TAC emitters are located within 1,000 feet of these proposed residential areas. Consequently, these existing off-site stationary TAC sources would not affect health risks of future residences.

The proposed 2015 HPMP includes the development of light industrial uses within the eastern half of the project site. These land uses could include stationary sources that have the potential to result in TAC concentrations causing health risks at on-site residences. However, any new stationary TAC emissions sources proposed for the 2015 HPMP would be required to comply with the PCAPCD's Rules and Regulations for stationary sources, requiring the applicant for the stationary source to obtain a permit from the PCAPCD prior to operating. Any exposure of residents to TAC emissions would be regulated through the PCAPCD permitting authority for stationary sources of pollutants, which seeks to avoid human exposure to unsafe levels of TACs.

The closest roadway to the project site that could expose on-site residential land uses to substantial concentrations of TACs is Blue Oaks Boulevard. According to the CARB Handbook, a residential land use located within 500 feet of a road with more than 100,000 vehicles per day would result in substantial TAC concentrations. Blue Oaks Boulevard is located beyond 500 feet from the nearest on-site residential land uses and would not generate traffic volumes greater than 100,000 vehicles per day[36]. Consequently, vehicular traffic along these roadways would not generate TAC concentrations that would result in a significant impact on the on-site residential land uses proposed in the proposed HPCO Amendment.

The health risks associated with on- and off-site stationary or mobile sources of TAC would not expose future residents of the proposed HPCO to substantial TAC concentrations. As a result, there would be no new significant impacts that were not disclosed in the 1996 EIR and no increase in the severity of significant impacts that were disclosed in the 1996 EIR. No new mitigation measures would be required.

| **Impact 4.10-9 Increases in Toxic Air Contaminants During Construction** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | None |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR addressed the potential that the project would result in increased TAC emissions during construction. The 1996 EIR determined that there would be chemicals used during construction that are known to result in some temporary increases in TACs, but that the chemicals would need to be used in a manner that complies with State and federal laws,

34 California Air Resources Board, 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. April.
35 Pease, Kathy. *TAC Sources near and at HP Site*. February 24, 2015. E-mail.
36 Fehr and Peers. *Preliminary Traffic Study for Campus Oaks Technical Memorandum.* August 28, 2014.

and PCAPCD regulations. The 1996 EIR concluded that the project would not result in an increase in TAC emissions at the closest residential area during construction that would result in a significant impact.[37]

Like the 1996 HPMP, the proposed HPCO Amendment would involve limited use of chemicals that emit TACs, but those TACs are increasingly regulated under State and federal law, and PCAPCD regulations. Diesel particulate matter (DPM) represents the TAC with the greatest potential to cause health risks during construction. DPM is emitted primarily from heavy equipment during grading, excavation, and associated construction activities. Prior to 1996, DPM had not been classified as a TAC by the State of California and was not analyzed or addressed in the 1996 EIR. The proposed HPCO Amendment would result in short-term emissions of DPM and would have sensitive receptors located within approximately 150 feet from the project site that did not exist in 1996. Construction hours are assumed to take place for eight hours per day, Monday through Friday, incrementally over a period of up to thirty years. No construction activities are expected to take place during the weekends and major holidays. Although construction is estimated to occur incrementally over a period of up to thirty years, exposure of sensitive receptors to DPM would be for only brief periods when excavation and grading activities are being conducted near individual residents. As shown in **Table 3-1**, the implementation of Mitigation Measure 4.10-1, as described in the 1996 EIR, would reduce $PM_{10}$ off-road equipment exhaust emissions to below the PCACPD's significance threshold of 82 pounds per day, and there would be a proportional decrease in DPM emissions that would further reduce potential exposures at nearby residences. Based on this analysis, there would be no new significant impacts that were not disclosed in the 1996 EIR, and no substantial increase in the severity of significant impacts that were disclosed in the 1996 EIR. No new mitigation measures would be required.

Issues Not Addressed in 1996 EIR

Because the 1996 HPMP did not include any residential development, the 1996 EIR did not include analysis of whether residences would be exposed to toxic air contaminants from major roadways. The closest arterial roadways to the project site that could expose on-site residential land uses to substantial concentrations of TACs are Woodcreek Oaks Boulevard and Blue Oaks Boulevard. According to the CARB Handbook, a residential land use located within 500 feet of a freeway, urban roads with 100,000 vehicles per day or rural roads with 50,000 vehicles per day would result in substantial TAC concentrations. Blue Oaks Boulevard is located beyond 500 feet from the nearest on-site residential land uses and would not generate traffic volumes greater than 100,000 vehicles per day. Woodcreek Oaks Boulevard would carry traffic volumes well below the 100,000 vehicles per day threshold. [38] Consequently, vehicular traffic along these roadways would not generate TAC concentrations that would result in a significant impact on the on-site residential land uses proposed in the proposed HPCO Amendment.

4. Conclusions

As described in the text and tables above, changes introduced by the proposed HPCO Amendment and/or circumstances relevant to the project would not, as compared to the 1996 EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the project will have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

[37] City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.10-24.
[38] Fehr and Peers. *Preliminary Traffic Study for Campus Oaks Technical Memorandum*. August 28, 2014.

**Standard Mitigation Measures**

**Placer County Air Pollution Control District Standard Mitigation Measures**

**Construction Mitigation Measure 1**

1a. Prior to approval of Grading or Improvement Plans, (whichever occurs first), on project sites greater than one acre, the applicant shall submit a Construction Emission / Dust Control Plan to the Placer County Air Pollution Control District. If the District does not respond within twenty (20) days of the plan being accepted as complete, the plan shall be considered approved. The applicant shall provide written evidence, provided by the District, to the local jurisdiction (city or county) that the plan has been submitted to the District. It is the responsibility of the applicant to deliver the approved plan to the local jurisdiction. The applicant shall not break ground prior to receiving District approval, of the Construction Emission / Dust Control Plan, and delivering that approval to the local jurisdiction issuing the permit.

1b. Include the following standard note on the Grading Plan or Improvement Plans, or as an attached form: The prime contractor shall submit to the District a comprehensive inventory (e.g., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower of greater) that will be used in aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact the District prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the District with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman.

1c. Prior to approval of Grading or Improvement Plans, whichever occurs first, the applicant shall provide a written calculation to the District for approval demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average of 20% of NOx and 45% of DPM reduction as compared to CARB statewide fleet average emissions. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The following link shall be used to calculate compliance with this condition and shall be submitted to the District as described above: http://www.airquality.org/ceqa/ConstructionEmissionsMitigationCalculator_v6_2012Jan.xls.

**Construction Mitigation Measure 2**

Include the following standard note on the Improvement/Grading Plan, or as an attached form: During construction the contractor shall utilize existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.

**Construction Mitigation Measure 3**

Include the following standard note on the Improvement/Grading Plan, or as an attached form: During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment.

**Construction Mitigation Measure 4**

Prior to the approval of grading or improvement plans, the applicant shall retain a qualified geologist or geotechnical engineer to conduct additional geologic evaluations of the project site to determine the presence or absence of naturally-occurring asbestos onsite. These evaluations shall include the project site and each offsite parcel where infrastructure construction or installation would occur. These evaluations shall be completed and submitted to the District prior to issuance of any grading and/or improvement plans.

**Construction Mitigation Measure 5**

If naturally-occurring asbestos is located onsite, the following measures shall be implemented prior to the approval of a grading/improvement plans:

a. The applicant shall prepare an Asbestos Dust Mitigation Plan pursuant to CCR Title 17 Section 93105 ("Asbestos Airborne Toxic Control Measures for Construction, Grading, Quarrying, and Surface Mining Operations") and obtain approval by the Placer County APCD. The Plan shall include all measures required by the State of California and the Placer County APCD.

b. If asbestos is found in concentrations greater than 5 percent, the material shall not be used as surfacing material as stated in state regulation CCR Title 17 Section 93106 ("Asbestos Airborne Toxic Control Measure-Asbestos Containing Serpentine"). The material with naturally-occurring asbestos can be reused at the site for sub-grade material covered by other non-asbestos-containing material

c. Each subsequent individual lot developer shall prepare an Asbestos Dust Mitigation Plan when the construction area is equal to or greater than one acre.

d. The project developer and each subsequent lot seller must disclose the presence of this environmental hazard during any subsequent real estate transaction processes. The disclosure must include a copy of the CARB pamphlet entitled "Asbestos-Containing Rock and Soil –What California Homeowners and Renters Need to Know," or other similar fact sheet.

**Construction Mitigation Measure 6**

Signs shall be posted in the designated queuing areas of the construction site to remind off-road equipment operators that idling is limited to a maximum of 5 minutes.

**Construction Mitigation Measure 7**

Idling of construction related equipment and construction related vehicles is not recommended within 1,000 feet of any sensitive receptor.

**Operational Mitigation Measure 1**

Prior to building permit approval, the applicant shall show, on the plans submitted to the Building Department, provisions for construction of new residences, and where natural gas is available, the installation of a gas outlet for use with outdoor cooking appliances, such as a gas barbecue or outdoor recreational fire pits.

**Operational Mitigation Measure 2**

As mitigation for air quality impacts, a bike lane is required for this project. Prior to approval of a Grading Permit, Improvement Plans, or Design Review approval, the applicant shall show that a Class 1, 2, or 3 bicycle lane(s) is provided in areas as approved by the Engineering Division and/or the Department of Public Works (or similar divisions within each jurisdiction) , as defined elsewhere in these conditions of approval.

**Operational Mitigation Measure 3**

Wood burning appliances, including fireplaces and woodstoves, shall not be installed within any residential units associated with this project. Wording relating to this restriction shall be included within the project's CC&R's.

**Operational Mitigation Measure 4**

Prior to Design Review approval, the Site Plan shall show that the applicant has provided the number of preferential parking spaces for employees that carpool / vanpool / rideshare as required by the District. Such stalls shall be clearly demarcated with signage as approved by the Design Site Review Committee.

**Operational Mitigation Measure 5**

Diesel trucks shall be prohibited from idling more than five (5) minutes. Prior to the issuance of a Building Permit, the applicant shall show on the submitted building elevations that all truck loading and unloading docks shall be equipped with one 110/208 volt power outlet for every two dock doors. Diesel Trucks idling for more than the allotted time shall be required to connect to the 110/208 volt power to run any auxiliary equipment. A minimum 2'x3' signage which indicates "Diesel engine Idling limited to a maximum of five minutes" shall be included with the submittal of building plans.

**Operational Mitigation Measure 6**

Prior to Design Review approval, the applicant shall show that on-site bicycle racks, as required by the District, shall be reviewed and approved by the Design Site Review Committee.

**Operational Mitigation Measure 7**

As required by the District, Landscape Plans submitted for Design Review shall include native drought-resistant species (plants, trees and bushes) in order to reduce the demand for irrigation and gas powered landscape maintenance equipment. In addition, a maximum of 25% lawn area will be allowed on site. As a part of the project design, the applicant shall include irrigation systems which efficiently utilize water (e.g., prohibit systems that apply water to non- vegetated surfaces and systems which create runoff). In addition, the applicant shall install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls, rain "shut off" valves, or other devices as reviewed and approved by the Design Site Review Committee.

**Operational Mitigation Measure 8**

The proposed HPCO does not exceed the cumulative air quality thresholds as established by the District (a maximum of 10 lbs per day increase of ROG and/or NOx) when compared to the 1996 HPMP because the HPCO would decrease ROG and NOx emissions (see **Table 3-3**).

**1996 EIR Mitigation Measures** – The following mitigation measures were adopted and included in the conditions of approval for the 1996 HPMP

**1996 Mitigation Measure 4.10-1: Provide Dust Controls.** In order to reduce construction-generated PM10 emissions, the contractor shall comply with the dust control strategies developed by the Placer County APCD. The developer shall include in construction contracts the following requirements or measures shown to be equally effective:

a) The contractor shall water as indicated by City inspectors to keep all earth surfaces most during clearing, grading, earthmoving and other site preparation activities.

b) The contractor shall use tarpaulins or other effective covers for haul trucks that travel on public streets.

c) The contractor shall sweep streets within and adjacent to the project as needed or as directed by City inspectors.

d) The contractor shall schedule clearing, grading and earthmoving activities during periods of low wind speeds, and restrict those construction activities during high wind conditions with wind speeds greater than 20 mph average during an hour.

e) The contractor shall control construction and site vehicle speed to 15 mph on unpaved roads.

f) The contractor shall minimize open burning of wood and vegetative waste materials from both construction and operation of the project. No open burning shall occur unless it can be demonstrated to the Placer County APCD that alternatives have been explored. These alternatives may include, but are not limited to, chipping, mulching and conversion of biomass fuel. For any open burning, an APCD permit must be obtained in conformance with APCD Regulation 3 (Open Burning), Rules 301-325.

**1996 Mitigation Measure 4.10-2(a): Maintain construction equipment and vehicles.** The contractor shall reduce NOx, ROG and CO emissions by complying with the construction vehicle air pollutant control strategies developed by the Placer County APCD.

**1996 Mitigation Measure 4.10-2(b): Develop and Implement Construction Employee Trip Reduction Plan.** Consistent with the City's TSM Ordinance, the construction contractor shall develop and implement a trip reduction plan designed to reduce construction-phase employee vehicle trips. Elements of this plan could include the following:

- Providing all construction employees with information relating to public transit facilities serving the site, such as bus routes and schedules;

- Carpooling incentives, including incentives for carpool participants such as preferred on-site parking; and
- Carpool rider matching services.

**1996 Mitigation Measure 4.10-3: CO Concentration Increases at Intersections.** The following measures shall be implemented in order to reduce the Proposed Project's contribution to regional air pollution:

- Employers within the project area shall consider employer-sponsored staggered work schedules, flexible work hours, compressed work week, ride matching services, carpool, vanpool, and buspool programs.
- Employers with more than 100 employees within the project area shall create educational programs to inform employees about combining vehicle trips, thereby limiting vehicle miles traveled and air pollutant emissions.
- Employers shall improve the thermal integrity of the buildings and reduce the thermal load with measures such as with automated time clocks or occupant sensors, and in compliance with City guidelines.

**1996 Mitigation Measure 4.10-4: Implement Mitigation Measure 4.10-3.**

**1996 Mitigation Measure 4.10-6: Implement Mitigation Measures 4.10-1, 4.10-2, and 4.10-3.**

**2015 Mitigation Measures**

None.

| Environmental Issue Area | Where Impact Was Analyzed in Prior Environmental Documents. | Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts? | Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? | Any New Information of Substantial Importance? | Prior Environmental Documents Mitigations Implemented or Address Impacts. |
|---|---|---|---|---|---|
| **4. Biological Resources.** Would the project: | | | | | |
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | pp. 4.5-6 through 4.5-12<br><br>Impact 4.5-1<br>Impact 4.5-4<br>Impact 4.5-5<br>Impact 4.5-6<br>Impact 4.5-7 | No | No | No | Yes |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | pp. 4.5-3 through 4.5-4<br><br>Impact 4.5-1<br>Impact 4.5-4<br>Impact 4.5-5<br>Impact 4.5-8 | No | No | No | Yes |
| 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? | pp. 4.5-4 through 4.5-6<br><br>Impact 4.5-3<br>Impact 4.5-8 | No | No | No | Yes |
| d. Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | pp. 4.5-8 through 4.5-12<br><br>Impact 4.5-5<br>Impact 4.5-7 | No | No | No | Yes |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | pp. 4.5-3 through 4.5-4<br><br>Impact 4.5-2<br>Impact 4.5-8 | No | No | No | Yes |
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | Not Addressed | No | No | No | Not Applicable |

**Discussion:**

1. Changes to Project Related to Biological Resources

The 1996 EIR anticipated that the master plan would convert the majority of the site from annual grassland to urbanized light industrial uses. The 1996 HPMP included a wetland preserve/open space area in the southwest corner of the site. Since the 1996 HPMP was approved, the majority of the annual grassland has been tilled on a regular basis. Wetland areas that would have been filled under the 1996 HPMP have been permitted, the mitigation for all wetland fills has been implemented, and the vast majority of the wetlands have been previously filled.

With the proposed HPCO Amendment, the development boundaries would be unchanged compared to the 1996 HPMP; exactly the same land would be converted from undeveloped to developed. The revised project's "footprint" will be essentially the same as that of the 1996 project. Rather than the planned development of exclusively light industrial and commercial uses, future development of the site with the proposed HPCO Amendment would include residential, office, commercial, and tech/business park, and light industrial uses. The Woodcreek Oaks Preserve/open space area anticipated in the 1996 HPMP has been established, has been dedicated to the City of Roseville, and would not be changed by the

proposed HPCO Amendment. The Woodcreek Oaks Preserve is part of a larger open space and bike trail corridor that extends northwest and southeast from the project site.

2. Changes in Circumstances

Environmental Setting

*1996 EIR*

Within the project site, the currently-vacant area (with the exception of the Woodcreek Oaks Preserve discussed above) has been regularly disced for several years; review of aerial photographs suggest that the discing activity has occurred regularly since 2006. The 1996 EIR identified jurisdictional waters on the project site. Appropriate permits were obtained and the wetlands filled, and the remainder of the site disked. A five-year monitoring program was completed pursuant to U.S. Army Corps of Engineers requirements. The only jurisdictional feature permitted for fill but not yet filled is the intermittent drainage outside of the project site but within the plan area on the property owned by QIP. The 1996 EIR reported that the site was comprised of annual grassland, blue oak/mixed oak woodland, and wetlands habitats. The following special status species were observed on the project site: vernal pool fairy shrimp (*Branchitecta lynchi*), white-tailed kite (*Elanus leucurus*), northern harrier (*Accipiter cooperi*), Swainson's hawk (*Buteo swainsoni*), and loggerhead shrike (*lanius ludovicianus*).

*Regulatory Permitting*

On May 14, 1996, the U.S. Army Corps of Engineers (USACE) issued an authorization under Nationwide Permit Number 26 to impact 2.16 acres of "waters of the U.S." within an approximately 90-acre portion of the project site (pursuant to Regulatory permit #199500018)[39]. In a letter dated January 3, 1997, the filling of an additional 1.28 acres of impacts was authorized by USACE for the approximately 210-acre property directly adjacent to and south of the approximately 90 acre property (pursuant to Regulatory permit #199600577).[40] A total of 3.42 acres of jurisdictional waters of the U.S. were filled as a result of these USACE authorizations.

Additionally, on August 13, 1996, the U.S. Fish and Wildlife Service (USFWS) issued a "no effect" letter in reference to what was thought to be potential fairy shrimp habitat within the 90-acre property subject to USACE Regulatory permit #199500018.[41] A subsequent letter of July 31, 1997 issued an identical "no effect" determination related to the potential for fairy shrimp habitat within the 210-acre property subject to USACE Regulatory permit #199600577.[42]

In accordance with federal permit requirements, the approximately 44.7-acre Woodcreek Oaks Preserve was established in the southwestern portion of the project site. As mitigation for authorized impacts, vernal pool and emergent marsh habitat was created within the Preserve. Monitoring of these wetlands began the first year of construction and the fifth year of monitoring was completed in 2002.

In February, 2006, Hewlett Packard submitted a request to fill 0.432 acre of intermittent drainage located on the north side of the property, near Blue Oaks Blvd. This drainage was authorized for fill under the original Nationwide Permit No. 26 permit authorization; however, HP opted to not fill it due to infrastructure design not being completed. Although the drainage was not filled, the compensation wetlands to mitigate the fill were created in the Preserve in 1998. In April

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39 United States Department of Defense, Department of the Army, Corps of Engineers, U.S. Army Engineering District, Sacramento, Letter from Bob Junell, Chief, Sacramento Valley Office, to Jim Stewart, Sugnet & Associates, Regulatory Permit #199500018, NW-26, May 14, 1996.

40 United States Department of Defense, Department of the Army, Corps of Engineers, U.S. Army Engineering District, Sacramento, Letter from Bob Junell, Chief, Sacramento Valley Office, to Jim Stewart, Sugnet & Associates, Regulatory Permit #199600577, NW-26, January 3, 1997.

41 United States Department of the Interior, Fish and Wildlife Service, Letter from Joel A. Medlin, Field Supervisor, to Mr. Tom Coe, Chief, Central California/Nevada Section, Department of the Army, U.S. Army Corps of Engineer District, Sacramento, *Informal Endangered Species Consultation on the Hewlett-Packard Company Project (Corps #199500018), Roseville, Placer County, California.* August 13, 1996.

42 United States Department of Defense, Department of the Army, Corps of Engineers, U.S. Army Engineering District, Sacramento, Letter from Bob Junell, Chief, Sacramento Valley Office, to Jim Stewart, Sugnet & Associates, July 31, 1997.

2006, the impact to the intermittent drainage was ultimately authorized under Nationwide Permit No. 39 (Regulatory #200500936).[43] A special condition of the permit was the establishment of a long-term management plan and the recordation of a conservation easement for the Preserve. In 2008, the Preserve property was transferred to the City of Roseville and deed restrictions were placed on the property in place of a conservation easement. In addition, in 2008 an Operations and Management Plan for the Woodcreek Oaks Preserve was prepared.[44]

In implementing the Preserve, a number of special conditions of USACE Permit Regulatory #200500936 were implemented, including:[45]

- Establishment and maintenance of an approximately 44.7 acre preserve containing 6.862 acres of created, avoided, and preserved waters of the U.S.;
- Establishment of a buffer of at least 50 feet in width from the outer limit of jurisdiction of the entire perimeter of all created, preserved, and avoided waters of the U.S.;
- Development of a preserve management plan for mitigation, preservation, and avoidance areas;
- Prohibition on construction of roads, utility lines, trails, benches, equipment or fuel storage, grading, firebreaks, mowing grazing, planting, discing, pesticide use, burning, or other structures or activities within the Preserve without prior written approval from USACE;
- Prohibition on construction of outfalls within or that direct flow toward the Preserve;
- Installation of fencing and appropriate signage around the perimeter of the Preserve;
- Implementation of a five year monitoring program that documents achievement of success criteria identified in the management plan;
- Submittal of monitoring reports to USACE;
- Requirement that all construction activities within 250 feet of the Preserve boundary are monitored by a biologist.

*Current Conditions*

As is discussed above, the habitats on the project site have been materially altered since the 1996 EIR was prepared, including implementation of wetland permitted filling of wetlands and associated mitigation, and regular discing of annual grassland in the Campus Oaks portion of the project site. In order to confirm the status of biological resources on the site, ESA biologists conducted a site reconnaissance in January, 2015.[46] Based on those observations, the Campus Oaks sub-area consisted of mostly disturbed annual grassland habitat with low rolling hills-type topography. Common plant species observed in grassland areas throughout the project site (included disced land) included filaree species (*Erodium* sp.), yellow star-thistle (*Centaurea solstitialis*), cutleaf geranium (*Geranium dissectum*) and vetch species (*Vicia* sp.). No special-status plant species were observed. A stick nest was observed on the branches of a large oak tree (Quercus sp.) on the southeast section of the Campus Oaks property. The nest's size and relative condition during the non-nesting season indicate it may have been occupied by a raptor species during the previous nesting season. Much of the Campus Oaks portion of the project site was disced and barren with the exception of the Woodcreek Oaks Preserve. Some ponding likely from previous rains was observed throughout the Campus Oaks portion of the project site in the disced areas as a result of the hardpan soil underneath. There were no wetland plant or animal species observed in these ponded areas. The ponded areas were previously disturbed by discing and equipment traffic. There were also two drainages approximately two to three feet wide and up to one foot deep with water on the west side of the Campus Oaks sub-area that flowed into culverts.

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43 United States Department of Defense, Department of the Army, Corps of Engineers, U.S. Army Engineering District, Sacramento, Letter from Thomas J. Cavanaugh, Acting Chief, Central California/Nevada Section, to Chuck Follis, Hewlett-Packard Company, Regulatory Permit #200500936, April 11, 2006.

44 ECORP Consulting, Inc., Operations and Maintenance Plan for Woodcreek Oaks Preserve, Placer County, California, June 5, 2008.

45 United States Department of Defense, Department of the Army Permit #200500936, April 11, 2006, pages 2-3.

46 Environmental Science Associates, Memorandum from Joseph Huang and LeChi Huynh to Christina Erwin, January 9, 2015.

Within the Campus Oaks site, there is only one tree located outside of the Woodcreek Oaks Preserve. This large oak tree is planned to be maintained on the site within a small open space in the residential portion of the project site.

A large manmade drainage located in the Campus Oaks sub-area adjacent to the Woodcreek Oaks Preserve area had water quality best management practice devices, including wattles, sand bags, black plastic visqueen, silt fence, and straw mats lined along or around it. The drainage flows into the smaller pond in the Woodcreek Oaks Preserve area. Further south of these aquatic features consisted of potential vernal pool complexes. Unknown vernal pool branchiopod species were observed in a select number of the pools.

In the southeast corner, adjacent to the existing Hewlett Packard ballfield, there was a berm with a brush and trash pile on top of it. This area and the majority of the eastern section of the HPMP site were previously disturbed.

Wildlife observed during the survey include: black phoebe (*Sayornis nigricans*), western meadowlark (*Sturnella neglecta*), woodpecker sp. (*Family Picidae*), white-crowned sparrow (*Zonotrichia leucophrys*), American robin (*Turdus migratorius*), mallard (*Anas platyrhynchos*), western scrub jay (*Aphelocoma californica*), Brewer's blackbird (*Euphagus cyanocephalus*), red-winged blackbird (*Agelaius phoeniceus*), turkey vulture (*Cathartes* aura), red-tailed hawk (*Buteo jamaicensis*), chorus frog (*Pseudacris regilla*), and unknown vernal pool branchiopod.

With the exception of the Woodcreek Oaks Preserve in the southwest portion of the HPMP site, the entirety of the HPMP site has been previously disturbed and provides poor quality habitat for special-status species. No sensitive plant or animal species were identified on the HPMP site or in the vicinity of the HPMP site during the reconnaissance survey. Impacts to the pools in the Woodcreek Oaks Preserve must be avoided because special-status vernal pool branchiopods may inhabit the pools. Swainson's hawks and other nesting raptors may use the large trees at the HPMP site and surrounding areas to nest.

<u>Changes to General Plan and other Relevant Documents</u>

The 2025 General Plan policies applicable to the project are the following:

*Land Use Element – Community Design*

Policy 9: The location and preservation of native oak trees and oak woodlands shall be a primary factor in determining site design, building location, grading, construction and landscaping, and in establishing the character of projects through their use as a unifying element in both new and existing development.

*Open Space Element – Vegetation and Wildlife*

Policy 1: Incorporate existing trees into development projects, and where preservation is not feasible, continue to require mitigation for the loss of removed trees. Particular emphasis shall be placed on avoiding the removal of groupings or groves of trees.

Policy 2: Preserve and rehabilitate continuous riparian corridors and adjacent habitat along the City's creeks and waterways.

Policy 3: Require dedication of the 100-year flood plain or comparable mechanism to protect habitat and wildlife values in perpetuity.

Policy 4: Require preservation of contiguous areas in excess of the 100-year flood plain as merited by special resources or circumstances. Special circumstances may include, but are not limited to, sensitive wildlife or vegetation, wetland habitat, oak woodland areas, grassland connections in association with other habitat areas, slope or topographical considerations, recreation opportunities, and maintenance access requirements.

Policy 5: Limit recreation activities within the 100-year flood plain and require additional setback areas for trails and other public recreation uses so that natural resource areas are not adversely impacted.

Policy 7: Require cumulative mitigation plans for wetlands, where feasible, in association with specific plans.

Policy 9: Limit the access of pedestrians and cyclists to vernal pool and wetland areas so that access is compatible with long-term protection of these natural resource areas.

Policy 10: Manage public lands with special-status species to encourage propagation of the species and discourage non-indigenous, invasive species.

Policy 11: Habitat preservation and mitigation for woodlands, creeks, riparian and seasonal wetland areas should occur within the defined boundaries of the impacting projects where long-term resource viability is feasible and desirable.

Policy 12: Consider the use of City property for habitat preservation and mitigation requirements resulting from development proposals when such efforts do not conflict with existing resources, recreational opportunities, or other City goals, policies, or programs.

3. Comparative Impact Discussions

The 1996 EIR addressed biological resources impacts in eight impact discussions, Impacts 4.5-1 through 4.5-8, pages 4.5-16 through 4.5-23. Relevant changes to the impact discussions as a result of changes to the project or to circumstances of the project are presented in the Impact Table, below.

| **Impact 4.5-1 Loss of Approximately 275 Acres of Grassland Habitat** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | None |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR noted that from a botanical point of view, non-native annual grassland is considered to have limited value, made up largely of non-native species and lacking rare or endangered plant species. It was acknowledged that grassland habitats provide important foraging, nesting, and hibernation habitat for numerous wildlife species, including foraging raptors. The 1996 EIR concluded that because the loss of 275 acres of grassland habitat was relatively small in light of the amounts of annual grassland in the region, the impact was considered to be less than significant.

The recent biological surveys noted that the grassland habitat on the project site has been disced and is essentially barren. The vast majority of the wetlands that were present in the grassland area have been filled and mitigated in the Woodcreek Oaks Preserve. The Woodcreek Oaks Preserve has been formally established and is now owned by the City of Roseville. The proposed 2015 HPMP would result in the conversion of approximately 189 acres of disturbed grassland. The development of approximately 30 acres of grassland on the parcel owned by QIP and the ongoing discing of the grasslands over the last decade have further degraded the quality of the grassland habitat

As described above, the proposed HPCO Amendment would convert less grassland than was evaluated in the 1996 EIR. Further, the grassland that would be converted would be of less value than the grassland described in the 1996 EIR due to regular discing over the last decade. Thus, the proposed HPCO Amendment would not create a new significant impact, nor a substantially more severe significant impact, compared to the 1996 HPMP.

| **Impact 4.5-2 Loss of Oak Trees of Greater than 6" db** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies LG-9, OB-1, Roseville Tree Preservation Ordinance | General Plan Land Use Element, Community Design Policy 9, and Open Space Element, Vegetation and Wildlife Policy 1, Roseville Tree Preservation Ordinance |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR discussed the important biological value of oak trees provide by supporting a diverse community of insects and wildlife, and noted that this importance was reflected in the City of Roseville's Tree Preservation Ordinance, as well as General Plan policies OB-1 and LG-9, which remain in the City's 2025 General Plan Land Use Element, Community Design Policy 9, and Open Space Element, Vegetation and Wildlife Policy 1. The 1996 HPMP provided for avoidance of all of the major stands of oak woodlands on the project site (all in the Woodcreek Oaks Preserve), but provided for the potential loss of two trees greater than 6-inches diameter at breast height (dbh), and an additional loss of 2-3 trees due to sewer line construction. Implementation of the City's Tree Preservation Ordinance was determined to ensure that the impact would be less than significant.

By 2012, one of the large oak trees that was identified in the 1996 EIR as potentially lost or damaged had died. The proposed HPCO Amendment proposes to maintain the remaining large oak tree within the proposed development area; the tree would be planned to be located in a small open space within the residential portion of the project site. However, it is possible that the tree may be lost or damaged due to construction activities, urban landscaping or drainage, or other factors. In the event that this tree or any other protected tree is removed, implementation of the City's Street Tree Ordinance (Roseville Municipal Code – Title 8 Parks and Recreation - Chapter 8.04 Street Trees, Shrubs and Plants) and/or the City's Tree Preservation Code (Roseville Municipal Code – Title 19, Zoning - Chapter 19.66 Tree Preservation) would continue to reduce this impact to less than significant. Thus, the proposed HPCO Amendment would not create a new significant impact, nor a substantially more severe significant impact, compared to the 1996 HPMP.

| **Impact 4.5-3 Loss of 3.47 Acres of Vernal Pools, Seasonal Wetlands and Other Jurisdictional Wetlands** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies OB-7 and OB-11 | General Plan Land Use Element, Community Design Policy 9, and Open Space Element, Vegetation and Wildlife Policy 11 |
| Significance with Policies and Regulations | Potentially Significant | Less than Significant |
| Mitigation Measures: | None Available | No Longer Required |
| Significance after Mitigation | Potentially Significant and Unavoidable | Less than Significant |

**Discussion:**

The 1996 EIR stated that the 1996 HPMP would result in fill of 3.47 acres of vernal pools, seasonal wetlands, swales and intermittent drainages. It went on to explain that compliance with provisions of Section 404 of the Clean Water Act and General Plan policies OB-7 and OB-11 (new General Plan Land Use Element, Community Design Policy 9, and Open Space Element, Vegetation and Wildlife Policy 11) would reduce the impact of wetland fills to less than significant. At the time of the 1996 EIR, it was expected that Section 404 Permit mitigation requirements would include surveys for endangered species, creation of a wetland preserve, creation of 1.53 acres of vernal pools and 1.32 acres of seasonal/emergent marsh, preparation of a final mitigation plan, monitoring reports, and approval of various agencies and obtaining a State Water Quality Certification. The 1996 EIR noted that there was disagreement in the scientific community regarding the long-term ecological viability of artificially created vernal pools, and thus the impact was determined to be significant and unavoidable.

Today, as is described in detail above, all of the vernal pools and the majority of the seasonal wetlands and jurisdictional waters that are outside of the Preserve boundary have been filled. Mitigation, pursuant to permits and authorizations from the USACE, CDFW, and CVWQCB, has been fully implemented, covering fill of all delineated wetlands. Thus, no further impacts would occur and no further wetland mitigation is required for activities associated with implementation

of the 1996 HPMP or the proposed 2015 HPMP. In light of USACE and related permitting activities described above, including associated implementation of mitigation, covering all jurisdictional waters of the U.S. on the project site, loss of vernal pools, seasonal wetlands, and other jurisdictional waters and wetlands have been mitigated to achieve the USACE goals of protecting the functions and values of the aquatic environment. As such, the impact to jurisdictional wetlands has been rendered less than significant and mitigation measures would no longer be required.

The determination in the 1996 EIR that this impact was significant and unavoidable due to scientific disagreement about the efficacy of vernal pool creation is no longer relevant. The practice of vernal pool creation has evolved since 1996. At that time, vernal pool creation was often proposed for upland sites that did not possess the soil structures that were critical to vernal pool function. Today, vernal pool creation is only proposed in locations that formerly contained vernal pool habitats, and thus contain the soil substructure to support vernal pool creation and function. More importantly, the project mitigation for vernal pools has been implemented, and based on five years of monitoring, has met the performance criteria that were established by the regulatory agencies. Thus, there is no longer any uncertainty as to the efficacy of the mitigation to offset the project impact. With such hindsight, the determination that the impact to vernal pool fairy shrimp was significant and unavoidable was overly conservative. This impact was mitigated to a less than significant level. Because the impact of the 1996 HPMP was mitigated to a less-than-significant level, and because the proposed 2015 HPMP would not create any additional impacts on vernal pool fairy shrimp, the proposed 2015 HPMP would not create a new significant impact, nor a substantially more severe significant impact, compared to the 1996 HPMP.

| **Impact 4.5-4 Loss of Special-Status Plant Species Occurring in Vernal Pools** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies OB-7 and OB-11 | General Plan Land Use Element, Community Design Policy 9, and Open Space Element, Vegetation and Wildlife Policy 11 |
| Significance with Policies and Regulations | Significant | Less than Significant |
| Mitigation Measures: | 1996 Mitigation Measure 4.5-4 | No Longer Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR reported that Bogg's Lake hedge hyssop, which occurs exclusively in vernal pool habitats, was the only federal- or State-listed plant species that could potentially occur in the wetlands on the project site, but that it was not observed in the field surveys that were undertaken at that time. Additional vernal pool plant species were noted to be either candidate or CNPS 1B status (including potentially big scale balsamroot, dwarf downingia, Ahart's dwarf rush, legenere, pincushion navarettia, Sacramento orcutt grass, and slender orcutt grass), but these species were not observed during the preparation of wetland delineations. Although the surveys were not determinative because they were not performed at the proper time of year, because these species were not protected under the Endangered Species Act, impacts on them were not considered to be significant.

In order to mitigate the potential loss of vernal pool plants, Mitigation Measure 4.5-4 required vernal pool preservation, translocation, and compensation. Specifically, the measure required:

> The Applicant shall comply with the provisions of the USCOE Section 404 wetland permit process. In the mitigation of vernal pools that would be filled or otherwise disturbed, the Applicant shall use harvested inoculum from on-site vernal pools. Removal of topsoil from harvested vernal pools shall comply with the most recent USCOE and USFWS guidelines at the time of construction, or consist of removal of the top 2" of soil, followed by the next 4" of soil, and placement of these layers in constructed vernal pools in reverse order (e.g., first the 4" followed by the 2") to approximately reconstruct the natural soil horizon.

With compliance with Mitigation Measure 4.5-4, the impact of the 1996 HPMP on vernal pool plants was determined to be less than significant.

As described above, consistent with Mitigation Measure 4.5-4, permitting activities and associated implementation of mitigation have been undertaken covering all jurisdictional waters of the U.S. on the project site, loss of vernal pools, seasonal wetlands, and other jurisdictional waters and wetlands have been mitigated to achieve the USACE goals of protecting the functions and values of the aquatic environment. These permitting activities involved required consultation and receipt of authorization from federal and State natural resource agencies (USFWS, CDFW, CVRWQCB) pertaining to special status flora and fauna. As such, the impacts to special-status plant species occurring in vernal pools have been rendered less than significant and further implementation of Mitigation Measure 4.5-4 is no longer required. Because all jurisdictional wetlands and waters that previously occurred on the project site have been filled and mitigated, the proposed HPCO Amendment would not create a new significant impact, nor a substantially more severe significant impact, compared to the 1996 HPMP.

| **Impact 4.5-5 Disturbance to Wildlife and Wildlife Habitat During Construction** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | None |
| Significance with Policies and Regulations | Significant | Significant |
| Mitigation Measures: | 1996 Mitigation Measure 4.5-5 | 1996 Mitigation Measure 4.5-5 |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR stated that wildlife, including birds and mammals, can be disturbed and disrupted by the noise, dust, vibration, human presence, and other aspects of construction activities. The EIR also discussed a range of measures that could be undertaken to avoid such impacts, including awareness training for construction crews, sensitive location of construction parking and staging areas, effective use of construction fencing and flagging, and dust suppression. Mitigation Measure 4.5-5 was identified to reduce the potential effect of construction activities on wildlife to a less-than-significant level.

Construction activities that would occur with the proposed HPCO Amendment are very similar to those that would occur under the 1996 HPMP, including site grading and other earth moving activities, installation of infrastructure, construction and building activities, and the like. Mitigation Measure 4.5-5 would continue to be effective to limit potential construction disturbance to wildlife around the project site. No further mitigation measures would be necessary. Thus, the proposed HPCO Amendment would not create a new significant impact, nor a substantially more severe significant impact, compared to the 1996 HPMP.

| **Impact 4.5-6 Potential Loss of Federal Threatened Vernal Pool Fairy Shrimp** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | None |
| Significance with Policies and Regulations | Potentially Significant | Less than Significant |
| Mitigation Measures: | 1996 Mitigation Measure 4.5-6 | No Longer Required |
| Significance after Mitigation | Potentially Significant and Unavoidable | Less than Significant |

**Discussion:**

The 1996 EIR reported that one species of federally-listed fairy shrimp had been observed in the project vicinity and could be considered likely to occur in the vernal pools on the project site. At the time that the EIR was prepared, two-year surveys

for fairy shrimp were underway and the 1996 EIR reported that none had been found in the first year of the survey. The 1996 EIR concluded that the impact was potentially significant because future surveys could find federally-listed fairy shrimp. The EIR further stated that, in such a case, mitigation would involve the use of natural vernal pool inoculum in wetlands constructed for vernal pool mitigation. The document also stated that "compliance with the requirements of the USFWS biological opinion and Section 10 permit should result in a minimum impact on the survival of the listed vernal pool fairy shrimps species." Finally, the 1996 EIR noted that there was disagreement in the scientific community regarding the long-term ecological viability of artificially created vernal pools, and thus the impact was determined to be significant and unavoidable.

Subsequent to the certification of the 1996 EIR, the second year of fairy shrimp surveys were completed without discovery of federally-listed fairy shrimp in vernal pools on the project site. In an August 13, 1996 letter to the USACE, the USFWS stated that based on surveys undertaken in 1995 and 1996, the USFWS "will concur with a Corps determination that the proposed 90-acre parcel of the Hewlett-Packard Company Project is not likely to adversely affect the federally endangered vernal pool tadpole shrimp (*Lepidurus packardi*) and the federally threatened vernal pool fairy shrimp (*Branchinecta lynchi*)."[47] In a July 31, 1997 letter, the USACE stated that "a finding of no-effect has been made by our office on the lower 210-acre parcel."[48] In combination, these two findings addressed the entirety of the approximately 300 acres of developable land on the project site.As of today, all vernal pool habitat that previously existed on the portions of the site that are proposed for development in the proposed HPCO Amendment have been filled or disturbed, and mitigation activities were implemented in the Woodcreek Oaks Preserve. The Preserve includes approximately 0.47 acres of historic vernal pools and 2.49 acres of created vernal pools. [49] The constructed vernal pools were monitored for 5 years and met established success criteria. During surveys of vernal pools in the Preserve, no special-status species were found; the surveys included two seasons of determinant level wet season sampling for vernal pool fairy shrimp. No listed branchiopod species were found, although California fairy shrimp (Linderiella occidentalis) were found in several seasonal wetlands and vernal pools (both constructed and historic).[50] As such, the impacts to vernal pool fairy shrimp has been rendered less than significant and Mitigation Measure 4.5-6 would no longer be required.

Because extensive surveys of the site determined that no federal threatened vernal pool fairy shrimp were present on the site, and further because vernal pool mitigation has been successfully implemented in the Preserve, it can be concluded that neither the 1996 HPMP nor the proposed HPCO Amendment would cause a significant impact on this species. The determination in the 1996 EIR that this impact was significant and unavoidable due to scientific disagreement about the efficacy of vernal pool creation is no longer relevant. The practice of vernal pool creation has evolved since 1996. At that time, vernal pool creation was often proposed for upland sites that did not possess the soil structures that were critical to vernal pool function. Today, vernal pool creation is only proposed in locations that formerly contained vernal pool habitats, and thus contain the soil substructure to support vernal pool creation and function. More importantly, the project mitigation for vernal pools has been implemented, and based on five years of monitoring, has met the performance criteria that were established by the regulatory agencies. Thus, there is no longer any uncertainty as to the efficacy of the mitigation to offset the project impact. With such hindsight, the determination that the impact to vernal pool fairy shrimp was significant and unavoidable was overly conservative. This impact was mitigated to a less than significant level. Because the impact of the 1996 HPMP was mitigated to a less-than-significant level, and because the proposed HPCO Amendment would not create any additional impacts on

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47 United States Department of the Interior, Fish and Wildlife Service, Letter from Joel A. Medlin, Field Supervisor, to Mr. Tom Coe, Chief, Central California/Nevada Section, Department of the Army, U.S. Army Corps of Engineer District, Sacramento, *Informal Endangered Species Consultation on the Hewlett-Packard Company Project (Corps #199500018), Roseville, Placer County, California.* August 13, 1996

48 United States Department of Defense, Department of the Army, Corps of Engineers, U.S. Army Engineering District, Sacramento, Letter from Bob Junell, Chief, Sacramento Valley Office, to Jim Stewart, Sugnet & Associates, July 31, 1997.

49 ECORP Consulting, Inc., Operations and Maintenance Plan for Woodcreek Oaks Preserve, Placer County, California, June 5, 2008, page 4.

50 ECORP Consulting, Inc., Operations and Maintenance Plan for Woodcreek Oaks Preserve, Placer County, California, June 5, 2008, page 5.

vernal pool fairy shrimp, the proposed HPCO Amendment would not create a new significant impact, nor a substantially more severe significant impact, compared to the 1996 HPMP.

| **Impact 4.5-7 Potential Loss of Nesting Habitat of Legally-Protected Raptors** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | None |
| Significance with Policies and Regulations | Potentially Significant | Potentially Significant |
| Mitigation Measures: | 1996 Mitigation Measure 4.5-7 | 1996 Mitigation Measure 4.5-7 |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR reported that a number of legally-protected raptors were observed on the project site, including white-tailed kite, northern harrier, Cooper's hawk, and Swainson's hawk. It was also noted that State threatened Swainson's hawks, which use riparian woodlands for nesting, were not uncommon in the project vicinity, with the nearest known nest site approximately 15 miles west of the project site. The 1996 EIR reported that special-status species assessments conducted in the project area concluded that suitable nesting habitat existed for legally-protected raptors, including red-tailed hawks and white-tailed kites. The 1996 EIR stated that "disturbance resulting in nest abandonment or activities that would otherwise injure, pursue or kill a fully-protected bird-of-prey would be considered a significant impact." Mitigation Measure 4.5-7 was required to avoid impacts to legally-protected raptors.

Today, the potential for nesting in trees on or near the project site (in the riparian corridor of the South Branch of Pleasant Grove Creek) remains,. During spring 2013, as part of the CEQA documentation for Pacific Gas & Electric Company's Line 123 gas pipeline replacement project, protocol-level Swainson's hawk surveys were conducted in a study area around the pipeline alignment parallel to New Meadow Drive, through the project site and extending south to Baseline Road. Active nests were identified by observing existing nests and determining which species, if any, occupied the nest, or by monitoring nesting territories by observing behavioral cues, such as courtship or territorial displays. During the surveys, no active Swainson's hawk nests were found, but the species was observed foraging and suitable habitat was observed within the study area.[51]

During a recent biological survey of the project site, ESA biologists observed red-tailed hawks flying near the project site.[52] An April 2015 check of the California Natural Diversity Database identified a wide range of legally-protected raptors observed nesting and foraging in the vicinity, including Swainson's hawk nests within several miles of the project site. Although one of the two large oak trees on the project site died and was removed in the intervening years, large stands of mature oaks remain in the riparian corridor and Preserve. Urbanization of lands west and north of the project site have severed the connectivity of the disturbed grasslands on the project site from the expanses of grasslands that exist to the west/northwest of the project site in unincorporated Placer County.

Despite the diminished conditions, with the proposed HPCO Amendment the potential remains for disturbance of nesting raptors in the lone oak tree remaining on the site or in trees in the Preserve or project vicinity. Thus, Mitigation Measure 4.5-7 would continue to be required to reduce the potential impact on nesting raptors to a less-than-significant level. Because this impact would be similar to, but less than, the impact described for the 1996 HPMP, the proposed HPCO Amendment would not create a new significant impact, nor a substantially more severe significant impact, compared to the 1996 HPMP.

[51] City of Roseville, *PG&E Gas Transmission Line 123 Pipeline Replacement Project Initial Study/Draft Mitigated Negative Declaration*, September 2013, p. 3.4-27.
[52] Environmental Science Associates, Memorandum from Joseph Huang and LeChi Huynh to Christina Erwin, January 9, 2015.

| Impact 4.5-8 Potential Loss or Damage to up to Approximately 0.9 Acres of Wetland Preserve and 2 or 3 Oak Trees Due to Sanitary Sewer Construction | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | Roseville Tree Preservation Ordinance | Roseville Tree Preservation Ordinance |
| Significance with Policies and Regulations | Significant | Less than Significant |
| Mitigation Measures: | 1996 Mitigation Measure 4.5-8 | No Longer Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR identified an impact related to the proposed construction of a sanitary sewer line through a portion of the property that was proposed to be designated open space and that has been subsequently included in the Woodcreek Oaks Preserve. It was reported that construction of the sewer line would potentially remove riparian vegetation and two or three oak trees, disrupt flows in the South Branch of Pleasant Grove Creek, and contribute sedimentation and pollutants to the Creek. It was noted that impacts could be reduced by minimizing the number of trees and tree roots that would be removed during construction, by constructing during periods when the Creek is not flowing, and by implementing best management practices for sedimentation and erosion control. The EIR concluded that with implementation of Mitigation Measure 4.5-8, which involved acquisition and implementation of relevant permits from relevant natural resources agencies, the impact of construction of the sanitary sewer line would be less than significant.

The sanitary sewer line addressed in the 1996 EIR was constructed approximately 15 years ago. The proposed HPCO Amendment would involve no further construction within the Preserve, and, thus, Mitigation Measure 4.5-8 is no longer required. Thus, the proposed HPCO Amendment would not create a new significant impact, nor a substantially more severe significant impact, compared to the 1996 HPMP.

Issues Not Addressed in 1996 EIR

Pertaining to Environmental Issue Area 4d, based on past and recent biological surveys, there are no known native or migratory fish and wildlife species resident on the site. In addition, there are no native resident or migratory wildlife corridors that would be disturbed as a result of the proposed HPCO Amendment. There are no known native wildlife nursery sites on the project site.

There are no approved Habitat Conservation Plans or Natural Communities Conservation Plans that apply to the project site (Environmental Issue Area 4f). This condition also existed in 1996. It should be noted that the proposed Placer County Conservation Plan does not address conditions in, and would not cover actions in, the City of Roseville.

4. Conclusions

As described in the text and tables above, changes introduced by the proposed HPCO Amendment and/or new circumstances relevant to the project would not, as compared to the 1996 EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the project will have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

**Standard Mitigation Measures**

City of Roseville Tree Protection Ordinance

**1996 EIR Mitigation Measures**

The following mitigation measures were adopted and included in the conditions of approval for the 1996 HPMP.

**1996 Mitigation Measure 4.5-5 – Develop and implement construction protocols**: The Proposed Project shall include policies that require the implementation of construction protocols that include, but may not be limited to, the following:

- Restrict construction activities to areas away from preserved oak and riparian habitat

Construction activities in the vicinity of oak trees shall be minimized. Laydown, staging, refueling and parking areas shall not be located adjacent to open space oak or riparian zones. Construction activities that by necessity occur in the vicinity of oak woodlands and riparian zones to be preserved. Encroachments or damage that have not been authorized by a tree permit shall be implemented as detailed in the Tree Preservation Ordinance.

- Provide for construction parking away from sensitive habitat resources.

Parking areas for construction personnel shall be located a minimum of 350 feet from the drip line of any mature oak tree intended for preservation, where parking will not compact or contaminate soils, damage tree roots, or otherwise degrade trees intended for open space or landscape preservation.

- Erect temporary barrier fencing to delimit protected areas.

Temporary fencing, consisting of five-foot orange construction drift fence, flagging, signs or other markings shall be erected around open space areas and restricted areas, and maintained for the duration of construction, to prevent inadvertent damage to natural resources. Fencing shall be maintained bi-weekly, and shall be the responsibility of an on-site compliance officer designated by the developer.

The Applicant shall monitor and prepare annual reports as required by USCOE.

**1996 Mitigation Measure 4.5-7 – Conduct pre-construction survey and implement restrictions**: To ensure that fully protected and raptor species are not injured or disturbed, the Applicant shall implement one of the three following measures:

a. All tree removal shall occur between August 30 and March 15 to avoid the breeding season of any raptor species that could be using the area. This period may be modified with the authorization of the DFG [DFW].

   -OR-

b. Prior to the beginning of construction during the period between March 15 to August 30, all trees within 350 feet of any grading or earthmoving activity shall be surveyed for active raptor nests by a qualified biologist. If active raptor nests are found, a fence or equally effective demarcation shall be erected around the tree at a distance of 350 feet from the edge of the canopy to prevent construction disturbance and intrusions on the nest area.

   -OR-

c. The Applicant shall confer with CDFG [CDFW] and develop measures that satisfy the requirements of CDFG [CDFW] and the City.

Any raptor nest should be relocated according to CDFG [CDFW] protocol, or in consultation with CDFG [CDFW], to the nearest suitable nest tree. Alternatively, the Applicant could develop protocol to the satisfaction of CDFG [CDFW] and the City.

**2015 Mitigation Measures**

None.

| Environmental Issue Area | Where Impact Was Analyzed in Prior Environmental Documents. | Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts? | Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? | Any New Information of Substantial Importance? | Prior Environmental Documents Mitigations Implemented or Address Impacts. |
|---|---|---|---|---|---|
| **5. Cultural Resources.** Would the project: | | | | | |
| a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | pp. 4.6-5 through 4.6-6<br><br>Impact 4.6-1<br>Impact 4.6-3 | No | No | No | Yes |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | pp. 4.6-5 through 4.6-6<br><br>Impact 4.6-1<br>Impact 4.6-2 | No | No | No | Yes |
| c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | pp. 4.3-2 through 4.3-3<br><br>Impact 4.6-1 | No | No | No | Yes, with minor alteration |
| d. Disturb any human remains, including those interred outside the formal cemeteries? | pp. 4.6-5 through 4.6-6<br><br>Impact 4.6-1 | No | No | No | Yes |

**Discussion**

1. Changes to Project Related to Cultural Resources

The 1996 EIR anticipated that the 1996 HPMP would convert the majority of the project site from annual grassland to urbanized light industrial uses. With the proposed HPCO Amendment, future development of the site would include residential, commercial, office, and tech/business park, and light industrial uses. Because adoption of the proposed HPCO Amendment would not change the development footprint (the land area subject to future development) that was approved in the 1996 HPMP, there are no changes to the project that would affect cultural resources.

2. Changes in Circumstances

Environmental Setting

Based on previous studies undertaken by Peak & Associate and others between 1978 and 1991, the 1996 EIR identified one recorded archaeological and/or historic site (CA-PLA-428-H) and one new site (CA-PLA-1129). At that time, the project site was mostly open grassland that had been historically used for grazing. At that time, Blue Oaks Boulevard only existed east of Foothills Boulevard and Woodcreek Oaks Boulevard did not extend north of the South Branch of Pleasant Grove Creek. Several large-scale light industrial buildings were present on the eastern portion of the project site; for the most part, these buildings remain.

Today, around the project site, lands west of Woodcreek Oaks Boulevard and north of Blue Oaks Boulevard are fully developed with single- and multi-family homes, as well as commercial centers. At the southwest corner of Woodcreek Oaks Boulevard and Blue Oaks Boulevard, there is a one-story retail shopping center, with large landscaped parking lots and a vegetated drainage channel parallel to and immediately south of Blue Oaks Boulevard.

Based on a field survey of the project site in December 2005, Peak & Associates noted, in a January 2006 report entitled *Cultural Resources Assessment of the Hewlett Packard/John Mourier Construction Rezone, City of Roseville, CA*, that the two archaeological features within the Master Plan project site had been eliminated sometime between 1991 and 2005.[53] The Peak & Associates report stated that Site CA-PLA-428H was destroyed during construction of a large water

[53] Peak & Associates. *Cultural Resources Assessment of the Hewlett Packard/John Mourier Construction Rezone, City of Roseville, CA.* January 2006. Page 5.

tank by the City of Roseville, and that Site CA-PLA-1129 was completely removed through plowing for weed abatement.[54]

North Central Information Center (NCIC) staff conducted an updated records search on January 5, 2015 (NCIC No. PLA-15-1). This review identified 21 previously documented cultural resource sites within ½ mile of the project area (including 9 within the project footprint: P-31-0003, P-31-0004, P-31-0006, P-31-0007, P-31-008, P-31-0111, P-31-0112, P-31-0554, and P-31-1463). The records search review also identified 27 previously conducted cultural resource reports, including six studies encompassing 95% of the project footprint.

On January 5, 2015, ESA archaeologist Scott Baxter, RPA, conducted a reconnaissance level field survey of the project area. This survey confirmed the findings of the 2006 Peak & Associates report, and no additional cultural resources were identified.

Changes to General Plan and other Relevant Documents

The 2025 General Plan policies applicable to the project are the following:

*Open Space Element – Archaeological, Historic and Cultural Resources*

Policy 1: When items of historical, cultural or archaeological significance are discovered within the City, a qualified archaeologist or historian shall be called to evaluate the find and to recommend proper action.

Policy 2: When feasible, incorporate significant archaeological sites into open space areas.

Policy 3: Subject to approval by the appropriate federal, state, local agencies, and Native American Most Likely Descendant (MLD), artifacts that are discovered and subsequently determined to be "removable" should be offered for dedication to the Maidu Interpretive Center.

3. Comparative Impact Discussions

The 1996 EIR addressed cultural resources impacts in three impact discussions, Impacts 4.6-1 through 4.6-3, pages 4.6-9 through 4.6-11. Relevant changes to the impact discussions as a result of changes to the project or to circumstances of the project are presented in the Impact Table, below.

| **Impact 4.6-1 Damage of Destroy Unidentified Cultural Resources** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies OD-1, OD-2, and OD-3 | General Plan Open Space and Conservation Element Archaeological, Historic and Cultural Resources Policies 1, 2, and 3 |
| Significance with Policies and Regulations | Significant | Significant |
| Mitigation Measures: | 1996 Mitigation Measure 4.6-1 | 1996 Mitigation Measure 4.6-1<br>2015 Mitigation Measure 5-1 |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR included mitigation measures outlining steps to be taken in the event of accidental discovery of previously unidentified cultural resources (Mitigation Measure 4.6-1). This included the temporary cessation of project actives within the vicinity of the find, pending review of the resource by a qualified archaeologist who would assess the significance of the find and provide management recommendations for treatment of resources.

The 1996 EIR did not specifically evaluate paleontological resources, but any previously undiscovered resources would have been subject to Mitigation Measure 4.6-1, noted above. The geology section of the 1996 EIR discussed local

[54] Peak & Associates. *Cultural Resources Assessment of the Hewlett Packard/John Mourier Construction Rezone, City of Roseville, CA.* January 2006. Page 5.

geology and identified that the project site was underlain by the Turlock Lake Formation and the Riverbank Formation. The Turlock Lake Formation is the predominant geologic unit on the project site, and the Riverbank Formation is only in the area of the open space preserve.

A paleontological resource assessment was performed by C. Bruce Hanson in January 2006. The assessment concluded that there was a high probability that vertebrate fossils exist in the Turlock Lake Formation within the project site.[55] Hanson recommended the implementation of a paleontological mitigation program, including contracting a qualified supervising paleontological to conduct pre-construction field survey, staff training, and paleontological monitoring during ground disturbing activities. The incorporation of Mitigation Measure 5-1, in conjunction with Mitigation Measure 4.6-1, would result in a less-than-significant impact to unknown cultural resources.

| **Impact 4.6-2 Damage or Destroy Previously Identified Prehistoric Sites** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies OD-1 and OD-3 | General Plan Open Space and Conservation Element Archaeological, Historic and Cultural Resources Policies 1, 2, and 3 |
| Significance with Policies and Regulations | Significant | Less than Significant |
| Mitigation Measures: | 1996 Mitigation Measure 4.6-2(a)<br>1996 Mitigation Measure 4.6-2(b) | No Longer Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR identified one prehistoric archaeological site (PA-91-1; P-31-0007/CA-PLA-1129), consisting of four ground stone artifacts near the South Branch of Pleasant Grove Creek. The 1996 report recommended a qualified archaeologist conduct archaeological testing to determine the site importance under CEQA (Mitigation Measures 4.6-2(a) and 4.6-2(b)). The 2006 Peak and Associates Cultural Resources Assessment of the property noted that the prehistoric site had been completely removed through plowing and weed abatement, that subsurface testing in the vicinity of the site identified no subsurface deposits, and that the site was no longer an important resource for purposes of CEQA.[56]

The 2015 field survey conducted by ESA archaeological staff identified no other additional known prehistoric archaeological resources. As a result, there would be no new significant impacts, and no substantial increase in the severity of significant impacts. Previously adopted Mitigation Measures 4.6-2(a) and 4.6-2(b) are no longer required, and no new mitigation is required.

| **Impact 4.6-3 Damage or Destroy Known Historic Resources** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies OD-1 and OD-3 | General Plan Open Space and Conservation Element Archaeological, Historic and Cultural Resources Policies 1, 2, and 3 |
| Significance with Policies and Regulations | Significant | Significant |
| Mitigation Measures: | 1996 Mitigation Measure 4.6-3 | No Longer Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

[55] Hanson, C. Bruce. *Paleontological Resource Assessment for the Hewlett-Packard Rezone Project Subsequent Environmental Impact Report*. January 31, 2006. Page 11.
[56] Peak & Associates. *Cultural Resources Assessment of the Hewlett Packard/John Mourier Construction Rezone, City of Roseville, CA*. January 2006. Page 5.

**Discussion:**

The 1996 EIR identified one historic archaeological site (CA-PLA-428H), an historic ranch complex dating to at least 1910, and recommended additional study if the site could not be avoided through plan design. The site was originally recorded in 1981, and a 1991 survey indicated that several of the features of the ranch complex had been destroyed since the original recordation in 1981. 2006 Peak and Associates Cultural Resources Assessment of the property noted that the historic site had been completely removed as a result of construction of a large water tank by the City of Roseville, and that the site had no further research value.[57]

The 2015 field survey conducted by ESA archaeological staff identified some concrete rubble in the vicinity of CA-PLA-428H, but concurred with the 2006 determination that the site has been so heavily compromised as to no longer retain any potential significance under CEQA. As a result, there would be no new significant impacts, and no substantial increase in severity of significant impacts. Previously adopted Mitigation Measure 4.6-3 is no longer required, and no new mitigation is required.

Issues Not Addressed in 1996 EIR

Impacts to paleontological resources were not discussed in the 1996 EIR. Studies by C. Bruce Hanson in January 2006 determined that the project site has the potential for the presence of paleontological resources, and recommended the implementation of a paleontological resource mitigation plan, as detailed above and below in Mitigation Measure 5-1. Implementation of this measure, in conjunction with 1996 EIR Mitigation Measure 4.6-1, would result in a less-than-significant impact to unknown cultural resources. This would not constitute a significant new impact to cultural resources greater than previously determined, as the mitigation simply expands upon existing guidance for the treatment of unknown resources.

4. Conclusions

As described in the text and tables above, changes introduced by the proposed HPCO Amendment and/or new circumstances relevant to the project would not, as compared to the 1996 EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the project will have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

**Standard Mitigation Measures**

None.

**1996 EIR Mitigation Measures**

The following mitigation measures were adopted and included in the conditions of approval for the 1996 HPMP.

**1996 Mitigation Measure 4.6-1. Unidentified Cultural Resources:** In the event of the discovery of buried archaeological deposits it is recommended that project activities in the vicinity of the find should be temporarily halted and a qualified archaeologist consulted to assess the resource and provide proper management recommendations.

[57] Peak & Associates. *Cultural Resources Assessment of the Hewlett Packard/John Mourier Construction Rezone, City of Roseville, CA.* January 2006. Page 5.

Possible management recommendations for important resources could include resource avoidance or data recover excavations.

**2015 Mitigation Measures**

**2015 Mitigation Measure 5-1. Paleontological Mitigation Program:** Prior to earthmoving activities associated with mass grading, a qualified supervising paleontologist shall be contracted to conduct a field survey of the proposed construction area to identify areas of likely sensitivity for paleontological resources. The supervising paleontologist shall also conduct construction crew training in identification of paleontological resources that may be discovered during the course of excavation. The paleontologist will also conduct paleontological monitoring during ground disturbing activities in areas identified through survey and archival review as sensitive for paleontological resources. In the event of discovery of vertebrate, plant, or invertebrate fossils, the paleontologist shall have the authority to halt or redirect excavation operations until the probable significance of the find can by assessed, and the resource salvaged as appropriate. Any significant fossils recovered during monitoring and salvage shall be cleaned, repaired, and hardened, and then donated to a repository institution.

| Environmental Issue Area | Where Impact Was Analyzed in Prior Environmental Documents. | Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts? | Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? | Any New Information of Substantial Importance? | Prior Environmental Documents Mitigations Implemented or Address Impacts. |
|---|---|---|---|---|---|
| **6. Geology and Soils.** Would the project: | | | | | |
| a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:<br>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.<br>ii. Strong seismic ground shaking?<br>iii. Seismic-related ground failure, including liquefaction?<br>iv. Landslides? | pp. 4.3-4 through 4.-7<br><br>Impact 4.3-1<br>Impact 4.3-2 | No | No | No | Yes |
| b. Result in substantial soil erosion or the loss of topsoil? | pp. 4.3-7 through 4.3-11<br><br>Impact 4.3-4 | No | No | No | Yes |
| c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | pp. 4.3-7 through 4.3-11<br><br>Impact 4.3-2 | No | No | No | Yes |
| 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? | pp. 4.3-7 through 4.3-11<br><br>Impact 4.3-2 | No | No | No | Yes |
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | Not Addressed | No | No | No | Not Applicable |

**Discussion:**

1. Changes to Project Related to Geology and Soils

The 1996 EIR anticipated that the project site would be developed with industrial and commercial uses. Today, the majority of the eastern half of the project site has been developed with light industrial and office uses. With the proposed HPCO Amendment, the western half of the site would be developed primarily with residential and commercial uses instead of the planned light industrial development.

2. Changes in Circumstances

Environmental Setting

When the 1996 EIR was prepared, the project site was largely surrounded by open grassland that had been historically used for grazing or other agricultural purposes. At that time, Blue Oaks Boulevard only existed east of Foothills Boulevard and Woodcreek Oaks Boulevard did not exist north of the South Branch of Pleasant Grove Creek. Several large-scale light industrial buildings were present on the eastern portion of the project site; for the most part, these buildings remain.

Today, around the project site, lands west of Woodcreek Oaks Boulevard are fully developed with single- and multi-family homes. At the southwest corner of Woodcreek Oaks Boulevard and Blue Oaks Boulevard, there is a one-story retail shopping center, with large landscaped parking lots and a vegetated drainage channel parallel to and immediately south of Blue Oaks Boulevard.

The geologic and soils characteristics of the project site have not changed since the preparation of the 1996 EIR.

Changes to General Plan and other Relevant Documents

The 2025 General Plan policies applicable to the project are the following:

*Safety Element - Seismic and Geologic Hazards*

Policy 1: Continue to monitor seismic activity in the region and take appropriate action if significant seismic hazards, including potentially active faults, are discovered in the planning area.

Policy 2: Continue to mitigate the potential impacts of geologic hazards through building plan review.

Policy 3: Minimize soil erosion and sedimentation by maintaining compatible land uses, suitable building designs, and appropriate construction techniques.

Policy 4: Comply with state seismic and building standards in the design and siting of critical facilities including police and fire stations, school facilities, hospitals, hazardous material manufacture and storage facilities, bridges, and large public assembly halls.

3. Comparative Impact Discussions

The 1996 EIR addressed geology and soils effects in three impact discussions, Impacts 4.3-1, -2, and -4, pages 4.3-12 through 4.3-15. Relevant changes to the impact discussion as a result of changes to the project or to circumstances of the project are presented in the Impact Tables, below.

| **Impact 4.3-1 Construction of Structure in an Area of Potential Seismic Activity** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies<br>SA-1 through SA-4 | General Plan Safety Element<br>Seismic and Geologic Hazards<br>Policies 1 through 4 |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR described the low seismic risk of the project site with respect to ground rupture, liquefaction, and ground lurching. However, the 1996 EIR acknowledged the potential risk of a major earthquake in the area. The 1996 EIR concluded that seismic-related impacts would be less than significant because project construction would be in accordance with the Uniform Building Code (UBC) and local General Plan policies. With the proposed HPCO Amendment, construction would likewise be required to conform to the UBC and City policies. In addition, building codes are regularly updated to improve seismic safety, making newer buildings incrementally safer than structures that were designed under older codes. As discussed above, the seismic and geologic hazard policies of the current General Plan are substantially similar to the 1992 General Plan as evaluated in the 1996 EIR. Adherence to current General Plan policies, the California Building Code (CBC), the California Residential Code (CRC), and appropriate Seismic Design Category based on building height and soil class would ensure that new construction would meet seismic safety standards. As a result, there would be no significant impacts, and no increase in severity of impacts. No new mitigation is required.

| Impact 4.3-2 Potential Failure of Structures and Infrastructure Facilities Due to Construction on Soils Which Exhibit Slow Permeability, Low Strength, and High Shrink-Swell Potential | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies SA-2 and SA-3 | General Plan Safety Element<br>Seismic and Geologic Hazards<br>Policies 2 and 3 |
| Significance with Policies and Regulations | Significant | Significant |
| Mitigation Measures: | 1996 Mitigation Measure 4.3-2 | 1996 Mitigation Measure 4.3-2 |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR stated that the majority of the soils on the project site exhibit slow permeability, low strength and high shrink-swell potential. The EIR further stated that the soil conditions would not pose any significant constraints that could not be overcome through the application of general engineering practices. To ensure that impacts related to soil conditions, the 1996 EIR included Mitigation Measure 4.3-2, which required preparation of a site-specific geotechnical evaluation and adherence to recommendations made within the evaluation.

A site-specific geotechnical evaluation was prepared by ENGEO in July 2014 and evaluated the western half of the HPMP site for potential development as anticipated with the proposed HPCO Amendment. The ENGEO report evaluated the presence of expansive soils and identified specific recommendations for earthwork, foundations, seismic design, and pavement. The ENGO report was prepared in anticipation of the proposed HPCO Amendment, and was limited to the western portion of the project site (i.e., the Campus Oaks sub-area). In the future, developments within the eastern portion of the project site would require additional geotechnical evaluation.

As required by Mitigation Measure 4.3-2, future development on the project site would be required to follow the recommendations of a site-specific geotechnical evaluation. The existing Mitigation Measures 4.3-2 would be sufficient to reduce impacts related to slow permeability, low strength and high shrink-swell potential to a less-than-significant level. As a result, there would be no new significant impacts, and no increase in severity of impacts. No new mitigation is required.

| Impact 4.3-4 Topographic Changes Due to Grading Activities | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | None |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR described the anticipated topographical changes that would be associated with implementation of the 1996 HPMP. The 1996 EIR concluded that this impact would be less than significant because the change in topography would be consistent with the existing HP campus development. With the proposed HPCO Amendment, topographical changes in the Light Industrial portion of the project site would be identical to those anticipated in the 1996 EIR. In the Campus Oaks sub-area of the project site, design guidelines encourage development that reflects the existing topography to the extent feasible. It is anticipated that the non-residential portions of the Campus Oaks sub-area would be graded flat, especially in the northern portion of the project site along Blue Oaks Boulevard. Some grading would be required to

ensure that slopes are appropriate for roads and other infrastructure, but in the residential portion of the project site, topographical changes are anticipated to be minimized. On balance, changes in topography proposed in the HPCO Amendment would be substantially similar to or less than those evaluated in the 1996 EIR and no greater or new impacts would occur. Therefore, there would be no new significant impacts, and no increase in the severity of significant impacts. No mitigation is required.

Issues Not Addressed in 1996 EIR

Issues associated with the capacity of soils on the project site to accommodate septic systems or other alternative wastewater storage or treatment systems was not addressed in the 1996 EIR because the City of Roseville sewer system was accessible for all future development on the site (see Environmental Issue Area 6(e)). That condition continues to be true today. The proposed HPCO Amendment would require that all development on the project site be served by the City sewer system.

4. Conclusions

As described in the text and tables above, changes introduced by the proposed HPCO Amendment and/or new circumstances relevant to the project would not, as compared to the 1996 EIR, result in any new significant impacts or significant impacts that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. Nor is there any new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

**Standard Mitigation Measures**

None.

**1996 EIR Mitigation Measures**

The following mitigation measures were adopted and included in the conditions of approval for the 1996 HPMP.

**1996 Mitigation Measure 4.3-2. Site-specific geotechnical evaluation to assess development on soils characterized by slow permeability, low strength and high shrink-swell potential**: To comply with General Plan Policies SA-2 and SA-3, a site-specific geotechnical evaluation shall be conducted as part of the development review process per the determination of the Public Works Director. Additionally, the site-specific geotechnical evaluations shall provide recommendations for development in areas with identified soil constraints, which shall be implemented during construction.

**2015 Mitigation Measures**

None.

| Environmental Issue Area | Where Impact Was Analyzed in Prior Environmental Documents. | Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts? | Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? | Any New Information of Substantial Importance? | Prior Environmental Documents Mitigations Implemented or Address Impacts. |
|---|---|---|---|---|---|
| **7. Greenhouse Gas Emissions.** Would the project: | | | | | |
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | Not Addressed | Not Addressed | Not Addressed | Not Addressed | Not Addressed |
| b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases? | Not Addressed | Not Addressed | Not Addressed | Not Addressed | Not Addressed |

**Discussion :**

In 2002, Governor Davis signed Assembly Bill (AB) 1493 requiring the California Air Resources Board (CARB) to develop and implement regulations to reduce automobile and light truck greenhouse (GHG) emissions. These emissions standards, which are stricter than those for other states, were designed to apply to automobiles and light trucks, beginning with the 2009 model year and ultimately the USEPA granted California's related request for a waiver to enact the stricter standards. Later, in 2005, Governor Arnold Schwarzenegger issued Executive Order S-3-05, which established GHG emission reduction targets for California. The Executive Order identified statewide targets for GHG reductions to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. Later, in September 2006, Governor Schwarzenegger signed AB 32, the California Global Warming Solutions Act of 2006. AB 32 established regulatory, reporting, and market mechanisms to achieve quantifiable GHG emission reductions and a climate action plan (CAP) on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction is to be accomplished through an enforceable statewide CAP on GHG emissions that was to be phased-in starting in 2012. To effectively implement the CAP, AB 32 directs the California Air Resources Board (CARB) to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authority of AB 32.

Prior to the enactment of AB 32 in late 2006, only a comparatively tiny number of CEQA documents in California addressed climate change issues. In late 2006 and early 2007, the environmental consulting industry and lead agency staffs began to address climate change issues in CEQA documents going forward. Over the course of 2007 and beyond, agencies around the state began to address climate change issues as a matter of course in their CEQA documents. But for most local governments, pre-2007 EIRs for major planning decisions still lacked analyses of the extent to which general plans, specific plans, and zoning documents tended to increase or decrease activities leading to GHG emissions. In the mid-1990s, the Governor's Office of Planning and Research, in response to a legislative directive, had prepared a report to the Legislature setting forth the conclusion that CEQA was not a tool that could meaningfully address global warming, which was a problem of international scale. That conclusion reflected the common view up until the time period in which AB 32 was enacted.

Senate Bill (SB) 97, signed August 2007, acknowledged that climate change is a prominent environmental issue that requires analysis under CEQA. This bill directed the California Office of Planning and Research (OPR) to prepare, develop, and transmit to the California Natural Resources Agency guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions, as required by CEQA, by July 1, 2009. The California Natural Resources Agency adopted those guidelines on December 30, 2009, and the guidelines became effective March 18, 2010. The new Guidelines are embodied most substantively in CEQA Guidelines §15064.4, §15126.4(c), and §15183.5. Between late 2006, when AB 32 was enacted, and March 2010, when the new Guidelines came into effect, neither CEQA nor the CEQA Guidelines included any specific rules

or directives about how to analyze the effects of GHGs, but lead agencies were generally doing the best they could to develop methodologies on their own, with input from leading consultants, other experts, and air pollution control districts and air quality management districts.

After the passage of AB 32, growing societal concern of over climate change prompted project opponents around California to argue in many instances that new environmental documents building on pre-2007 environmental documents must address climate change as a “new significant impact” where the prior environmental document had been silent on the issue. In response to these contentions, three California appellate cases from three different districts of the Court of Appeal have considered whether, pursuant to CEQA Guidelines §15162(a), impacts related to GHG emissions constitute a new significant impact or new information of substantial importance “which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified.” All three decisions have answered these questions in the negative, holding that climate change is not a “new” issue even if societal concern about it has been growing in recent years. In Citizens for Responsible Equitable Environmental Development (CREED) v. City of San Diego (2011) 196 Cal. App. 4th 515, the Court of Appeal, Fourth Appellate District, concluded that the issue of GHG emissions and climate change could have been raised at the time that the original EIR was prepared (in 1994). For this reason, the lead agency was not required to prepare a Subsequent EIR or EIR Supplement. In the CREED case, the court noted that scientists and the government have been aware that GHG emissions could trigger climatic changes as early as the 1970’s, or before. Specifically, the Court of Appeal noted that in Massachusetts v. E.P.A. (2007) 549 U.S. 497, 507, the United States Supreme Court stated the following: "In the late 1970's, the Federal Government began devoting serious attention to the possibility that carbon dioxide emissions associated with human activity could provoke climate change. In 1978, Congress enacted the National Climate Program Act, 92 Stat. 601, which required the President to establish a program to 'assist the Nation and the world to understand and respond to natural and man-induced climate processes and their implications,' [citation]. President Carter, in turn, asked the National Research Council, the working arm of the National Academy of Sciences, to investigate the subject. The Council's response was unequivocal: 'If carbon dioxide continues to increase, the study group finds no reason to doubt that climate changes will result and no reason to believe that these changes will be negligible. A wait-and-see policy may mean waiting until it is too late.'" The Court of Appeal concluded by stating that “[t]he effect of GHG emissions on climate could have been raised in 1994 when the City considered the FEIR.” In Concerned Dublin Citizens v. City of Dublin (2013) 214 Cal.App.4th 1301, the Court of Appeal for the Fourth Appellate District adopted this reasoning as its own, reaching exactly the same conclusion on similar facts.

Most recently, in Citizens Against Airport Pollution v. City of San Jose (2014) 227 Cal.App.4th 788, the Court of Appeal, Sixth Appellate District, considered whether the lack of GHG and climate change analysis in a 1997 EIR and 2003 SEIR precluded adoption of an addendum. The court relied of previous case law to conclude that the potential environmental impact of GHG emissions was known or could have been known at the time of certification of the 1997 EIR and 2003 SEIR. The court thus upheld the eighth addendum that the City of San Jose had prepared after having completed the 1997 and 2003 EIRs.

The conclusions that were made in the CREED, Dublin Citizens, and Citizens Against Airport Pollution cases can be made also regarding the Hewlett-Packard Master Plan EIR that was certified in 1996. Under the law as set forth in these cases, the City may not undertake the preparation of a Subsequent EIR or EIR Supplement based solely on issues relating to climate change. Even so, the project applicants have asked the City to undertake an analysis of how the HPCO Amendment, with its energy conservation features and designs, compares against the 1996 HPMP, which reflects the standards and expectations of its time period. The City therefore undertook such an analysis, thereby accomplishing two things: first, creating a kind of baseline GHG analysis for the 1996 HCMP despite the absence of any discussion of that subject in the 1996 EIR; and second, quantifying the GHG emissions associated with the HPCO Amendment. The applicant requested this analysis in order to provide helpful information to the public and to City decision-makers.

Thus, while the information provided herein compares the GHG emissions from the proposed HPCO Amendment against those of the 1996 HPMP, the overall creation of GHG emissions from development within the project site cannot under the law constitute a new significant impact or new information of substantial importance. As the discussion below demonstrates, however, the HPCO Amendment would not, as a factual matter, generate more GHGs than the 1996 HPMP. In fact, GHG emissions will be 22.2% lower than what would occur under the 1996 HPMP if built out.

1. Changes to Project Related to Greenhouse Gases

   The 1996 EIR air quality impact analysis anticipated that the 1996 HPMP would convert the undeveloped portions of the project site from seasonal grazing land to urbanized light industrial uses. Since then, the eastern half of the project site has been developed with light industrial and parking uses – leaving the western half undeveloped. The proposed HPCO Amendment is expect to convert the undeveloped western half of the project site to a mixture of residential, commercial, business park, offices, and open space uses.

2. Changes in Circumstances

   Environmental Setting

   During the drafting of the 1996 EIR, the area surrounding the project site consisted primarily of undeveloped land, which was used primarily for cattle grazing and agriculture. In 1996, Blue Oaks Boulevard only existed east of Foothills Boulevard and Woodcreek Oaks Boulevard did not exist north of the South Branch of Pleasant Grove Creek.

   Today, around the project site, lands west of Woodcreek Oaks Boulevard are fully developed with single- and multi-family homes. At the southwest corner of Woodcreek Oaks Boulevard and Blue Oaks Boulevard, there is a one-story retail shopping center, with large landscaped parking lots and a vegetated drainage channel parallel to and immediately south of Blue Oaks Boulevard.

   The general climate attributes and topography of the project site has not changed since the release of the 1996 EIR.

   Changes to General Plan and other Relevant Documents

   The 2025 General Plan includes policies addressing air quality and climate change, which can be found in the air quality discussion above. The policies that most directly address climate change include Air Quality and Climate Change Element policies 4, 5, 6, 7, 9 and 10.

3. Comparative Impact Discussions

   The 1996 EIR did not address GHG emissions or global climate change.

   Issues Not Addressed in 1996 EIR

   As described above, although scientists and the government were well aware of the possible climate effects of continued emissions of GHG as early as the 1970s, the 1996 EIR did not address or assess effects associated with GHG emissions or climate change, as was the near-universal approach under CEQA at the time. Although the potential impacts of a project related to GHG emissions does not constitute significant new information pursuant to State CEQA Guidelines § 15162, for informational purposes, this document provides a comparison of the GHG emissions of the 1996 HPMP and the proposed 2015 HPMP. The discussion presented below addresses environmental issues areas in the CEQA checklist for Greenhouse Gas Emissions.

   *Greenhouse Gas Emissions (Environmental Issue Area 7(a))*

   The PCAPCD has not adopted a construction or operational significance threshold for GHG emissions. In the absence of its own thresholds, the PCAPCD recommends use of the GHG threshold of significance adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SMAQMD has established a GHG significance

threshold of 1,100 metric tons $CO_2e$ per year. This threshold includes the sum of a project's amortized construction emissions plus its annual operational GHG emissions.[58]

GHG emissions generated by project construction and operations were estimated using the CalEEMod software for both the 1996 HPMP and the proposed HPCO Amendment. During construction, GHG emissions would be generated by vehicle trips to and from the site, operation of construction equipment, application of coatings (paint), and other activities. During project operations, GHG emissions would be generated by vehicle trips, by natural gas combustion for water and space heating, by gasoline combustion from landscape maintenance equipment, and by off-gassing of architectural coatings.

As shown in **Table 7-1**, the proposed HPCO Amendment would generate 29,465.4 metric tons of $CO_{2e}$ per year. This is 8,164.9 metric tons less than would be generated under the 1996 HPMP. Thus, GHG emissions generated by the proposed HPCO Amendment would be 21.7% less than the 1996 HPMP.

**Table 7-1**
**Comparison Of 1996 HPMP And Proposed HPCO Amendment GHG Emissions (Metric Tons/Year)**

| | Unmitigated Project GHG Emissions (Metric Tons per year) | | | |
|---|---|---|---|---|
| **Category** | **$CO_2$** | **$N_2O$** | **$CH_4$** | **$CO_{2e}$** |
| 1996 HPMP | 36,123.2 | 1.1 | 64.0 | 37,630.3 |
| Proposed HPCO Amendment | 28,579.6 | 3.5 | 50.1 | 29,465.4 |
| Incremental Change | -7,543.6 | +2.4 | -13.9 | -8,164.9 |
| PCAPCD Significance Threshold | | | | +1,100 |

Source: ESA, 2015

The 21.7% reduction in GHG emissions with the proposed HPCO Amendment would contribute positively to the State's ability to achieve the goals of AB 32, and to achievement of the 2020 and 2050 goals established in Governor Schwarzenegger's Executive Order S-3-05. It should be further noted that the vast majority of predicted future GHG emissions come from the consumption of electricity, natural gas, and from fuel consumption from vehicles traveling to and from the project site. Over time, technological advancements and state regulations should move California further away from fossil-fuel based energy generation and vehicular combustion, generating fewer GHG emissions per capita than is occurring in the present or in 1996. To achieve the extremely ambitious 2050 target set by Governor Schwarzenegger in Executive Order S-3-05, the State of California, and indeed the United States and most of the world, almost certainly will have to make the difficult transition from primary dependence on fossil fuels for transportation and the generation of electricity to a primary dependence on energy sources that do not create new increases in GHG emissions. The achievement of such a challenging outcome over the next 35 years is far beyond the scope of this proposed project and anything the City of Roseville can accomplish. Both national and state legislation, as well as international treaties, will likely be required.

There is nothing about the physical layout of the HPCO Amendment that would preclude residents and daily users in the project area from using vehicles reliant on electricity or other GHG-free power sources or that would preclude structures within the project area from receiving and using electricity generated by renewable resources. In short, the project residents and employees could be part of any larger shift in energy use occurring in society as a whole. In the meantime, the improved mix of land uses within the HPMP area, which will allow HP employees to live very close to their jobs, will tend to reduce GHG-producing vehicles miles traveled (VMT) compared with what would otherwise occur under the 1996 HPMP.

[58] Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment*. Updated November 2014. Chapter 2, SMAQMD Thresholds of Significance Table.

In addition, features of the proposed Campus Oaks subdivision would help reduce GHG emissions, including compliance with the current Title 24 energy efficiency requirements, installation of rooftop solar panels and electric vehicle charging equipment in every residence. Further, compliance with PCAPCD Operational Mitigation Measure 7 throughout the HPCO Amendment site would require the use of native drought-tolerant species and a maximum of 25% lawn area, as well as water efficient irrigation systems. These measures would further reduce GHG emissions associated with conveyance of water and use of gas powered landscape equipment. Thus, the proposed HPCO Amendment would not frustrate the State's achievement of the 2020 and 2050 goals of Executive Order S-3-05 and, instead, and would contribute positively toward achieving those goals.

As is demonstrated above, there would be no increase in the severity of GHG impacts to the environment from the implementation of the proposed HPCO Amendment when compared to the GHG emissions that would have occurred under the 1996 HPMP. No new mitigation measures would be required.

*Conflicts with Applicable Plans, Policies, or Regulations (Environmental Issue Area 7(b))*

As discussed above, and shown in **Table 7-1**, both the HPCO Amendment and 1996 HPMP GHG emissions would be well above the adopted GHG emissions adopted by the SMAQMD of 1,100 metric tons of $CO_{2e}$ per year. However, the proposed HPCO Amendment would generate 29,465.4 metric tons of $CO_{2e}$ per year, 8,164.9 metric tons less than would be generated under the 1996 HPMP. Since there would be a 21.7% decrease in GHG emissions from implementation of the proposed HPCO Amendment when compared to the 1996 HPMP, implementation of the proposed HPCO Amendment would not contribute to or conflict with any plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. This includes state climate policy as enshrined in AB 32 and Executive Order S-3-05, as discussed above. Consequently, there would be no substantial increase in the severity of GHG impacts related to Environmental Issue Area 7(b) as a result of implementation of the proposed HPCO Amendment. No new mitigation measures would be required.

4. Conclusions

For reasons discussed earlier, under current CEQA case law the City is not required to prepare a Subsequent EIR or EIR Supplement due solely to the fact that the 1996 EIR did not address the issues of global warming and climate change. Even so, with the applicants' encouragement, the City has undertaken for informational purposes an analysis of whether the HPCO Amendment would have more or fewer GHG emissions than the 1996 HPMP. As described in the text and tables above, changes introduced by the proposed HPCO Amendment and/or circumstances relevant to the project would not, as compared to the 1996 HPMP, result in a new significant impact or significant impacts that are substantially more severe. In addition, there is no new information of substantial importance (i.e., information that could not have been obtained with reasonable diligence) showing that the project will have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than shown in the previous EIR. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

**Standard Mitigation Measures**

**Placer County Air Pollution Control District Standard Mitigation Measures**

**Operational Mitigation Measure 3**

Wood burning appliances, including fireplaces and woodstoves, shall not be installed within any residential units associated with this project. Wording relating to this restriction shall be included within the project's CC&R's.

**Operational Mitigation Measure 4**

Prior to Design Review approval, the Site Plan shall show that the applicant has provided the number of preferential parking spaces for employees that carpool / vanpool / rideshare as required by the District. Such stalls shall be clearly demarcated with signage as approved by the Design Site Review Committee.

**Operational Mitigation Measure 5**

Diesel trucks shall be prohibited from idling more than five minutes. Prior to the issuance of a Building Permit, the applicant shall show on the submitted building elevations that all truck loading and unloading docks shall be equipped with one 110/208 volt power outlet for every two dock doors. Diesel Trucks idling for more than the allotted time shall be required to connect to the 110/208 volt power to run any auxiliary equipment. A minimum 2'x3' signage which indicates "Diesel engine Idling limited to a maximum of five minutes" shall be included with the submittal of building plans.

**Operational Mitigation Measure 6**

Prior to Design Review approval, the applicant shall show that on-site bicycle racks, as required by the District, shall be reviewed and approved by the Design Site Review Committee.

**Operational Mitigation Measure 7**

As required by the District, Landscape Plans submitted for Design Review shall include native drought-resistant species (plants, trees and bushes) in order to reduce the demand for irrigation and gas powered landscape maintenance equipment. In addition, a maximum of 25% lawn area will be allowed on site. As a part of the project design, the applicant shall include irrigation systems which efficiently utilize water (e.g., prohibit systems that apply water to non- vegetated surfaces and systems which create runoff). In addition, the applicant shall install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls, rain "shut off" valves, or other devices as reviewed and approved by the Design Site Review Committee.

**1996 EIR Mitigation Measures**

None.

**2015 Mitigation Measures**

None.

| Environmental Issue Area | Where Impact Was Analyzed in Prior Environmental Documents. | Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts? | Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? | Any New Information of Substantial Importance? | Prior Environmental Documents Mitigations Implemented or Address Impacts. |
|---|---|---|---|---|---|
| **8. Hazards and Hazardous Materials.** Would the project: | | | | | |
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | pp. 4.8-2 through 4.8-6<br><br>Impact 4.8-1<br>Impact 4.8-2<br>Impact 4.8-3 | No | No | No | Yes |
| 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? | pp. 4.8-2 through 4.8-6<br><br>Impact 4.8-1<br>Impact 4.8-4 | No | No | No | Yes |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | Not Addressed | No | No | No | Not Applicable |
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | pp. 4.8-2 through 4.8-3<br><br>Impact 4.8-4 | No | No | No | Yes |
| 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? | Not Addressed | No | No | No | Not Applicable |
| f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working on the project area? | Not Addressed | No | No | No | Not Applicable |
| g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | pp. 4.8-6 through 4.8-7<br><br>Impact 4.8-3 | No | No | No | Yes |
| 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? | Not Addressed | No | No | No | Not Applicable |

**Discussion:**

1. Changes to Project Related to Hazards and Hazardous Materials

The 1996 EIR anticipated that the undeveloped portions of the project site would be converted from seasonal grazing land to urbanized light industrial uses that would have a less-than-significant effect on people or the environment from hazardous materials. The 1996 EIR identified that the proposed general commercial and light industrial uses were expected to contain activities in which hazardous materials would likely be used, stored, generated, or transported. With the proposed HPCO Amendment, the eastern portion of the site would be developed in light industrial uses, unchanged from the uses anticipated in the 1996 EIR. The western portion of the site would be developed primarily with residential, commercial, and business park uses instead of the previously planned light industrial development. Proposed residential, commercial (office, retail, restaurant), and tech/business park (expected to be largely office) uses would be expected to store and use small amounts of common household and commercially-used chemicals, including paint, solvents, oil, and

fuel. Uses that would be expected to require the use of substantial amounts of hazards or hazardous materials, such as manufacturing or material processing, would not be permitted uses within the residential, commercial or tech/business park designations. Thus, it is expected that the quantities of hazards used, stored, and transported in residential, commercial, and tech/business park uses would be less than in light industrial uses.

2. Changes in Circumstances

Environmental Setting

When the 1996 EIR was prepared, the project site included approximately 198 acres of developed land, including approximately 1,266,000 square feet of industrial and office uses on the Hewlett-Packard campus. At that time, electronic computer and peripheral equipment had been manufactured on the site since the early 1980s and the site was listed as a large-quantity waste generator on the federal Resource Conservation and Recovery Act (RCRA). The remaining approximately 300 acres was vacant open grassland and oak woodland. The land to the north and west of the project site was largely vacant and undeveloped.

Currently, the site is not listed as a large quantity waste generator.[59] Since the 1996 EIR, three additional buildings have been constructed on the site and electronic computer and peripheral equipment manufacturing has ceased. The existing buildings within the project site contain primarily office uses. Today, land west of Woodcreek Oaks Boulevard and north of Blue Oaks Boulevard is fully developed with single-family and multi-family homes, with a shopping center on the northwest corner of Woodcreek Oaks Boulevard and Blue Oaks Boulevard.

According to Jason Rizzi, Fire Marshal, Roseville Fire Department Fire and Life Safety Division, the existing uses within the HPMP area include the storage and use of various hazardous materials. The Fire and Life Safety Division includes administration of the Certified Unified Program Agency (CUPA), the authority under which the City enforces California Environmental Protection Agency (CalEPA) regulatory programs. According to Mr. Rizzi, the properties within the HPMP area are all compliant with the applicable codes and inspections.[60]

Changes to General Plan and other Relevant Documents

The 2025 General Plan policies applicable to the project are the following:

*Air Quality and Climate Change Element*

Policy 11: Protect City residents from the risks involved in the transport, distribution, storage, use, and disposal of hazardous materials.

*Safety Element – Seismic and Geologic Hazards*

Policy 4: Comply with state seismic and building standards in the design and siting of critical facilities including police and fire stations, school facilities, hospitals, hazardous material manufacture and storage facilities, bridges, and large public assembly halls.

*Safety Element – Fire Protection*

Policy 1: Continue to pursue and promote fire prevention programs.

Policy 2: Strive to achieve the following service levels:

Urban Areas

- Four-minute response time for all emergency calls
- ISO rating of 3 or better
- 500 gallons of water per minute within 10 minutes of alarm

Rural Areas

[59] U.S. Environmental Protection Agency.2009. List of Reported RCRA Sites in the United States – The National Biennial RCRA Hazardous Waste Report (Based on 2009 Data).
[60] Jason Rizzi, Fire Marshal, Roseville Fire Department, Fire and Life Safety Division. Personal communication. April 6, 2015.

- Fifteen to twenty-minute response time for all emergency calls
- ISO rating of 8 or better

Policy 3: Monitor Fire Department service levels annually, concurrent with the City budget process and via quarterly reports.

Policy 4: Provide highly trained personnel to ensure effective suppression of fires, and safety for firefighters.

Policy 5: Seek to reduce fires by fully investigating the cause, origin, and circumstances of each fire; collect and preserve evidence; coordinate with authorities in detection, apprehension, and prosecution of arsonists; pursue each investigation to its conclusion; and use resultant findings to develop more effective fire prevention programs.

Policy 6: Phase the timing of the construction of fire stations to be available to serve the surrounding service area.

Policy 7: Continue to completion the permanent fire training classroom facility at the Fire Training Center.

Policy 8: Provide a comprehensive emergency medical services program to provide Advance Life Support services and ensure reliable ambulance transport services to aid citizens in need of rescue or medical assistance.

Policy 9: Continually update the Roseville Emergency Operations Plan and ensure that participants are prepared to efficiently carry out assigned functions.

*Safety Element – Hazardous Materials*

Policy 1: Require the disclosure of the use and storage of hazardous materials in existing and proposed industrial and commercial activities and siting of hazardous waste disposal facilities in accordance with Placer County guidelines and state law.

Policy 2: Work with Placer County and other public agencies to inform consumers about household use and disposal of hazardous materials.

Policy 3: Cooperate fully with both public and private agencies, as defined in the City of Roseville Hazardous Materials Emergency Response Plan in the event of a hazardous material emergency.

Policy 4: Develop a hazardous materials truck route through the City of Roseville and limit truck pickup and delivery of hazardous materials during peak traffic hours.

*Safety Element – Electromagnetic Fields*

Policy 1: Ensure implementation of the Electric Department's policy of "prudent action" with respect to EMF issues.

Policy 2: Limit public use within electrical power line easements to parking and low-density recreational activities such as undeveloped nature areas, bicycle, or jogging paths.

3. Comparative Impact Discussions

The 1996 EIR addressed hazards and hazardous materials effects in five impact discussions, Impact 4.8-1 through 4.8-5, pages 4.8-11 to 4.8-17. Relevant changes to the impact discussion as a result of changes to the project or to circumstances of the project are presented in the Impact Tables, below.

| **Impact 4.8-1 Increased Potential for Accidental Release or Spill from New Commercial and Industrial Uses** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies AA-11, SE-1, and SE-5 | General Plan Air Quality and Climate Change Element Policy 11<br>General Plan Safety Element – Hazardous Materials Policy 1 |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR acknowledged that development of the project site according to allowable uses would increase the number of facilities using and storing hazardous materials within the project area. The policies that were applicable in 1996 have been largely duplicated in the City's 2025 General Plan. These policies would apply to development anticipated in the proposed HPCO Amendment.

As discussed above, light industrial uses within the HPMP area currently use, store, and transport hazardous materials. The current users are all in compliance with applicable codes and regulations. Any future light industrial use that would store in excess of 55 gallons, 500 pounds or 200 cubic feet of gas would also be required to submit Hazardous Materials Management (Business) Plans to the Roseville Fire Department.[61] The proposed HPCO Amendment would place residential uses in the vicinity of existing and future light industrial uses, although as discussed under Land Use, based on City policy, there would be sufficient buffers between residential and light industrial uses to avoid conflicts. In addition, the potential for accidental release or spills is regulated by federal, state, and local regulations and enforced through the Roseville Fire Department. The potential for land use conflicts between these uses is discussed in under Environmental Issue Area 10, Land Use and Planning, below.

As a result of City policies and requirements that implement state and federal requirements for hazardous materials, there would be no significant impacts, and no increase in severity of significant impacts. No new mitigation is required.

| **Impact 4.8-2 Increased Risk of Accidental Release or Spills Associated with Increased Transport of Hazardous Materials from the Project Area** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies SE-3 and SE-4 | General Plan Safety Element – Hazardous Materials Policy 3 and Policy 4 |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR acknowledged that development of the project site according to allowable uses could result in accidental spills, particularly from vehicle accidents. At that time, General Plan Policies SE-3 and SE-4 were anticipated to reduce the frequency of occurrences and limit the number of people who could be exposed. Those policies appear verbatim in the 2025 General Plan and would be applicable to the proposed 2015 HPMP. As a result, there would be no significant impacts, and no increase in severity of significant impacts. No new mitigation is required.

[61] City of Roseville. *City of Roseville General Plan 2025, Safety Element*. Adopted May 5, 2010. Last Updated April 16, 2014. Page VIII-36.

| Impact 4.8-3 Increased Use of Hazardous Materials Within the Project Area Could Require Additional Emergency Response Capabilities | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies AA-11, SA-4, SD-1 through SD-9, and SE-1 through SE-5 | General Plan Air Quality and Climate Change Element Policy 11<br>General Plan Safety Element – Seismic and Geologic Hazards Policy 4<br>General Plan Safety Element – Fire Protection<br>Policies 1 through 9<br>General Plan Safety Element – Hazardous Materials Policies 1 through 4 |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR acknowledged the need for additional fire service. At that time, General Plan Policies AA-11, SA-4, SD-1 through SD-9, and SE-1 through SE-5 were anticipated to reduce the need for emergency response for hazardous materials. Those policies are included in the 2025 General Plan and would be applicable to the proposed HPCO Amendment. Since 1996, Roseville has doubled the number of fire stations, for a total of eight stations throughout the City. The proposed HPCO Amendment includes a site for a new fire station to be located within the project site. Through adherence to General Plan policies and because of the additional fire stations throughout the City, there would be no significant impacts, and no increase in severity of significant impacts. No new mitigation is required.

In 2014, PG&E began replacement of the existing 12-inch natural gas pipeline within the project site with a 16-inch line. The pipeline runs in a north-south direction and bisects the project site from Blue Oaks Boulevard down to through the HP recreation area, running along the western edge of the HP campus. An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared in 2013 for the pipeline replacement project (SCH 2013092055). Replacement of the gas pipeline would not create a new or additional hazard that would require additional emergency response capabilities because there would not be any new uses resulting from the pipeline replacement. Part 192 of Title 49 of the Code of Federal Regulations specifies the minimum amount of cover required for various location classes. PG&E has incorporated these requirements as part of its gas safety plan.[62] Because PG&E will follow all applicable federal and state regulations regarding underground transmission pipelines, placement of residential structures in the vicinity of the existing pipeline would not create a safety hazard. Thus, there would be no new significant impacts, and no increase in severity of significant impacts. No new mitigation is required.

| Impact 4.8-4 Existing or Unknown Hazards Related to Past Uses Within or Adjacent to the Project Area | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | None |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

[62] Pacific Gas and Electric. *Pacific Gas and Electric Gas Safety Plan.* June 28, 2013.

**Discussion:**

The 1996 EIR stated that preliminary site assessments had been performed for the then-vacant 300 acres and that no locations had been identified that could pose hazards-related problems. However, the analysis conceded that the site could contain previously unidentified septic tanks, wells, or other underground storage devices or conveyance systems. The 1996 EIR concluded that identification and remediation of underground storage tanks or contaminated soil or groundwater would be regulated by federal, state, and local regulations and the potential impact would be less than significant. The same federal, state, and local regulations that applied to the 1996 HPMP would apply to the proposed HPCO Amendment.

As discussed under Impact 4.8-3 above, PG&E's Line 123 natural gas pipeline runs through the project site. South of the Woodcreek Golf Club, Line 123 runs through residential neighborhoods, immediately adjacent to homes in easements on public and private property. The design, construction, operation, inspection and maintenance of all operating pipelines are subject to state and federal regulations and requirements. As such, existing regulations are in place to protect residences and other structures in close proximity to natural gas pipelines. In its Initial Study/Mitigated Negative Declaration for the Line 123 Replacement Project, the City examined the potential for the pipeline to present hazards to residents. In describing the pipeline, the IS/MND described the following regarding pipeline regulations and integrity:[63]

> The U.S. Department of Transportation (DOT) provides oversight for the nation's natural gas pipeline transportation system. Its responsibilities are promulgated under Title 49, Chapter 601 of the U.S. Code (49 USC Chapter 601). The Pipeline and Hazardous Materials Safety Administration's Office of Pipeline Safety (OPS) administers the national regulatory program to ensure the safe transportation of gas and other hazardous materials by pipeline.
>
> Two statutes provide the framework for the federal pipeline safety program. The Natural Gas Pipeline Safety Act of 1968, as amended, authorizes DOT to regulate pipeline transportation of natural (flammable, toxic, or corrosive) gas and other gases and the transportation and storage of liquefied natural gas.
>
> Similarly, the Hazardous Liquid Pipeline Safety Act of 1979, as amended, authorizes DOT to regulate pipeline transportation of hazardous liquids (crude oil, petroleum products, anhydrous ammonia, and carbon dioxide). Both of these acts have been recodified as 49 USC Chapter 601.
>
> The OPS shares portions of this responsibility with state agency partners and others at the federal, state, and local levels. The State of California is certified under 49 USC Subtitle VIII, Chapter 601, Section 60105. The CPUC has the authority to regulate intrastate natural and other gas pipeline facilities, including those proposed by PG&E, and has rules governing design construction, testing, operation, and maintenance of gas gathering, transmission, and distribution piping systems. (General Order No. 112-E.) The California State Fire Marshal has jurisdiction over hazardous liquid pipelines.
>
> In the federal pipeline regulations in Title 49, Parts 190–199 of the Code of Federal Regulations (49 CFR 190– 199), Part 192 specifically addresses natural and other gas pipelines. Many of these pipeline regulations are written as performance standards. These regulations set the level of safety to be attained and allow the pipeline operator to use various technologies to achieve the desired result.
>
> The replacement pipeline and ancillary facilities would be designed, constructed, operated, and maintained in accordance with the federal pipeline regulations. Because these are intrastate facilities, the CPUC will continue to have responsibility for enforcing the federal and state requirements.

[63] City of Roseville, *PG&E Gas Transmission Line 123 Pipeline Replacement Project Initial Study/Draft Mitigated Negative Declaration,* September 2013. p. 2-15.

As it pertains to safety, the IS/MND stated:

> The proposed Line 123 replacement project would be designed, constructed, and maintained in accordance with all applicable federal and state regulations. Furthermore, modern and high-quality materials, construction techniques, and inspection procedures would be used and implemented to install and operate a safer pipeline. As a result, the new 16-inch pipeline would have greater reliability than the existing 12-inch diameter pipeline it would replace. Although the PIR for the proposed 16-inch-diameter pipeline would be larger than the PIR for the existing 12-inch-diameter pipeline in the event of a catastrophic failure, the strength, thickness, and higher integrity of the new 16-inch pipeline would significantly reduce the likelihood of pipeline failure relative to existing conditions. The purpose of the project is to replace smaller, aging infrastructure with a more structurally sound pipeline that matches the size of the Line 123 pipeline in other areas to allow for regular inspections in the future. Thus, construction of the project would result in a safer pipeline than existing baseline conditions. This impact would be less than significant.[64]

The residences that would be constructed as part of the proposed HPCO Amendment would be located a minimum of 50 feet from the pipeline alignment, further than residences in other parts of the pipeline alignment. Because federal, state, and local regulations apply to existing or unknown hazards, there would be no new significant impacts, and no increase in the severity of significant impacts. No new mitigation is required.

| **Impact 4.8-5 Potential Effects of Electromagnetic Fields (EMFs)** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies SG-1 and SG-2 | General Plan Safety Element – Electromagnetic Fields Policies 1 and 2 |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR analyzed the potential for exposure of people to electromagnetic fields (EMFs). The 1996 EIR stated that there is no proven relationship between EMF exposure and health effects, but identified General Plan policies that would reduce the potential effects of EMFs. Though the General Plan has been updated since the 1996 EIR, the policies regarding EMFs have not changed. The 1996 EIR concluded that impacts related to EMFs would be less than significant because of the absence of conclusive information and implementation of General Plan policies. There is still uncertainty surrounding the potential effects of EMFs.[65] The proposed 2015 HPMP does not include any new high-voltage transmission lines that were not anticipated under the 1996 HPMP. Therefore, there would be no new significant impacts, and no increase in severity of significant impacts. No new mitigation is required.

<u>Issues Not Addressed in 1996 EIR</u>

The 1996 EIR did not consider issues associated with proximity of hazardous materials to an existing or proposed school (see Environmental Issue Area 8(c)). The western boundary of the project site is approximately 0.30 miles from Robert C. Cooley Middle School, and approximately 0.40 miles from Blue Oaks Elementary School, the closest existing or planned schools to the project site. Thus, under the 1996 HPMP or with the proposed HPCO Amendment, it would be impossible for hazardous emissions or hazardous wastes or substances to be emitted or handled within one-quarter mile of an existing or planned school.

[64] City of Roseville, *PG&E Gas Transmission Line 123 Pipeline Replacement Project Initial Study/Draft Mitigated Negative Declaration*, September 2013. p. 3.8-14.

[65] City of Roseville. 2014. EMFs Explanation. Available http://www.roseville.ca.us/electric/news/safety/emf.asp. Accessed November 20, 2014.

The project site is not located within an airport land use plan, is not located within two miles of a public or public use airport, and is not within the vicinity of a private airstrip. Thus, neither the uses in the 1996 HPMP nor those in the proposed HPCO Amendment would result in a safety hazard for residents or employees (see Environmental Issue Areas 8(e) and (f)).

While the 1996 EIR discussed the potential for expanded emergency response capabilities, it did not specifically address interference with emergency response plans or evacuation plans (see Environmental Issue Area 8(g)). The Campus Oaks property is currently undeveloped. With implementation of the proposed HPCO Amendment, the Campus Oaks property would provide the area for extension of roadways, including HP Way, Painted Desert Drive, and Crimson Ridge. Roads planned for the Campus Oaks property would allow roadways to connect Woodcreek Oaks Boulevard to the eastern half of the HPMP site. Because there are no existing connections and implementation of the proposed HPCO Amendment would allow for more roadway connections in the area, this impact would be less than significant and no mitigation is required.

The project site is not located in an area that is identified as a wildland fire hazard zone by the California Department of Forestry and Fire Protection (see Environmental Issue Area 8(h)).[66] [67] The project site is located in an urbanized area, and is not exposed to wildland fires. Thus, neither the uses in the 1996 HPMP nor those in the proposed HPCO Amendment would expose people or structures to a significant risk of wildland fire.

4. Conclusions

As described in the text and tables above, changes introduced by the proposed HPCO Amendment and/or new circumstances relevant to the project would not, as compared to the 1996 EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the project will have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

**Standard Mitigation Measures**

None.

**1996 EIR Mitigation Measures**

None.

**2015 Mitigation Measures**

None.

[66] California Department of Forestry and Fire Protection, *Fire Hazard Severity Zones in State Responsibility Areas,* Adopted by CAL FIRE on November 7, 2007.

[67] California Department of Forestry and Fire Protection, *Draft Fire Hazard Severity Zones in Local Responsibility Areas,* September 17, 2007.

| Environmental Issue Area | Where Impact Was Analyzed in Prior Environmental Documents. | Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts? | Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? | Any New Information of Substantial Importance? | Prior Environmental Documents Mitigations Implemented or Address Impacts. |
|---|---|---|---|---|---|
| **9. Hydrology and Water Quality.** Would the Project: | | | | | |
| a. Violate any water quality standards or waste discharge requirements? | p. 4.4-7<br><br>Impact 4.4-4<br>Impact 4.4-5 | No | No | No | Yes |
| 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)? | p. 4.4-7<br><br>Impact 4.4-3 | No | No | No | Yes |
| 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? | pp. 4.4-6 through 4.4-7<br><br>Impact 4.4-4 | No | No | No | Yes |
| d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | pp. 4.4-1 through 4.4-7<br><br>Impact 4.4-2 | No | No | No | Yes |
| 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 runoff? | pp. 4.4-6 through 4.4-7<br><br>Impact 4.4-4 | No | No | No | Yes |
| f. Otherwise substantially degrade water quality? | p. 4.4-7<br><br>Impact 4.4-4 | No | No | No | Yes |
| 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? | pp. 4.4-1 through 4.4-6<br><br>Impact 4.4-1 | No | No | No | Yes |
| h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | pp. 4.4-1 through 4.4-6<br><br>Impact 4.4-1 | No | No | No | Yes |
| 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? | Not Addressed | No | No | No | Not Applicable |
| j. Inundation by seiche, tsunami, or mudflow? | Not Addressed | No | No | No | Not Applicable |

**Discussion:**

1. Changes to Project Related to Hydrology and Water Quality

The 1996 EIR anticipated that the project site would be converted from mostly-vacant grassland to mostly impervious surfaces as part of planned light industrial and commercial uses. The 1996 HPMP provided for an approximately 40-acre wetland preserve/open space area to be set aside in the southwest corner of the project site. Following approval of the 1996 HPMP, incremental development has occurred in the eastern portion of the site, and the open space preserve was established and transferred to City ownership. With the proposed HPCO Amendment, the eastern portion of the project site would continue to be developed with light industrial uses, consistent with the 1996 HPMP, while the western half of

the project site would be developed primarily with a mix of residential, commercial, business park, office, and open space uses instead of the previously planned light industrial development. Like the 1996 HPMP, the proposed HPCO Amendment would include a substantial increase in new impervious surfaces on the project site. Compared to the 1996 HPMP, development with the proposed HPCO Amendment may result in changes to water demand, wastewater generation, and runoff volume and pattern.

2. Changes in Circumstances

Environmental Setting

When the 1996 EIR was prepared, the project site included approximately 198 acres of development and approximately 300 acres of vacant land. The developed land, the HP campus, included eight buildings for a total of 1,266,000 square feet of industrial and office space. The vacant land consisted of undeveloped oak woodland and grassland. In addition, the lands surrounding the project site were largely undeveloped at that time. The 1996 EIR acknowledged that a portion of the southwest corner of the project site was identified as within the 100-year floodplain.

Since 1996, three additional buildings have been constructed in the eastern portion of the project site. Areas to the north and west of the project site were mostly vacant in 1996, but have since been developed with residential and commercial development. The 100-year floodplain area associated with the South Branch of Pleasant Grove Creek is located completely within the open space preserve in the southwest corner of the site and does not extend into portions of the project site approved for light industrial development.

Within the western portion of the project site, the currently-vacant area (with the exception of the open space area discussed above) has been regularly disced since the late 1990s.

Changes to General Plan and other Relevant Documents

The 2025 General Plan policies applicable to the project are the following:

*Open Space Element – Groundwater Recharge and Water Quality*

Policy 1: Utilize cost-effective urban run-off controls, including Best Management Practices, to limit urban pollutants from entering the watercourses.

Policy 2: Implement erosion control and topsoil conservation measures to limit sediments within watercourses.

Policy 3: Ensure a buffer area between waterways and urban development to protect water quality and riparian areas.

Policy 5: Continue to monitor groundwater resources and investigate strategies for enhanced sustainable use. Areas where recharge potential is determined to be high shall be considered for designation as open space.

Policy 6: Where feasible, locate stormwater retention ponds in areas where subsoil is suitable for groundwater recharge.

*Safety Element – Flood Protection*

Policy 1: Continue to regulate, through land use, zoning, and other restrictions, all uses and development in areas subject to potential flooding and require new development to comply with the State Plan of Flood Control.

Policy 2: Monitor and regularly update City flood studies, modeling and associated land use, zoning, and other development regulations.

Policy 4: Provide flood warning and forecasting information to community residents to reduce impacts to personal property.

Policy 5: Minimize the potential for flood damage to public and emergency facilities, utilities, roadways, and other infrastructure.

Policy 6: Require new developments to provide mitigation to insure that the cumulative rate of peak run-off is maintained at pre-development levels.

Policy 8: Establish flood control assessment districts or consider other funding mechanisms to mitigate flooding impacts.

*NPDES Permit*

When the 1996 EIR was prepared, the City of Roseville was not required to have a National Pollutant Discharge Elimination System (NPDES) permit because only large (population 250,000 and above) and medium (population 100,000 to 250,000) municipalities were required to obtain permits. Since that time, NPDES requirements have changed such that the City of Roseville is now subject to regulation under the State's General Permit for Small Municipalities with Separate Storm Sewer Systems (MS4). To comply with the State's permit requirements, the City of Roseville developed a Stormwater Management Program (SWMP) which includes a construction site runoff control element. In order to comply with state requirements as implemented through local programs, project construction requires that a Storm Water Pollution Prevention Plan (SWPPP) be submitted to the City of Roseville Development Services Department, Engineering Land Development Division, during the plan submittal/acceptance process.

3. Comparative Impact Discussions

The 1996 EIR addressed hydrology and water quality in five impact discussions, Impacts 4.4-1 through 4.4-5, pages 4.4-11 through 4.4-18. Relevant changes to the impact discussions as a result of changes to the project or to circumstances of the project are presented in the Impact Tables, below.

| **Impact 4.4-1 Flood Flows in the Designated 100-year Floodplain Could be Obstructed, Exacerbating Existing Localized Flooding** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies<br>SB-1, SB-2, SB-4,and SB-5 | General Plan Safety Element (Flood Protection)<br>Policies 1, 2, 4, and 5 |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR stated that land within the 100-year floodplain would remain as open space under the 1996 HPMP. The 100-year floodplain was most recently mapped by the Federal Emergency Management Agency in June 1998.[68] As discussed above, the land on the project site that is designated as 100-year floodplain is located entirely within the open space preserve in the southwest corner of the project site. The 1996 EIR acknowledged the presence of land designated as within the 100-year floodplain, but concluded that impacts related to flood flows in the 100-year floodplain would be less than significant because no development would occur within the designated floodplain, consistent with City General Plan policies.

Like the 1996 HPMP, the proposed HPCO Amendment proposes development in areas that are located entirely outside of the 100-year floodplain. As discussed above, the current General Plan policies related to the 100-year floodplain are substantially similar to those in the 1992 General Plan as evaluated in the 1996 EIR. The proposed HPCO Amendment would be consistent with these policies. Because the proposed HPCO Amendment would avoid construction that could obstruct portions of the 100-year floodplain, would not exacerbate local flooding, and would not be inconsistent with flood-related policies of the City of Roseville General Plan, there would be no significant impacts, and no substantial increase in severity of significant impacts. No new mitigation is required.

[68] Federal Emergency Management Agency, National Flood Insurance Program, Flood Insurance Rate Map for Placer County, California and Incorporated Areas, Map Number 06061C0476, June 8, 1998.

| Impact 4.4-2 Increased Impervious Surface Area Would Increase the Volume and Rate of Storm Water Runoff, Exacerbating Existing On- and Off-Site Flooding | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies<br>SB-1, SB-2, SB-5, SB-6, and SB-8 | General Plan Safety Element (Flood Protection)<br>Policies 1, 2, 5, 6, and 8 |
| Significance with Policies and Regulations | Significant | Significant |
| Mitigation Measures: | 1996 Mitigation Measure 4.4-2(a)<br>1996 Mitigation Measure 4.4-2(b) | 1996 Mitigation Measure 4.4-2(a)<br>1996 Mitigation Measure 4.4-2(b) |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR analyzed the potential for flooding impacts related to increased impervious surfaces. The 1996 EIR acknowledged that increased impervious surfaces associated with the planned light industrial development would increase the rate and volume of surface runoff entering Pleasant Grove Creek and other watercourses. Increased flow and volume and altered drainage patterns would increase potential for localized flooding in the area. To mitigate for the potential flooding, the 1996 HPMP included development of a drainage system that would include facilities to detain peak flows. The 1996 EIR included Mitigation Measures 4.4-2(a) and 4.4-2(b) to mitigate flooding impacts resulting from increased impervious surfaces. Mitigation Measure 4.4-2(a) required the identification of adequate detention basin facilities. Because flood conditions within the project site are affected by runoff characteristics of lands upstream from the project site, development fees were identified to help fund the local flood control strategy. Mitigation Measure 4.4-2(b) required the applicant to contribute its fair share fees to regional flood control facilities. The 1996 EIR concluded that implementation of Mitigation Measures 4.4-2(a) and 4.4-2(b) would reduce impacts related to flooding from impervious surfaces to a less-than-significant level.

A drainage study prepared for the proposed 2015 HPMP modeled and analyzed the capacity of the planned drainage infrastructure to accommodate the projected runoff during both interim and build-out conditions. According to the drainage study, the City of Roseville has stated that as long as runoff from the property does not exceed the flow rates shown in the North Roseville Specific Plan Area (NRSPA) Phase 1 Drainage Shed Map (December 1997), then stormwater detention would not be required.[69] Based on preliminary improvement plans, including road grading and storm drain pipe locations and sizing, the drainage study concluded that the proposed HPCO Amendment would accommodate future condition peak flows and flow rates at the drainage outfalls would be less than the rates shown in the NRSPA. Based on this evaluation, the drainage study concludes that no on-site detention would be required.

Since the drainage study concluded that no detention facilities would be required, Mitigation Measure 4.4-2(a) is considered to be satisfied for the Campus Oaks sub-area of the project site. Other future development within the project site would be required to demonstrate compliance with Mitigation Measure 4.4-2(a). As discussed above, Mitigation Measure 4.4-2(b) is applicable to all projects and would apply to the proposed HPCO Amendment.

Because the drainage study shows that the proposed HPCO Amendment would not have any increased impacts compared to those of the 1996 HPMP, there would be no significant impacts, and no increase in severity of significant impacts. No new mitigation is required.

[69] Morton & Pitalo, Inc. *Hewlett-Packard Roseville Campus Master Plan Draft Drainage Report*. April 16, 2015 Page 5.

| Impact 4.4-3 Interference with Groundwater Recharge Potential and Emergency Well Could Reduce Available Groundwater Supply | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies OC-5, OC-6, SB-1, SB-2, SB-4, and SB-5 | General Plan Open Space Element (Groundwater Recharge and Water Quality) Policies 5 and 6<br>General Plan Safety Element (Flood Protection)<br>Policies 1, 2, 4, and 5 |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR described the soils within the project site as primarily impermeable or underlain by hardpan. In these soil conditions, infiltration is low, thereby limiting groundwater recharge. Within the project site, the area identified for potential groundwater recharge is near the channel of the South Branch of Pleasant Grove Creek, within the area that was designated open space preserve. General Plan (1992) Policy OC-5 required areas identified with high groundwater recharge potential to be considered for designation as open space. Because the potential recharge area within the project site is within the open space preserve and there would be no construction of impervious surfaces in this area, the 1996 EIR concluded that impacts to groundwater recharge would be less than significant. The HPCO Amendment reflects the boundaries of the existing open space preserve, and no impervious surfaces would be constructed within that area. Thus, the proposed HPCO Amendment would not create or increase the severity of significant effects involving interference with groundwater recharge. There would be no new significant impacts, and no increase in the severity of significant impacts. No new mitigation is required.

The 1996 EIR also identified reservation of a site for a future groundwater well. The 1996 EIR concluded that the well would only be used in emergency water supply situations, so it would not have an ongoing impact on groundwater supply. Consistent with the 1996 HPMP, the proposed HPCO Amendment includes a well reservation site near the center of the project site. Nothing about the future well site with the proposed HPCO Amendment would change the conclusions of the analysis in the 1996 EIR. Therefore, there would be no new significant impacts, and no increase in severity of significant impacts. No new mitigation is required.

| Impact 4.4-4 Decrease in Water Quality Due to Increased Erosion and Sedimentation Associated with Construction Activities | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policy OC-2 | General Plan Open Space Element (Groundwater Recharge and Water Quality) Policy 2 |
| Significance with Policies and Regulations | Significant | Significant |
| Mitigation Measures: | 1996 Mitigation Measure 4.4-4 | 1996 Mitigation Measure 4.4-4 |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR analyzed the potential for erosion and other potential water quality degrading activities that could occur during construction of the 1996 HPMP. The 1996 EIR noted that construction activities such as grading and excavation could cause soil erosion at an accelerated rate during storm events, and that such erosion could cause significant adverse effects on surface water quality and fish and wildlife habitat, primarily from sediment deposits caused by erosion. The

1996 EIR also discussed the potential for water quality degradation from construction equipment spills. Because the 1996 HPMP anticipated disturbance of more than five acres of land, the 1996 EIR noted that the project would be required to implement best management practices (BMPs) in compliance with the State General Construction Activity Storm Water Permit. In addition to the required BMPs, the 1996 EIR noted that development under the 1996 HPMP would also be required to comply with City General Plan (1992) Policy OC-2 requiring projects to implement erosion control and topsoil conservation measures to limit sediments within water courses. Finally, the 1996 EIR imposed Mitigation Measure 4.4-4, which required implementation of an erosion control plan. With incorporation of Mitigation Measure 4.4-4, the 1996 EIR concluded that this impact would be less than significant.

As noted above, the City of Roseville General Plan was updated in 2010, but the policy language related to erosion and water quality did not change. Current State Water Resources Control Board (SWRCB) stormwater construction permit requirements apply to disturbances of one acre or more, compared to the five acre threshold that was noted in the 1996 EIR. Mitigation Measure 4.4-4 imposed in the 1996 EIR to reduce potential water quality impacts due to construction would apply to the proposed HPCO Amendment. As the potential erosion-creating construction activities for the 1996 HPMP and the proposed HPCO Amendment would be substantially similar, Mitigation Measure 4.4-4 would continue to be sufficient to reduce potential effects to a less-than-significant level. As part of its MS4 permit, the City of Roseville requires construction projects to submit a SWPPP for review and approval. The requirements of Mitigation Measure 4.4-4 for implementation of an erosion control plan would be satisfied by compliance with City stormwater requirements. As a result, there would be no new significant impacts, and no increase in severity of significant impacts. No new mitigation is required.

| **Impact 4.4-5 Decrease in Water Quality Associated with Increased Urbanization** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies OC-1 and OC-3 | General Plan Open Space Element (Groundwater Recharge and Water Quality) Policies 1 and 3 |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR stated that increased urbanization allowed for in the 1996 HPMP would lead to runoff potentially polluted with oil, grease, fertilizers, pesticides, or other substances that could degrade water quality. The 1996 EIR discussed the applicable General Plan (1992) policies that required urban runoff controls, including BMPs. The 1996 EIR concluded that implementation of these General Plan policies would reduce water quality impacts associated with urban development, ensuring that this impact would be less than significant.

With the proposed HPCO Amendment, the project site would be developed with urban uses, though the uses would include a mix of residential, office, commercial, tech/business park, and light industrial uses instead of exclusively the light industrial and limited commercial development anticipated in the 1996 HPMP. Future runoff with the proposed HPCO Amendment potentially could include the same pollutants (e.g., oil, grease, fertilizers, pesticides) that were discussed in the 1996 EIR. Current General Plan policies within the Open Space Element are identical to the policies relied upon by the 1996 EIR to ensure less than significant effects from increased urbanization. The project would be subject to the City's NPDES requirements. As a result, there would be no significant impacts, and no increase in severity of significant impacts. No new mitigation is required.

Issues Not Addressed in 1996 EIR

The 1996 EIR did not consider potential exposure of people or structures to a significant risk involving flooding as a result of failure of a levee or dam (see Environmental Issue Area 9(i)). There are no levees or dams near the project site, either in 1996 or today, that could pose a significant risk to the project site. Thus, neither the uses in the 1996 Plan nor those in the proposed HPCO Amendment would expose people or structures to a significant risk involving flooding as a result of failure of a levee or dam.

The 1996 EIR did not consider potential impacts related to inundation by seiche, tsunami, or mudflow (see Environmental Issue Area 9(j)). The project site is not near a lake that could be vulnerable to a seiche during high winds. Also, the site is not within a coastal area or river delta that could be impacted by a tsunami. Finally, the site is not in an area with steep unstable soils that could fail and cause a mudflow. Thus, neither the uses in the 1996 HPMP nor those in the proposed HPCO Amendment would be subject to inundation by seiche, tsunami, or mudflow.

4. Conclusions

As described in the text and tables above, changes introduced by the proposed HPCO Amendment and/or new circumstances relevant to the project would not, as compared to the 1996 EIR, result in any new significant impacts or significant impacts that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. Nor is there any new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

**Standard Mitigation Measures**

Implementation of General Plan Open Space Element (Groundwater Recharge and Water Quality) Policy 2.

**1996 EIR Mitigation Measures**

The following mitigation measures were adopted and included in the conditions of approval for the 1996 HPMP.

**1996 Mitigation Measure 4.4-2(a). Identify adequate detention facilities locations:** Mitigation Measure 4.4-2(a) requires landowners to prepare a plan for on-site detention prior to project approval. The plan for detention facilities would be part of the Master Drainage Plan and must identify specific locations, capacity, and feasibility of all detention facilities required to maintain post-development flows at pre-development levels.

**1996 Mitigation Measure 4.4-2(b). Contribute fair share fees to regional flood control facilities:** The Proposed Project must construct on-site drainage facilities to the City's satisfaction to limit the project's contribution to increased flows and contribute its fair share in mitigation fees to the City's regional flood control projects.

**1996 Mitigation Measure 4.4-4. Implement erosion control plan:** Mitigation Measure 4.4-4 requires that for any construction activities that would disturb fewer than five acres of land, all contractors must prepare and retain on site an erosion control plan that includes a description of post-construction sediment, erosion control measures and maintenance responsibilities, and non-storm water management controls. The State General Permit requires implementation of BMPs. BMPs include schedules of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent or reduce pollution (e.g., straw bales, dikes, silt fences, sediment traps, or similar methods). These measures would reduce water quality impacts associated with construction activities to a less-than-significant level.

**2015 Mitigation Measures**

None.

| Environmental Issue Area | Where Impact Was Analyzed in Prior Environmental Documents. | Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts? | Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? | Any New Information of Substantial Importance? | Prior Environmental Documents Mitigations Implemented or Address Impacts. |
|---|---|---|---|---|---|
| **10. Land Use and Planning.** Would the project: | | | | | |
| a. Physically divide an established community? | Not Addressed | No | No | No | Not Applicable |
| 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? | pp. 4.1-2 through 4.1-3; p. 4.1-7; p. 4.1-11; and, Appendix C<br><br>Impact 4.1-1<br>Impact 4.1-3<br>Impact 4.1-4 | No | No | No | Yes |
| c. Conflict with any applicable habitat conservation plan or natural community conservation plan? | Not Addressed | No | No | No | Not Applicable |

**Discussion:**

1. Changes to Project Related to Land Use and Planning

The 1996 EIR anticipated that the undeveloped portions of the project site would be converted from seasonal grazing land to urbanized light industrial uses. Today, the majority of the eastern portion of the Master Plan site has been developed with light industrial and parking uses, although substantial development capacity remains. With the proposed HPCO Amendment, the western portion of the site would be developed with a mix of residential, commercial, tech/business park, office, and open space uses instead of the previously planned light industrial development.

2. Changes in Circumstances

Environmental Setting

When the 1996 EIR was prepared, the project site was largely surrounded by open grassland, with scattered outbuildings and other structures, and had been historically used for grazing or other agricultural purposes. At that time, Blue Oaks Boulevard only existed east of Foothills Boulevard, and Woodcreek Oaks Boulevard did not extend north of the South Branch of Pleasant Grove Creek. Several large-scale light industrial buildings were present on the eastern portion of the project site; for the most part, these buildings remain. To the east of Foothills Boulevard, a large distribution center was present immediately south of Blue Oaks Boulevard, between Foothills Boulevard and Industrial Avenue.

In August 1997, the City adopted the North Roseville Specific Plan, providing for development of approximately 1,500 acres of land west and northwest of the project site. Today, around the project site, lands west of Woodcreek Oaks Boulevard are fully developed with single- and multi-family homes. At the southwest corner of Woodcreek Oaks Boulevard and Blue Oaks Boulevard, there is a one-story retail shopping center, with large landscaped parking lots and a vegetated drainage channel parallel to and immediately south of Blue Oaks Boulevard.

Lands north and east of the project site are within the City's North Industrial Planning Area. North of Blue Oaks Boulevard are developed with single-family and multi-family residences, as well as retail, commercial, and industrial development. Fully developed commercial/retail/office centers are located on the northwest and northeast corners of the intersection of Blue Oak Boulevard and Foothills Boulevard. A small commercial center is currently under construction at the northeast corner of the intersection of Blue Oaks Boulevard and Woodcreek Oaks Boulevard. The area east of Foothills Boulevard and south of Blue Oaks Boulevard includes a commercial shopping center, industrial development, and vacant industrial parcels.

South of the project site and the South Branch of Pleasant Grove Creek, lands are fully developed with golf course and residential uses consistent with the Northwest Roseville Specific Plan.

Changes to General Plan and other Relevant Documents

The 2025 General Plan policies applicable to the project are the following:

*Land Use Element- Community Form*

Policy 1: Ensure high quality development in new and existing development areas as defined through specific plans, the development review process and community design guidelines.

Policy 6: Through development approvals and City programs (e.g. redevelopment, capital improvement program, parks and recreation programs, etc.) assure that all portions of the community are linked and integrated.

In 2004, the City of Roseville articulated its expectations relating to proposed changes in land use from non-residential to residential use, by adopting Guidelines for Conversion of Non-Residential Land Uses. Pertaining to City lands outside of the City's "infill area," the Guidelines state

*The overarching goal to be applied to land use changes for the balance of the City is to maintain the City's fiscal balance and prevent the loss of jobs and existing job centers while maintaining a balanced community.*

1. Balance of the City includes properties within all specific plans and the North Industrial Plan area.
2. A region wide employment and land inventory study shall be required of each project that is equal to or greater than 50 acres.
3. Land use changes will not have a negative fiscal impact to the City. Each project shall be modeled individually for citywide impacts utilizing the City's fiscal model.
4. Projects that are 50 acres or greater in size shall maintain employment options and a favorable jobs housing balance.
5. New housing development shall meet the City's 10% goal consistent with the Housing Element (4% affordable to very low, 4% affordable to low, and 2% affordable to middle income).
6. Projects shall provide a specific public benefit that may be in the form of a community benefit fee.
7. Increases in general fund service demands shall be mitigated by establishment of or annexation into a Community Facilities Mello Roos Assessment District to offset the costs of the project. The assessment may be utilized to offset the cost of the following: public safety; parks and open space maintenance; storm water management; and other costs identified by the City.
8. Parks obligation to include payment of citywide and neighborhood park fees. Active park needs shall be provided by the project. An in-lieu parkland dedication fee may be negotiated in lieu of land based on the project. For each acre of parkland dedication mitigated by an in-lieu fee a corresponding in-lieu fee shall be paid for park improvements. The in-lieu fees shall provide improvements of local benefit.
9. Place emphasis on the dedication of parklands within specific plan areas rather than acceptance of and in-lieu fee for land dedication.
10. Utilities (e.g. water, sewer, electric) shall not be impacted as to conveyance or capacity.
11. School impacts shall be mitigated through new impact agreements executed with the school districts to ensure that the projects student generation is accommodated.
12. Residential units not utilized within a specific plan area shall be reallocated within that plan area and school district. Otherwise, requests for units shall be considered as additive to the City's existing unit allocation.
13. Encourage higher density residential mixed-use projects with consideration to the relaxing of any one guideline or multiple guidelines to promote and provide incentives for innovative higher density residential mixed-use projects.

In 2008, the City amended its Community Design Guidelines (originally adopted in 1995). The Design Guidelines establish a wide array of specific guidelines for commercial, office and industrial, multi-family residential, and compact

residential uses. The Guidelines address site design (site planning, building siting, grading, access, etc.), architecture (form and massing, building materials, color, etc.), and public space design (streetscape, separation, landscaping, lighting, etc.). The Guidelines are intended to achieve the following design principles:

- Promote diversity through innovative, unique and creative design solutions and architectural styles.
- Integrate the natural and built environments by preserving and enhancing significant natural features with particular emphasis on native oak trees and woodlands.
- Promote development that supports a variety of transportation modes and facilitates pedestrian mobility, convenience, and safety.
- Balance the aesthetic and functional consideration of design.
- Emphasize functional relationships and integration of the community rather than separation and barriers between adjacent developments and uses.
- Foster designs which result in the conservation and efficient use of natural resources.

3. Comparative Impact Discussions

The 1996 EIR addressed land use and planning impacts in three impact discussions, Impacts 4.1-1, 4.1-3, and 4.1-4, pages 4.1-8 through 4.1-11. Relevant changes to the impacts discussions as a result of the project or to circumstances of the project are presented in the Impact Table, below.

| **Impact 4.1-1 Land Use Conversion** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | 1992 General Plan Policies LA-1 and LA-6 | 2025 General Plan Land Use Element, Community Form Policies 1 and 6 Guidelines for Conversion of Non-Residential Land Uses |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR evaluated the potential for effects related to land use conversion under the 1996 HPMP. The 1996 EIR noted that the entire site was previously designated in the General Plan for light industrial use, consistent with the intended use of the site by Hewlett-Packard. Recognizing that approximately 200 acres of the site had previously been developed with light industrial uses, the 1996 HPMP designated an additional approximately 300 acres for light industrial, commercial, and open space uses. The 1996 EIR concluded that development of the 1996 HPMP would not represent a significant physical change to existing and planned land use in the project site, and that the 1996 HPMP was consistent with the General Plan (1992).

With the proposed HPCO Amendment, the vacant land within the project site would be developed with a mix of residential, commercial, business park, office, and open space uses instead of the previously planned light industrial uses. Under either the 1996 HPMP or the proposed HPCO Amendment, the currently-vacant land would be developed with urban uses, as already anticipated by the 1992 General Plan and the current 2025 General Plan.

The proposed 2015 HPMP would convert approximately 104 acres of the project site from light industrial use to residential use. As discussed above, in 2004, the City adopted Guidelines for Conversion of Non-Residential Land Uses. The proposed HPCO Amendment would be consistent with the Guidelines, including (1) avoidance of any negative fiscal effects, (2) continued provision of substantial employment options and a favorable jobs housing balance, inclusion of low

income housing consistent with City policy, payment of a Community Benefit Fee, provision of active parks and payment of City park fees, payment of school impact fees, and the provision of higher density housing. A full accounting of the conformance of the proposed HPCO Amendment with the Guidelines for Conversion of Non-Residential Land Uses is included as an appendix to the proposed HPCO Amendment.

Since amount of land to be developed with urban uses would not change with adoption of the proposed HPCO Amendment, and since the change in land uses would be consistent with the City's Guidelines for Conversion of Non-Residential Land Uses, the impact related to conversion of land uses would remain less than significant. As a result, there would be no new significant impacts, and no increase in severity of significant impacts. No new mitigation is required.

| **Impact 4.1-3 Conflict with Adjacent Uses** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed 2015 HPMP** |
| Applicable Policies and Regulations | General Plan Policies LA-1 and LA-6 | General Plan Land Use Element, Community Form Policies 1 and 6 |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR evaluated whether the 1996 HPMP would conflict with adjacent land uses. Land uses surrounding the project site include residential, commercial, business park, office, and open space. The 1996 EIR stated that conflicts could possibly occur between light industrial and commercial uses on the site and adjacent residential and open space/recreational uses, depending upon proximity/layout of buildings, access requirements for utility/maintenance services, and scheduling of activities, but that compliance with required City General Plan (1992) policies LA-1 and LA-6 and the City's design guidelines would ensure that the impact of the 1996 HPMP would be less than significant.

The proposed HPCO Amendment would alter the anticipated land use pattern within the project site, largely eliminating the proximity of light industrial uses with off-site residential uses. For example, with the proposed HPCO Amendment, residential uses on the west side of Woodcreek Oaks Boulevard would be proximate to residential uses in the proposed Campus Oaks sub-area, rather than the light industrial uses that would have occurred on that portion of the project site under the 1996 HPMP. Thus, the concern about conflicts with adjacent land uses would be largely eliminated. Nevertheless, the relevant General Plan policies that were applicable to the 1996 HPMP are also applicable to the proposed HPCO Amendment. As the proposed HPCO Amendment would include a different mix of uses that would avoid proximity between light industrial uses within the project site, there would be no new significant impacts, and no substantial increase in severity of significant impacts. No new mitigation is required.

| **Impact 4.1-4 Conflict Between Internal Land Uses** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policy LA-1<br>1995 Community Design Guidelines | General Plan Land Use Element, Community Form<br>Policy 1<br>2007 Community Design Guidelines |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR evaluated the potential for internal land use conflicts and determined that the 1996 HPMP would have a less-than-significant impact. The 1996 EIR reasoned that any potential conflicts would be avoided through screening and/or buffering (height, distance, and area) required by the General Plan (1992), the Hewlett-Packard Master Plan Design Guidelines, the North Roseville Area Design Guidelines, the City's Community Design Guidelines, the City's Zoning Ordinance, and Site Review.

The 2025 General Plan Land Use Element identifies light industrial uses as those that would generate very limited noise, vibration, odor, dust, smoke, light, or other pollutants, and are either integrated or compatible with surrounding uses.[70] Table II-9 on page II-22 of the Land Use Element of the 2025 General Plan indicates the compatibility of adjacent land use designations. For purposes of the table, "adjacent" includes land uses separated by collectors and local streets, but does not include land uses separated by major arterials or highways.[71] Woodcreek Oaks Boulevard, Blue Oaks Boulevard, and Foothills Boulevard are all considered to be arterials.[72] Therefore, light industrial uses within the HPMP area would not be adjacent to residential uses outside of the HPMP area.

Based on the General Plan definition, within the HPMP area the proposed HPCO Amendment would locate residential land uses adjacent to light industrial land uses, however based on land use configurations and zoning restrictions, these adjacencies would be avoided. South of HP Way, a new park parcel would be created on the HP Campus. The park parcel would be a minimum of 150-feet in width, and thus would create a separation between light industrial uses on the HP Campus and residential uses in the Campus Oaks development that would be equal to or greater than the separation created by a major arterial or highway.

North of HP Way, residential uses would be adjacent to Tech/Business Park uses across HP Way between Painted Desert and the entry into the HP Campus. The Tech/Business Park properties would be designated Light Industrial in the General Plan and would be zoned Industrial/Business Park/ Special Area (MP/SA). The City Zoning Ordinance, Chapter 19.14, Section 19.14.010 states that the MP district

> is intended to designate areas appropriate for the development of a mixture of light industrial, office and commercial land uses. The use types permitted within the MP district do not include outdoor manufacturing but may include limited outdoor storage. These use types do not result in the emission of any appreciable amount of visible gasses, particulates, steam, heat odor, vibration, glare, dust, or excessive noise and can be conditioned to be compatible when operating in close proximity to commercial and residential uses.

As proposed, the MP/SA would limit industrial uses to day care centers, light manufacturing, printing and publishing, research services, and light wholesaling and distribution. This list of uses is even more limited than uses allowed in the base MP zone, and compared to other Light Industrial (M1 zoned) property in the HPMP, this zoning would eliminate the following uses: equipment and materials storage yards; general industrial; hazardous materials handling; laundries; enclosed and unenclosed recycling, scrap and dismantling; specialized industrial; and heavy wholesale and distribution.

As such, light industrial uses should be compatible with the proposed residential land uses. Specific conflicts to residential land uses could occur from use of hazardous materials and noise generated by the light industrial uses. Potential hazards and hazardous materials impacts are discussed under Environmental Issue Area 8, above. Potential noise impacts are discussed in Environmental Issue Area 12 below.

The relevant requirements of the current General Plan (2010) are identical to those of the previous General Plan (1992). Further, the 2007 Community Design Guidelines provide greater levels of detail in addressing relevant design issues that affect compatibility of adjacent uses. In addition, the proposed HPCO Amendment would augment the Hewlett-Packard Master Plan Design Guidelines with a new set of design guidelines that would address the mix of uses proposed for the

[70] City of Roseville. *City of Roseville General Plan 2025, Land Use Element*. Adopted May 5, 2010. Last Updated April 16, 2014. Page II-26.
[71] City of Roseville. *City of Roseville General Plan 2025, Land Use Element*. Adopted May 5, 2010. Last Updated April 16, 2014. Page II-22.
[72] City of Roseville. *City of Roseville General Plan 2025, Circulation Element*. Adopted May 5, 2010. Last Updated April 16, 2014. Page III-5.

Campus Oaks sub-area of the project site. Because the proposed HPCO Amendment would comply with applicable General Plan (2010) requirements, Community Design Guidelines, Hewlett-Packard Master Plan Design Guidelines, North Roseville Area Design Guidelines, Zoning Ordinance, and project design review, and with mitigation measures identified elsewhere in this Addendum, the potential conflicts between uses within the project site would be avoided and there would be no new significant impacts, and no substantial increase in severity of significant impacts. No new mitigation is required.

Issues Not Addressed in 1996 EIR

The 1996 EIR did not consider whether the 1996 HPMP would physically divide an established community (see Environmental Issue Area 10(a)). Development under the 1996 HPMP or the proposed HPCO Amendment would convert undeveloped land to urban uses. The area surrounding the project site is developed with a mix of residential, commercial, and industrial uses. Under CEQA, the division of an established community considers the potential creation of physical barriers within existing communities. Nothing in the 1996 HPMP or the proposed HPCO Amendment would create any barriers to movement within the established land uses. In fact, development of the proposed HPCO Amendment would include roadway connections through the currently-vacant site. Thus, neither the uses in the 1996 HPMP nor those in the proposed HPCO Amendment would physically divide an established community.

The 1996 EIR did not discuss potential conflicts with any applicable habitat conservation plan or natural community conservation plan (see Environmental Issue Area 10(c)). There are no draft or approved Habitat Conservation Plans or Natural Communities Conservation Plans that apply to the project site or surrounding areas. This condition also existed in 1996. It should be noted that the proposed Placer County Conservation Plan does not address conditions in, and would not cover actions in, the City of Roseville.

4. Conclusions

As described in the text and tables above, changes introduced by the proposed HPCO Amendment and/or new circumstances relevant to the project would not, as compared to the 1996 EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

**Standard Mitigation Measures**

General Plan Land Use Community Form Policies 1 and 6.

Community Design Guidelines.

**1996 EIR Mitigation Measures**

None.

**2015 Mitigation Measures**

None.

| Environmental Issue Area | Where Impact Was Analyzed in Prior Environmental Documents. | Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts? | Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? | Any New Information of Substantial Importance? | Prior Environmental Documents Mitigations Implemented or Address Impacts. |
|---|---|---|---|---|---|
| **11. Mineral Resources.** Would the Project: | | | | | |
| a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | p. 4.3-2<br><br>Impact 4.3-3 | No | No | No | Yes |
| 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? | p. 4.3-2<br><br>Impact 4.3-3 | No | No | No | Yes |

**Discussion:**

1. Changes to Project Related to Mineral Resources

The implementation of the proposed 2015 HPMP would result in development of the same land as anticipated in the 1996 HPMP and considered in the 1996 EIR. The proposed project would not include any mineral extraction.

2. Changes in Circumstances

Environmental Setting

Aggregate resources are classified as one of several different mineral resource zone (MRZ) categories based upon the relative knowledge about the potential presence and quality of materials. The 1996 EIR identified that the project site included only the MRZ-4 classification. The MRZ-4 zone is for areas of no known mineral occurrences where geologic information does not rule out either the presence or absence of significant mineral resources. There are no mineral extraction operations within the project site or within the City of Roseville.

Changes to General Plan and other Relevant Documents

The 2025 General Plan does not include any policies addressing mineral resources, noting that "mineral resources, consisting of sand and gravel, are limited and no mineral extraction operations currently exist or are anticipated to exist in the City during the planning period."[73].

3. Comparative Impact Discussions

The 1996 EIR addressed mineral resources in one impact discussion, Impact 4.3-3. Relevant changes to the impact discussion as a result of changes to the project or to circumstances of the project are presented in the Impact Table, below.

| **Impact 4.3-3 Loss of Mineral Resources** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | None |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

As noted above, the land on the project site that is anticipated to be developed with the proposed HPCO Amendment was also anticipated to be fully developed under the 1996 HPMP. The 1996 EIR acknowledged that the project site was in an

[73] City of Roseville. *City of Roseville General Plan 2025, Open Space and Conservation Element*. Adopted May 5, 2010. Last Updated April 16, 2014. Page V-2.

area of no known mineral resources. The 1996 EIR also noted the limited mineral resources of the project vicinity. There are no mineral extraction or mining operations on the project site or elsewhere within the City. As a result, the proposed project would not conflict with known mineral resources or interfere with mineral resource extraction. There would be no significant impacts, and no increase in severity of significant impacts. No new mitigation is required.

Issues Not Addressed in 1996 EIR

None.

4. Conclusions

As described in the text and tables above, changes introduced by the proposed HPCO Amendment and/or circumstances relevant to the project would not, as compared to the 1996 EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the project will have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant impacts shown in the previous EIR. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

**Standard Mitigation Measures**

None.

**1996 EIR Mitigation Measures**

None.

**2015 Mitigation Measures**

None.

| Environmental Issue Area | Where Impact Was Analyzed in Prior Environmental Documents. | Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts? | Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? | Any New Information of Substantial Importance? | Prior Environmental Documents Mitigations Implemented or Address Impacts. |
|---|---|---|---|---|---|
| **12. Noise.** Would the project result in: | | | | | |
| 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? | pp.4.11-5 through 4.11-7, 4.11-9 through 4.11-11<br><br>Impact 4.11-1<br>Impact 4.11-2<br>Impact 4.11-3 | No | No | No | Yes |
| b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | Not Addressed | No | No | No | No |
| c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | pp.4.11-5 through 4.11-7<br><br>Impact 4.11-2 | No | No | No | Yes |
| d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | pp. 4.11-5 through 4.11-7<br><br>Impact 4.11-1 | No | No | No | Yes |
| 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? | Not Addressed | No | No | No | No |
| 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? | Not Addressed | No | No | No | No |

**Discussion:**

The 1996 EIR evaluated the potential increases in noise resulting from construction, traffic and operations associated with the development of light industrial uses on the entirety of the project site, with the exclusion of lands designated as open space/preserve. With the proposed HPCO Amendment, noise would continue to be generated by construction and operation of urban uses throughout the developable lands on the project site, with substantial expansion of light industrial uses, along with development of residential, office, commercial, and tech/business park uses.

1. Changes to the Project Related to Noise

   The 1996 EIR noise impact analysis anticipated that the 1996 HPMP would convert the undeveloped portions of the project site from seasonal grazing land to urbanized light industrial uses and open space. Since the approval of the 1996 HPMP, the eastern half of the project site has seen some expansion of light industrial uses and associated parking, leaving a substantial portion of the HPMP undeveloped, including the entire western half of the project site. The proposed HPCO Amendment would convert the undeveloped lands on the project site to a mixture of residential, commercial, business park, office, light industrial, and open space uses.

2. Changes in Circumstances

   Environmental Setting

   At the time of the preparation of the 1996 EIR, the properties surrounding the project site were largely undeveloped grazing lands, with the exception of light industrial uses east of Foothills Boulevard, and residential lands south of the

project site, south of the South Branch of Pleasant Grove Creek. Today, around the project site, lands west of Woodcreek Oaks Boulevard are fully developed with single- and multi-family homes. At the southwest corner of Woodcreek Oaks Boulevard and Blue Oaks Boulevard, there is a one-story retail shopping center, with large landscaped parking lots and a vegetated drainage channel parallel to and immediately south of Blue Oaks Boulevard. North of Blue Oaks Boulevard, the previously undeveloped grazing lands are developed with residential and commercial uses. Lands east of Foothills Boulevard remain largely developed with light industrial uses. There has been no material change in uses to the south.

The ambient noise environment surrounding the project site is dominated by traffic noise from vehicles traveling on key arterials: Blue Oaks Boulevard, Foothills Boulevard and Woodcreek Oaks Boulevard. Other noise sources in the area include distant aircraft overflights from McClellan Airfield (approximately 8 miles to the southwest) and railroad noise from the Southern Pacific rail line (located approximately 1,600 feet east of the eastern edge of the project site).

A noise measurement survey was conducted on April 25, 1995, which consisted of three two- to five-minute short-term noise measurements in and around the project site. The first short-term noise measurement was conducted near the western edge of the project site, close to the then-proposed Woodcreek Oaks Boulevard; the measurement documented an ambient noise level of 47.6 dBA $L_{eq}$. The second short-term noise measurement was conducted near the Pleasant Grove Creek South Branch west of the northwestern corner of the project site; the measurement documented an ambient noise level of 48.2 dBA $L_{eq}$. The final short-term noise measurement was conducted to the north of the project site on the northern side of the then-proposed, Blue Oaks Boulevard; the measurement documented an ambient noise level of 57.5 dBA $L_{eq}$. The noise sources in the area during the April 25, 1995 noise measurement survey consisted of rail traffic from the nearby Southern Pacific rail line, vehicular traffic and aircraft noise.

Today, the ambient noise levels have increased primarily due to the increases in residential and commercial development in the area, which as a result has increased population and traffic in the area. To quantify the existing ambient noise levels in the project vicinity, one 24-hour long-term measurement and three 1-hour short term measurements were conducted on October 27-28, 2014 (**Table 12-1**). The locations of the noise measurements can be found in **Figure 12-1**. The area surrounding the project site is dominated by localized traffic noise, which was monitored to be as high as 71.9 dBA CNEL. The results of the noise measurement survey include the CNEL, $L_{eq}$'s and descriptions of localized noise sources at all four noise measurement locations. All noise measurements were conducted using a Metrosonics Model db-308 sound level meter (SLM). The noise meter was calibrated before and after the noise measurement survey. As shown in **Table 12-1**, the soundscape in the vicinity of the project area has increased by approximately 11 to 12 dBA, which is primarily due to the increase in vehicular activity along Woodcreek Oaks Boulevard and Blue Oaks Boulevard that did not exist during the noise measurement survey conducted in April 25, 1995.

**Figure 12-1 Noise Measurement Locations**

**Table 12-1**
**Ambient Noise Measurement Survey**

| Monitor | Location | Primary Noise Source(s) | Measured $L_{eq}$ (dBA) | Measured CNEL (dBA) |
|---|---|---|---|---|
| LT-1 | Mounted to a tree located within the project area. Approximately 2,040 feet east of the Woodcreek Oaks Boulevard centerline, 4,100 feet South of the Blue Oaks Boulevard centerline. | Unattended Noise Measurement | - | 55.6 |
| ST-1 | Located within the project area. Approximately 56 feet from the Woodcreek Oaks Boulevard centerline. | Traffic noise from Woodcreek Oaks Boulevard, birds chirping. | 59.8 | 66.2 [1] |
| ST-2 | Located within the project area. Approximately 74 feet from the Woodcreek Oaks Boulevard, 374 feet from the Blue Oaks Boulevard centerline. | Traffic noise from Woodcreek Oaks Boulevard and Blue Oaks Boulevard, birds chirping. | 62.2 | 71.9[1] |
| ST-3 | Located within the project area. Approximately 169 feet from HP parking long. | Traffic noise from vehicles entering/leaving the HP parking lot. | 49.5 | 58.8[1] |

Notes:
[1] Approximate CNEL calculated from a 60-minute $L_{eq}$ offset from monitor LT-1
Source: ESA, 2014

Changes to General Plan and other Relevant Documents

The 2025 General Plan policies applicable to the project are the following:

*Noise-Transportation Noise Sources*

Policy 1: Allow the development of new noise-sensitive land uses (which include but are not limited to residential, schools, and hospitals) only in areas exposed to existing or projected levels of noise from transportation noise sources which satisfy the levels specified in Table 12-2. Noise mitigation measures may be required to reduce noise in outdoor activity areas and interior spaces to the levels specified in Table 12-2.

Recognizing that in increasingly urban areas it is difficult to maintain suburban noise standards, and in order to facilitate the City's goals to encourage reinvestment and economic development in the Riverside and Downtown Specific Plan areas, the City may elect to allow new noise-sensitive land uses on a case by case basis in proximity to transportation sources. Noise mitigation, including an acoustical analysis, would be required to reduce interior space noise levels to the standards specified in Table 12-2. Exterior noise levels would require mitigation to the extent feasible using building orientation, construction and design features; however ultimately, noise levels may exceed the noise standards identified in Table 12-2.

Policy 2: Require new roadway improvement projects to be mitigated so as not to exceed the noise levels specified in Table 12-2 at outdoor activity areas or interior spaces of existing noise sensitive land uses.

Policy 3: Evaluate new transportation projects, such as light and heavy rail, using the standards contained in Table 12-2. However, noise from these projects may be allowed to exceed the standards contained in Table 12-2 if the City Council finds that there are special overriding circumstances.

Policy 4: Require an acoustical analysis where:

a. Noise sensitive land uses are proposed in areas exposed to existing or projected noise levels exceeding the levels specified in Table 12-2;

b. Proposed transportation noise source projects are likely to produce noise levels exceeding the levels specified in Table 12-2 at existing or planned noise-sensitive uses.

An acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be considered in the project design.

Policy 5: Work in cooperation with Caltrans and the Union Pacific Transportation Company to maintain noise level standards for both new and existing projects in compliance with Table 12-2.

*Noise – Fixed Noise Sources*

Policy 6: Allow the development of new noise-sensitive uses (which include, but are not limited to, residential, school, and hospitals) only where the noise level due to fixed (non-transportation) noise sources satisfies the noise level standards of Table 12-3. Noise mitigation may be required to meet Table 12-3 performance standards.

Recognizing that in increasingly urban areas it is difficult to maintain suburban noise standards, and in order to facilitate the City's goals to encourage reinvestment and economic development in the Riverside and Downtown Specific Plan areas, the City may elect to allow new noise-sensitive land uses on a case by case basis in a mixed-use environment. Noise levels would require mitigation to the extent feasible using building orientation, construction and design features; however ultimately, noise levels may exceed noise standards identified in Table 12-2.

**Table 12-2**
**Maximum Allowable Noise Exposure Transportation Noise Sources**

| Land Use | Outdoor Activity Areas[1] | Interior Spaces | |
|---|---|---|---|
| | $L_{dn}$/CNEL, dB | $L_{dn}$/CNEL, dB | $L_{eq}$, dB[2] |
| Residential | 60[3] | 45 | -- |
| Transient Lodging | 60[3] | 45 | -- |
| Hospitals, Nursing Homes | 60[3] | 45 | -- |
| Theaters, Auditoriums, Music Halls | -- | -- | 35 |
| Churches, Meeting Halls | 60[3] | -- | 40 |
| Office Buildings | 65 | -- | 45 |
| Schools, Libraries, Museums | -- | -- | 45 |
| Playground, Neighborhood Parks | 70 | -- | -- |

Notes:

1 Outdoor activity areas for residential developments are considered to be the backyard patios or decks of single family dwelling and the patios or common areas where people generally congregate for multi-family development. Outdoor activity areas for non-residential developments are considered to be those common areas where people generally congregate, including pedestrian plazas, seating areas and outside lunch facilities. Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use.

2 As determined for a typical worst-case hour during periods of use.

3 Where it is not possible to reduce noise in outdoor activity areas to 60 dB $L_{dn}$/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 75 dB $L_{dn}$/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels area in compliance with this table.

**Note:** Where a proposed use is not specifically listed on this table, the use shall comply with the noise exposure standards for the nearest similar use as determined by the Planning Department. Commercial and industrial uses have not been listed because such uses are not considered to be particularly sensitive to noise exposure.

Source: City of Roseville General Plan 2025, Adopted May 5, 2010

Policy 7: Require proposed fixed noise sources adjacent to noise-sensitive uses to be mitigated so as not to exceed the noise level performance standards of Table 12-3.

Policy 8: Require an acoustical analysis where:

Noise-Sensitive land uses are proposed in areas where existing or anticipated future fixed noise sources may

a. Proposed non-residential or other fixed noise sources are likely to produce noise levels exceeding the performance standards of Table 12-3 at existing or planned noise-sensitive uses.

An acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be considered during project design.

*Noise – General*

Policy 9: Where noise mitigation measures are required to achieve the standards of Tables 12-2 and 12-3, the emphasis of such measures should be placed on site planning and project design. These measures may include, but are not limited to, building orientation, setbacks, landscaping, and building construction practices. The use of noise barriers, such as soundwalls, should be considered as a means of achieving the noise standards only after all other practical design-related noise mitigation measures have been integrated into the project.

Policy 10: Regulate construction-related noise to reduce impacts on adjacent uses consistent with the City's Noise Ordinance.

**Table 12-3**
**Performance Standards For Non-Transportation Noise Sources[1]**
**(As Measured At The Property Line Of The Noise-Sensitive Uses)**

| **Noise Level Descriptor** | **Daytime (7:00 a.m. to 10:00 p.m.)** | **Nighttime (10:00 p.m. to 7:00 a.m.)** |
|---|---|---|
| Hourly $L_{eq}$, dB | 50 | 45 |
| Maximum Level, dB | 70 | 65 |

Notes:
[1] For municipal power plants consisting primarily of broadband, steady state noise sources, the hourly ($L_{eq}$) noise standard may be increased up to 10 dB(A), but not exceed 55 dB(A) Hourly $L_{eq}$ dB.

Each of the noise levels specified above should be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. Such noises are generally considered by residents to be particularly annoying and are a primary source of noise complaints. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).

No standards have been included for interior noise levels. Standard construction practices should, with exterior noise levels identified, result in acceptable interior noise levels.

Source: City of Roseville General Plan 2025, Adopted May 5, 2010

3. Comparative Impact Discussions

The 1996 EIR addressed noise impacts in four impact discussions: Impact 4.11-1 through 4.11-4, pages 4.1-15 through 4.11-21. Relevant changes to the impact discussion as a result of changes to the project or to circumstances of the project are presented in the Impact Table below.

| **Impact 4.11-1 Temporary increases in noise levels due to earthmoving and general construction activities** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed 2015 HPMP** |
| Applicable Policies and Regulations | General Plan Noise Level Performance Standards, City Noise Ordinance | General Plan Noise Level Performance Standards, City Noise Ordinance |
| Significance with Policies and Regulations | Less than Significant | Potentially Significant |
| Mitigation Measures: | None Required | 2015 Mitigation Measure 12-1a through 2015 Mitigation Measure 12-1c |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR concluded that the temporary increases in noise levels associated with general construction activities would result in a less than significant impact.[74] Information about construction equipment and schedules was not available at the time the 1996 EIR was drafted. Noise estimates were made assuming one tractor, one grader, one loader, one backhoe and one truck all operated at the same time with a worst case noise level of 86 dBA at 50 feet. The 1996

[74] City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.11-15.

EIR concluded that the nearest residential receptor, located 1,000 feet away, would not be significantly impacted by construction noise. The 1996 EIR further concluded that because all construction-related actives would comply with the General Plan Performance Standards and the City of Roseville Noise Ordinance, which limits the hours of operations from 7:00 a.m. to 7:00 p.m. on weekdays and 8:00 a.m. to 8:00 p.m. on weekends, construction noise would be considered a less than significant impact.

The construction of the development in the proposed HPCO Amendment is anticipated to begin in May 2015 and would take place intermittently over an extended period over the next 20 to 30 years, based on market conditions. Since the timing, duration, and type of construction are not currently known, reasonable and conservative assumptions were made to predict noise levels at nearby sensitive receptors. **Table 12-4** shows typical noise levels during different construction stages and is used to approximate the construction noise level at the nearest on- and off-site sensitive receptor.

**Table 12-4**
**Typical Construction Noise Levels**

| Construction Phase | Noise Level[1] (dBA, $L_{eq}$) |
|---|---|
| Ground clearing | 84 |
| Excavation | 89 |
| Foundations | 78 |
| Erection | 85 |
| Finishing | 89 |

Notes:

[1] Average noise levels correspond to a distance of 50 feet from the noisiest piece of equipment associated with a given phase of construction and 200 feet from the rest of the equipment associated with that phase.

dBA = A-weighted decibels, Leq = average noise exposure level for the given time period

Source: Bolt, Baranek, and Newman, 1971; Cunniff, 1977.

Today, the nearest sensitive receptor to the project site is located within approximately 150 feet of the project site across Woodcreek Oaks Boulevard. Noise from construction activities generally attenuates at a rate of 6 to 7.5 dBA per doubling of distance.[75] Assuming an attenuation rate of 6 dBA per doubling of distance, the nearest off-site sensitive receptor would be exposed to approximately 79 dBA $L_{eq}$ during excavation and finishing activities along the western perimeter of the project site. Construction noise levels would be substantially greater than the ambient noise during the short-term duration of construction.

As construction of the proposed HPCO Amendment would occur intermittently in phases, construction of future phases could impact new on-site sensitive receptors. Assuming an average exterior-to-interior noise reduction of 20 dBA (with windows closed), exterior construction-generated noise levels in excess of 65 dBA at the façade of a building would be considered to result in a potential increase in interior noise levels in excess of 45 dBA. Based on this assumption, and assuming a maximum construction noise level of 89 dBA $L_{eq}$ and an average attenuation rate of 6 dBA per doubling distance from the source, construction activities located within approximately 800 feet of daytime noise-sensitive receptors could result in interior noise levels in excess of 45 dBA. Since new on-site sensitive receptors would be located within 800 feet of future construction activities, this would result in a new potentially significant impact that was not identified in the 1996 EIR. However, implementation of 2015 Mitigation Measures 12-1a through12-1c, requiring contractors to comply construction-related noise reduction mitigation measures, would reduce this impact to a less-than-significant level.

With implementation of 2015 Mitigation Measures 12-1(a-c), the proposed HPCO Amendment would not create a new significant impact, nor a substantially more severe significant impact, compared to the 1996 HPMP.

[75] Caltrans. *Technical Noise Supplement to the Traffic Noise Analysis Protocol.* September 2013.

| Impact 4.11-2 Traffic Noise Would Increase Along Roadways Near Residential Areas | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Noise Level Performance Standards | General Plan Noise Level Performance Standards |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR concluded that traffic generated by the 1996 HPMP would increase noise levels along roadways near residential areas and result in a less-than-significant impact (1996 HP Master Plan EIR, page 4.11-16). Traffic noise levels were calculated for full build out of the 1996 HPMP for the existing conditions and year 2010 conditions using the SOUND32 noise prediction model. The results of this traffic noise analysis can be found in Tables 4.11-8 and 4.11-9 of the 1996 EIR. The results of the traffic noise analysis showed that even though traffic noise would exceed the maximum allowable noise exposure as defined by the City of Roseville, existing Plus Project and Year 2010 Plus Project noise levels at 100 feet from the roadway would not increase by three decibels or more over the No Project condition at any of the roadways analyzed. Thus, the impact was determined to be less than significant.

Since certification of the 1996 EIR, there have been increases in traffic in the vicinity of the project site, primarily along Woodcreek Oaks Boulevard, Foothills Boulevard, and Blue Oaks Boulevard, due to growth in development and population in the region. The effects of the 1996 HPMP and the proposed 2015 HPMP on traffic noise were calculated using traffic noise prediction equations found in the Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA RD-77-108) and cumulative plus project average daily traffic (ADT) volumes provided by Fehr and Peers. **Table 12-5** presents the traffic noise levels along the roadways in the project vicinity calculated for the 1996 HPMP and for the proposed HPCO Amendment.

For the purposes of this analysis, based on City thresholds, a substantial increase in the severity of the impacts of the proposed HPCO Amendment would occur if the incremental increase of traffic noise between the proposed HPCO Amendment and 1996 HPMP is above 3 dBA. While the City of Roseville does not have defined thresholds for what would constitute a substantial increase in noise levels, a 3dBA is a commonly-used threshold because an increase of 3dBA is generally the minimum amount of change that is perceptible to the average person.[76] As presented in **Table 12-5**, at nine of the 16 analysis locations, the traffic noise would be less with the proposed HPCO Amendment than under the 1996 HPMP. The greatest incremental increase between the 1996 HPMP and proposed HPCO Amendment would be at two locations along Foothills Boulevard: (1) south of Pleasant Grove Boulevard, and (2) north of McAnally Drive; at these locations, noise levels would increase by only 0.1 dBA, respectively. At none of the other roadways in the vicinity of the project would the proposed HPCO Amendment result in any incremental increase in traffic noise above the 1996 HPMP. As a result, there would be no new significant impacts that were not disclosed in the 1996 EIR, and no substantial increase in the severity of significant impacts that were disclosed in the 1996 EIR. No new mitigation measures would be required.

[76] M. David Egan, 1988, Architectural Acoustics.

**Table 12-5**
**Traffic Noise Levels Along Roadways In The Proposed Project Vicinity**

| | 2025 Cumulative Plus Project Traffic Noise Level, DBA, Ldn[1] | | | |
|---|---|---|---|---|
| **Roadway Segment** | **Proposed HPCO Amendment $L_{dn}$ at 50 feet (A)** | **1996 HP Master Plan $L_{dn}$ at 50 feet (B)** | **Incremental Increase (A - B)** | **Significant Increase?[2] (Yes or No)** |
| Blue Oaks Blvd W of Foothills Blvd | 75.6 | 75.8 | -0.2 | No |
| Foothills Blvd N. of Pleasant Grove Blvd | 72.7 | 72.8 | -0.2 | No |
| Foothills Blvd S. of Pleasant Grove Blvd | 73.6 | 73.5 | 0.1 | No |
| Foothills Blvd N. of McAnally Dr | 73.4 | 73.3 | 0.1 | No |
| Foothills Blvd S. of Junction Blvd | 73.1 | 73.0 | 0 | No |
| Foothills Blvd N. of Baseline Rd | 73.2 | 73.2 | 0 | No |
| Woodcreek Oaks N. of Pleasant Grove Blvd | 69.7 | 70.0 | -0.3 | No |
| Woodcreek Oaks S. of Pleasant Grove Blvd | 72.4 | 72.7 | -0.3 | No |
| Pleasant Grove Blvd W. of Woodcreek Oaks Blvd | 73.2 | 73.3 | -0.1 | No |
| Pleasant Grove Blvd E. of Woodcreek Oaks Blvd | 74.3 | 74.6 | -0.3 | No |
| Pleasant Grove Blvd W. of Foothills Blvd | 74.6 | 74.8 | -0.2 | No |
| Pleasant Grove Blvd E. of Foothills Blvd | 75.0 | 75.0 | 0 | No |
| Baseline Blvd E. of Fiddyment Rd | 73.1 | 73.1 | 0 | No |
| Baseline Blvd W. of Woodcreek Oaks Blvd | 72.9 | 72.9 | 0 | No |
| Baseline Blvd E. of Woodcreek Oaks Blvd | 73.0 | 73.1 | -0.1 | No |
| Junction Blvd W. of Woodcreek Oaks Blvd | 71.7 | 71.8 | -0.1 | No |

Notes:
[1] Traffic noise levels were calculated using the FHWA Traffic Noise Prediction Model (FHWA RD-77-108)
[2] Traffic noise is considered to be significant if the incremental increase between the 2025 CIP with and without project is greater than 3 dBA
Source: ESA, 2015

| **Impact 4.11-3 Noise Generated by Non-Transportation Sources** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | Noise Element Policy 7 and General Plan Noise Level Performance Standards | Noise Element Policy 7 and General Plan Noise Level Performance Standards |
| Significance with Policies and Regulations | Less than Significant | Potentially Significant |
| Mitigation Measures: | None Required | 2015 Mitigation Measure 12-2a through 2015 Mitigation Measure 12-2b |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR concluded that noise generated by non-transportation sources associated with light industrial land uses (e.g., pumps, mobile, stationary, and various machinery sources) would not exceed the 1992 General Plan Noise Level Performance Standards or the City of Roseville Noise Element Policy 7, resulting in a less-than-significant impact (1996 HP Master Plan EIR, page 4.11-20). At the time the 1996 EIR was drafted, the types and quantities of stationary noise sources that would be built within the project site were not known and a quantitative analysis could not be done. Rather,

the 1996 EIR stipulated that noise levels generated by stationary sources would have to comply with the City of Roseville's Noise Element Policy 7, which requires new fixed noise sources near noise-sensitive uses to be mitigated to acceptable levels.

Since the certification of the 1996 EIR, there have been limited amounts of new light industrial development undertaken in the eastern portion of the project site, and no development has occurred on the western half of the property.

The non-transportation operational activities associated with residential and commercial mixed use development allowed for in the proposed HPCO Amendment would include heating, ventilation and air-conditioning systems (HVAC), loading docks and emergency response uses (fire station) that could produce excessive noise levels. Each of these activities is discussed below.

*Heating, Ventilation, and Air Conditioning Systems*

The HVAC equipment supporting land uses allowed in the proposed HPCO Amendment would likely be located on the roofs of buildings. Similar to the conditions that existed when the 1996 EIR was prepared, the details of the HVAC systems that would be included in future development are not known. Therefore, precise predictions cannot be made regarding non-transportation noise levels at the nearby land uses. However, adequate information is known about the typical types of HVAC systems used in new development to allow a reasonable assessment of noise generated by non-transportation noise sources, as presented below.

Rooftop HVAC units typically generate noise levels of approximately 55 dBA Leq at a reference distance of 100 feet from the operating units during maximum heating or air conditioning operations. Residential homes located within approximately 300 feet of these HVAC units would be exposed to noise levels above the applied City of Roseville nighttime noise standard of 45 dBA Leq. As previously discussed, the HVAC units could possibly be as close as 150 feet from the nearest existing off-site receptor (residence across the street from Woodcreek Oaks Boulevard). At this distance, the off-site noise-sensitive receptor could be exposed to levels above the applied City of Roseville nighttime noise standard of 45 dBA Leq. In addition, on-site noise sensitive receptors (new residences) could potentially be exposed to noise levels above 45 dBA Leq, if located with 300 feet of the nearest operating HVAC unit. This could result in a new significant impact that was not addressed in the 1996 EIR. However, implementation of Mitigation Measure 12-2(a), requiring all final designs of rooftop mechanical equipment to be inspected by a certified noise control specialist to ensure its compliance with the City of Roseville nighttime noise standard, would reduce this impact to a less-than-significant impact.

*Loading Docks*

The light industrial and commercial uses allowed in the proposed HPCO Amendment could potentially require loading docks. If loading docks are included, truck deliveries be a source of elevated noise levels at nearby sensitive receptors. Typically, noise levels of 80 dBA $L_{max}$ and 60 dBA $L_{eq}$ at a distance of 50 feet could be generated during loading dock activities. The data includes noise generated by truck arrivals and departures from the unloading area, trucks backing into the docks (including backup beepers), air brakes, and other related truck unloading noise. Loading dock activities could be as close as 350 feet from the nearest existing off-site receptor (residences across the street from Blue Oaks Boulevard). At this distance, the off-site noise-sensitive receptor could be exposed to levels has high as 43 dBA $L_{eq}$, which is below the City of Roseville's nighttime noise standard. However, on-site receptors (new residences) located within approximate 280 feet from loading dock activities would be exposed to noise levels above the City of Roseville's nighttime noise standard of 45 dBA $L_{eq}$. This could result in a new potentially significant impact that was not addressed in the 1996 EIR. Implementation of Mitigation Measure 12-2(b), limiting truck deliveries at loading docks within 280 feet of a residence to the daytime hours of 7:00 a.m. to 10:00 p.m. unless site-specific analysis identifies no impacts to sensitive receptors, would reduce this impact to a less-than-significant impact.

*Fire Station*

The proposed HPCO Amendment would include a fire station located on a two-acre parcel along Woodcreek Oaks Boulevard. Typical noise generated by a fire station would include the operation for fire truck engines or exhaust, horn and siren testing, and horn and siren blasts during emergency responses. Horn and siren blasts can produce noise levels as has high as 100 dBA at a reference distance of 50 feet. This could cause short-term annoyance to adjacent on- and off-site residential uses when horn and siren blasts occur. With the nearest on-site residential land use located immediately south of the proposed fire station, there is a high potential that noise generated by the fire station could exceed the City of Roseville maximum allowable noise standards at these residences. However, §9.24.030(F) of the City of Roseville Municipal Code considers emergency response facilities, including fire stations, necessary during emergency situations and exempts such facilities and equipment from the applied noise standards. Based on this exemption, the potential exposure to substantial noise levels associated with future fire station operations is considered less-than-significant.

With implementation of 2015 Mitigation Measures 12-2(a-b), there would be no new significant impacts that were not disclosed in the 1996 EIR and no substantial increase in the severity of impacts that were disclosed in the 1996 EIR.

| **Impact 4.11-4 Train Noise Could be Heard within the Project Area** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | Noise Element Policy 7 and General Plan Noise Level Performance Standards |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR concluded that the railroad noise generated by the Union Pacific Railroad line (formerly Southern Pacific Railroad), located approximately 1,600 feet east of the boundary of the project site, would be below the 65 $L_{dn}$ standard for commercial uses and would be considered a less-than-significant impact (1996 HP Master Plan EIR, page 4.11-4). At the time the EIR was drafted, information on future rail traffic along the rail line was not readily available. It was assumed, that due to the distance between the rail line and the project site, the train noise level would be in the low 50's $L_{dn}$, below the 65 $L_{dn}$ City of Roseville standard for commercial uses.

Presently, rail traffic along the Union Pacific rail line continues to transport people and goods through the City of Roseville (as described in the 1996 HP Master Plan EIR). Union Pacific does not publish existing or future rail line volumes (as was the case in the 1996 HP Master Plan EIR). However, freight train pass-byes can generate noise levels as high as 70 dBA $L_{dn}$ from a distance of 50 feet[77], which would equate to a noise level of 55 dBA $L_{dn}$ at the project's eastern most edge. Additionally, based on measurements taken for this study, ambient noise levels were measured at 55.6 dBA CNEL, which included distant train pass-byes from the rail line located approximately 4,400 feet east from where the noise measurement was taken (measurement was taken at the center of the project site, not on the eastern boundary). These noise levels would be below the City of Roseville outdoor noise standard for transportation noise sources and result in a less-than-significant impact. In addition, the project site would not be exposed to frequent horn blast noise since there are no at-grade crossings in the vicinity. As a result, there would be no new significant impacts that were not disclosed in the 1996 EIR, and no substantial increase in the severity of significant impacts that were disclosed in the 1996 EIR. No new mitigation measures would be required.

<u>Issues Not Addressed in 1996 EIR</u>

[77] Federal Transit Administration (FTA). *Transit Noise and Vibration Impact Assessment* (FTA-VA-90-1003-06). May 2006.

*Exposure of People to High Levels of Noise*

The 1996 EIR did not address the exposure of persons to traffic noise, as traffic volumes at the time were not high enough to create inconsistencies with the City's established thresholds for exposure from transportation noise sources. As previously discussed and shown in **Table 12-5**, the first row of on-site residential uses adjacent to Woodcreek Oaks Boulevard and commercial/office uses adjacent to Blue Oaks Boulevard would be exposed to traffic noise levels of 69.7 and 75.6 dBA $L_{dn}$ at a reference distance of 50 feet, respectively. These traffic noise levels would exceed the City of Roseville noise standard of 60 dBA $L_{dn}$ for transportation noise sources.

The FHWA traffic noise prediction model was used to predict the project traffic noise levels at the residential land uses along Woodcreek Oaks Boulevard proposed in the HPCO Amendment. **Table 12-6** shows the predicted traffic noise levels at the residential uses that would be located adjacent to the Woodcreek Oaks Boulevard. As shown in **Table 12-6**, residential outdoor activity areas proposed in the HPCO Amendment would be exposed to traffic noise levels that would exceed 60 dBA $L_{dn}$. However, 2015 Mitigation Measure 12-3(a) would require the proposed HPCO Amendment Design Guidelines to include a requirement for a six-foot masonry wall along Woodcreek Oaks Boulevard that would mitigate traffic noise levels at these on-site sensitive receptors to below the City of Roseville noise standard, as shown in **Table 12-6**. In addition, 2015 Mitigation Measure 12-3(b) would require the proposed HPCO Amendment Design Guidelines to preclude second story residential balconies on the west face of residential units that front on Woodcreek Oaks Boulevard. All residential buildings proposed in the 2015 HPMP would be constructed in accordance with the State of California Title 24 building standards. This would provide an exterior-to-interior noise level reduction of 30 dBA, ensuring interior noise levels would not exceed the City of Roseville interior noise standard of 45 dBA.

**Table 12-6**
**Traffic Noise Levels at Proposed Residential Outdoor Activity Areas Adjacent to Woodcreek Oaks Boulevard**

| Roadway | Segment | Approximate Residential Distance from Roadway, feet[1] | ADT | Predicted Traffic Noise Levels, dBA $L_{dn}$[2] | |
|---|---|---|---|---|---|
| | | | | No Wall | With 6' Wall |
| Woodcreek Oaks Blvd. | North of Pleasant Grove Blvd. | 65 - 107 | 19,500 | 60.0 - 67.6 | 52.2 - 59.1 |

Notes:
[1] Distance measured in feet from the centerline of Wood creek Oaks Blvd. residential back yards.
[2] The modeled noise barriers assumed flat site conditions where roadway elevation, base wall elevations and building pad elevations are equal.
Source: FHWA-RD-77-108 with inputs from Fehr and Peers. 2014

The 60 $L_{dn}$ traffic noise contour would extend south approximately 550 feet from the center line of Blue Oaks Boulevard, exposing commercial and office uses to traffic noise. The nearest on-site sensitive receptor to Blue Oaks Boulevard. is an apartment complex located approximately 700 feet from the Blue Oaks Boulevard centerline, outside the boundary of the 60 $L_{dn}$ traffic noise contour. In order to avoid noise impacts to outdoor activity areas in the proposed commercial/office uses along Blue Oaks Boulevard, 2015 Mitigation Measure 12-4 would require the proposed HPCO Amendment Design Guidelines to prohibit outdoor activity areas located with direct line-of-sight to Blue Oaks Boulevard. Design solutions that would protect these areas from the 60 $L_{dn}$ impact contour, including placing activity areas behind buildings or walls. This measure would reduce this impact to less than significant.

The FHWA traffic noise prediction model was also used to predict the project traffic noise levels at the residential land uses adjacent to HP Way between Painted Desert Way and where HP Way would enter the HP Campus. **Table 12-7** shows the predicted traffic noise levels at the residential uses that would be located adjacent to HP Way. As shown in **Table 12-7**, residential outdoor activity areas proposed in the HPCO Amendment would be exposed to traffic noise levels that would exceed 60 dBA $L_{dn}$.

**Table 12-7**
**Traffic Noise Levels At Proposed Residential Outdoor Activity Areas Adjacent To HP Way**

| Road Segment | ADT 2025 CIP With Project | Speed (mph) | Approximate Residential Distance from Roadway, ft. | Predicted CNEL at Residence, dBA | Distance to 60 dBA CNEL contour, ft. |
|---|---|---|---|---|---|
| Painted Desert, between Woodcreek Oaks Blvd and HP Way | 1,800 | 35 | 54 | 55.3 | 26 |
| Crimson Ridge, between Woodcreek Oaks Blvd and HP Way | 3,300 | 35 | 54 | 58.1 | 39 |
| HP Way, between Painted Desert and Crimson Ridge | 17,800 | 35 | 54 | 65.2 | 120 |
| HP Way, S. of Crimson Ridge | 20,000 | 35 | 54 | 65.9 | 130 |

Source: ESA, 2015.

There are a variety of methods to mitigate the potential exposure to noise levels above the City's thresholds, including building orientation, construction of walls or other sound-attenuating barriers around outside activity areas, or use of "quiet pavement" to reduce noise generation at the source. **Table 12-8** presents potential noise attenuation from use of quiet pavement on HP Way. As discussed in a report prepared by Sacramento County Department of Environmental Review and Assessment, the amount of noise reduction from the use of quiet pavement can vary.[78] The data presented in **Table 12-8** assumed noise attenuation of 3.2 dBA with use of quiet pavement. This attenuation amount was selected based on a study from Belgium that recognized between 2.1 dBA and 3.2 dBA of attenuation at speeds around 50 kilometers per hour (31 mph).[79] 2015 Mitigation Measure 12-5 would require future applicants for residential development along HP Way to provide an acoustical study demonstrating how noise attenuating features would reduce noise impacts on the residential units along HP Way to a level below the City's 60 dBA $L_{dn}$ standard. Implementation of this measure would reduce this impact to less than significant.

**Table 12-8**
**Traffic Noise Levels At Proposed Residential Outdoor Activity Areas Adjacent To HP Way**
**MITIGATED THROUGH THE USE OF QUIET PAVEMENT**

| Road Segment | ADT 2025 CIP With Project | Speed (mph) | Approximate Residential Distance from Roadway, ft. | Predicted CNEL at Residence, dBA[1] | Distance to 60 dBA CNEL contour, ft. |
|---|---|---|---|---|---|
| Painted Desert, between Woodcreek Oaks Blvd and HP Way | 1,800 | 35 | 54 | 52.1 | 16 |
| Crimson Ridge, between Woodcreek Oaks Blvd and HP Way | 3,300 | 35 | 54 | 54.9 | 24 |
| HP Way, between Painted Desert and Crimson Ridge | 17,800 | 35 | 54 | 62.0 | 73 |
| HP Way, S. of Crimson Ridge | 20,000 | 35 | 54 | 62.7 | 79 |

Source: ESA, 2015.
[1] Assumes 3.2 dBA noise attenuation using quiet pavement.

***Vibration and Airport Noise***

The 1996 EIR evaluated the potential increases in noise resulting from construction, traffic and operations associated with the 1996 HPMP. The 1996 EIR did not address the exposure of persons from ground-borne vibration

[78] Sacramento County Department of Environmental Review and Assessment. *Report on the Status of Rubberized Asphalt Traffic Noise Reduction in Sacramento County*. Prepared for Sacramento County Public Works Agency - Transportation Division. November 1999.
[79] Sacramento County Department of Environmental Review and Assessment. *Report on the Status of Rubberized Asphalt Traffic Noise Reduction in Sacramento County*. Prepared for Sacramento County Public Works Agency - Transportation Division. November 1999. Page 12.

(Environmental Issue Area 12(b)) or aircraft noise (Environmental Issue Areas 12 (e & f)) as these issues were not part explicitly of the CEQA Appendix G Checklist at the time. Construction of the 1996 HPMP and the proposed HPCO Amendment would not involve activities that are typically associated with significant groundborne vibration (i.e., pile driving, blasting, rock drilling), and as a result, would not result in a significant impact. Additionally, airport noise impacts were not discussed because the project site lies outside a two-mile radius of a public airport or private airstrip (approximately 9.7 miles from McClellan Airfield, the nearest airport).While the HPCO Amendment project site is subject to aircraft overflights, it is not within the noise contours identified in the current airport land use compatibility plan (ALUCP).[80] Because the project site is completely outside of the noise contours, aircraft noise would not be expected to exceed Roseville noise standards. Thus, impacts related to airport noise would be less than significant for both the 1996 HPMP and the proposed HPCO Amendment.

Based on this analysis, there would be no new significant impacts that were not disclosed in the 1996 EIR, and no substantial increase in the severity of significant impacts that were disclosed in the 1996 EIR. No new mitigation measures would be required.

4. Conclusions

As described in the text and tables above, with implementation of 2015 Mitigation Measures 12.1, 12.2, 12.3 and 12.4 (set forth below), changes introduced by the proposed HPCO Amendment and/or circumstances relevant to the project would not, as compared to the 1996 EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the project will have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant impacts shown in the previous EIR. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

**Standard Mitigation Measures**

None.

**1996 EIR Mitigation Measures**

None.

**2015 Mitigation Measures**

**2015 Mitigation Measure 12.1a:** Construction contractors shall be required to limit construction activities to daytime hours from 7:00 a.m. to 7:00 p.m., Monday through Friday, and 8:00 a.m. to 8:00 p.m. on Saturday and Sunday.

**2015 Mitigation Measure 12.1b:** Construction contractors shall post signs at construction sites that include information on permitted construction days and hours, a day and evening contact number for the job site, and a contact number in the event of problems. An onsite complaint and enforcement manager shall respond to and track complaints and questions related to noise.

**2015 Mitigation Measure 12.1c:** The applicant shall require construction contractors working within 800 feet of an occupied residence to implement the following measures:

- Equipment and trucks used for proposed project construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds, wherever feasible).

[80] Airport Land Use Commission. *McClellan Air Force Base Comprehensive Land Use Plan*. Adopted January 1987. Amended December 1992. Page 35, Table 12.

- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for proposed Project construction shall be hydraulically or electrically powered where feasible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of 5 dBA. Quieter procedures, such as use of drills rather than impact tools, shall be used whenever feasible.
- Stationary construction noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent this does not interfere with construction purposes.

**2015 Mitigation Measure 12-2a:** Prior to issuance of a building permit for uses within 300 feet of existing or planned residential uses, a qualified acoustical consultant shall review the final specifications of proposed rooftop mechanical equipment to confirm that operational noise levels would not exceed 60 dBA $L_{dn}$/CNEL at exterior project residential uses and would not exceed 45 dBA $L_{dn}$/CNEL inside the residences.

**2015 Mitigation Measure 12-2b:** At loading docks located within 280 feet of a residential property boundary, truck delivery trips and dock loading activities shall be limited to the daytime hours of 7:00 a.m. to 10:00 p.m., unless site-specific analysis identifies no impacts to sensitive receptors.

**2015 Mitigation Measure 12-3(a)**: The 2015 HPMP Design Guidelines shall include a requirement for inclusion of a six-foot masonry soundwall along Woodcreek Oaks Blvd., or other equally effective means of blocking or intercepting the noise.

**2015 Mitigation Measure 12-3(b)**: The 2105 HPMP Design Guidelines shall prohibit second story balconies on the west face of units that front on Woodcreek Oaks Blvd. (i.e., the first unit only facing Woodcreek Oaks Blvd.), or other equally effective means of blocking or intercepting the noise.

**2015 Mitigation Measure 12-4**: The 2015 HPMP Design Guidelines shall include measure to protect outdoor activity areas from excessive noise. This could include such measures as soundwalls, building orientation, or other equally effective means of blocking or intercepting the noise.

**2015 Mitigation Measure 12-5**: Prior to approval of the tentative subdivision map for any residential uses along HP Way, the applicant shall submit to the City an acoustical study demonstrating that noise attenuation features included in the project would reduce noise levels in outdoor activity areas or indoor areas to less than the City's 60 dBA $L_{dn}$ standard. The noise study shall identify the measures to be utilized, the noise attenuation attributable to each feature. Noise attenuating features may include, but are not limited to, berms, building orientation, setbacks, or "quiet pavement."

| Environmental Issue Area | Where Impact Was Analyzed in Prior Environmental Documents. | Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts? | Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? | Any New Information of Substantial Importance? | Prior Environmental Documents Mitigations Implemented or Address Impacts. |
|---|---|---|---|---|---|
| **13. Population and Housing.** Would the Project: | | | | | |
| 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)? | pp. 4.2-1 through 4.2-6; p. 6-18<br><br>Impact 4.2-1<br>Impact 4.2-2<br>Impact 4.2-3 | No | No | No | Yes |
| b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | Not Addressed | No | No | No | Not Applicable |
| c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | Not Addressed | No | No | No | Not Applicable |

**Discussion:**

1. Changes to Project Related to Population, Employment and Housing

The 1996 HPMP originally contained no housing units or residential population. Because there would be no housing or residential population on the project, the 1996 EIR did not include a discussion of population or housing. The 1996 EIR reported that existing employment on the project site was 4,100 employees. Based on an assumption of 3.1 employees per 1,000 sf of light industrial space and 3.0 employees per 1,000 sf of commercial space, the 1996 EIR determined that the 1996 HPMP would result in a total of 13,177 employees on the project site, a net increase of 9,077 employees. This employment growth, along with more short-term and temporary construction employment, was determined to be beneficial to Roseville and its development and would result in a less-than-significant impact.

Since 1996, employment at the project site has changed from relatively employment-heavy manufacturing, to back office and other such uses with lower employment densities. Today, there are approximately 3,400-3,900 jobs at the project site, including approximately 2,200 to 2,700 at Hewlett Packard, 300 at Cokeva/Quest, and 900 at Sutter Health. The fiscal analysis that has been prepared for the proposed 2015 HPMP reflects an anticipated density of 1.33 employees per 1,000 (750 sf per employee) for light industrial and tech/business park uses. Commercial uses are also anticipated to have less dense employment, with approximately 2.2 employees per 1,000 sf (450 sf per employee). Office uses are anticipated to result in 3.0 employees per 1,000 sf (333 sf per employee). Based on these employment generation factors, today the employment generated by buildout of the 1996 HPMP would generate a total of 5,871employees.

Using an alternative methodology based on using Institute of Transportation Engineers (ITE) trip generation rates, the employment potential of the site would be higher. Based on an assumption of employment in the light industrial and tech/business park uses at a density of 433 sf per employee, in office uses of 302 sf per employee, and in commercial uses of 400 sf per employee, buildout of the 1996 HPMP could generate up to 9,835 employees.

Using the two different methodologies for calculating employment potential of the site, the proposed 2015 HPMP, the proposed action would provide for a mix of land uses that could generate a total of approximately 4,500 top 7,500 additional jobs, 948 new residential units, and 2,475 new residents. **Table 13-1** compares the changes from the original 1996 HPMP to the proposed 2015 HPMP.

**Table 13-1**
**Project Demographics**

| Factor | Existing | 1996 HPMP from 1996 EIR[1] | 1996 HPMP (2015 Methodology)[2] | 2015 HPMP [2] |
|---|---|---|---|---|
| Employment | 3,400 to 3,900 | 13,177 | 5,871 to 9,835 | 4,500 to 7,500 |
| Housing Units | 0 | 0 | 0 | 948 |
| Residential Population | 0 | 0 | 0 | 2,475 |

Sources:
1. City of Roseville Planning Department, *Hewlett-Packard Master Plan: Draft Environmental Impact Report*. February 1996. Table 4.2-5, page 4.2-8.
2. ESA. 2015.

2. Changes in Circumstances

Environmental Setting

*Population*

The 1996 EIR notes that the 1980s were a period marked by rapid growth, especially for Roseville, with the Sacramento region growing 35%, Placer County growing 47%, and Roseville growing 84% from 1980 to 1990.[81] In addition, the EIR notes that Roseville accounted for 43% of the overall population growth in Placer County from the years 1990-1993.[82] However, because there was no planned residential population for the project site, the 1996 EIR did not include further discussion of population.

Today, Roseville, along with the Sacramento region, continues to grow in terms of its residential population. The City has grown nearly seven percent from 2010-2014, and now Roseville's population of 126,956 is about 35% of the population of Placer County.[83] In addition, as mentioned earlier, lands around the project site are now largely developed, mostly single family residential and commercial along the northern and western boundaries, light industrial uses on the eastern boundary, and golf course, open space, and residential to the south.

*Employment*

The 1996 EIR noted growth in non-agricultural employment for the Sacramento region, as well as Placer County and Roseville, with Roseville containing about 40% employment in the commercial sector, 31% in the office sector, and 28% in the industrial sector, among other smaller sectors.[84] The project site featured a total of 4,100 employees as of March 1995, although Hewlett-Packard had a permit at that time that allowed up to 4,665 employees.[85]

The 1996 EIR also provided analysis of the jobs/housing balance, an employment distribution that measures the location of residences in relation to the location of employment. A well-balanced jobs/housing ratio is assumed to reduce vehicle trips from commuting, which could improve air quality, decrease energy use and thus greenhouse gas emission, and increase the number of opportunities to walk and bicycle to work. The 1996 EIR did not provide a calculation but determined that the jobs/housing balance was sufficient, based on the standards that the City offered. City of Roseville Resolution 83-118 considers a satisfactory jobs/housing balance to contain 60 percent of the workers within eight miles of their employment and for 80 percent to live within six miles. The 1996 EIR posited that with the generation of 9,077 new jobs, 4,509 residential units would be required within six miles of the project site and 6,011 residential units would be require within eight miles. At the time, the 1996 EIR determined that with the amount of residential development in Roseville, coupled

81 City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.2-2, Table 4.2-1.
82 City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.2-2, Table 4.2-1.
83 California Department of Finance. 2014. Table 2: E-4 Population Estimates for Cities, Counties, and State: 2011-2014 with 2010 Benchmark.
84 City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.2-3.
85 City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.2-3.

with neighboring Rocklin and portions of Sacramento County and Placer County, there would be sufficient housing to maintain the jobs/housing balance at a less-than-significant level.

Today, jobs in the Sacramento region continue to primarily exist in the fields of government; trade, transportation, and utilities; educational and health services; and professional and business services, with agriculture (1.6%) and mining and logging (0.1%) comprising a small portion of the industry composition.[86] Placer County reflects the regional trends, but with slightly more employment concentration in the field of leisure and hospitality and about half as much concentration as Placer County in government.[87] In Roseville, the trends are consistent with Placer County and the region, as indicated in **Table 13-2**.

**Table 13-2**
**May 2014 Roseville Top Employers**

| Employer | Total Employees |
|---|---|
| Permanente Medical Group and Foundation Group | 3,231 |
| Hewlett-Packard | 2,132 |
| Sutter Roseville Medical Group | 1,654 |
| Roseville Joint Union High School District | 1,434 |
| Union Pacific Railroad | 1,137 |
| Adventist Health System West | 1,019 |
| Roseville City School District | 1,000 |
| City of Roseville | 991 |
| Walmart Superstore | 460 |
| LB Construction, Inc. | 404 |

Source: Kelly Wickline, City of Roseville Economic Development Department, personal communication, October 23, 2014.

*Housing*

The 1996 EIR indicates that housing units in the region greatly increased from 1980 to 1990, with housing in Placer County growing 63% over this time period to 77,879.[88] In Roseville, the 1994 number of housing units was 21,261, representing a 107% increase from the 1980 number of 10,267 units. However, because there were no housing units planned in the 1996 HPMP, the 1996 EIR did not proceed with further discussion of housing.

As of 2014, Roseville has 50,077 dwelling units,[89] which constitutes about approximately 32% of the housing units within Placer County. As mentioned in the environmental setting for population, the development of housing units has occurred in much of the western portion of Roseville.

<u>Changes to General Plan and other Relevant Documents</u>

The 2025 General Plan policies applicable to the project are the following:

*Land Use Element - Community Form*

**G 4:** Promote a diversity of residential living options (e.g., density ranges, housing types, affordability ranges) while ensuring community compatibility and well-designed residential development.

[86] Placer County Office of Economic Development. 2013. "Figure 29: Industry Composition," Placer County Economic and Demographic Profile: 2013. Prepared by Center for Strategic Economic Research. Page 45.
[87] Placer County Office of Economic Development. 2013. "Figure 29: Industry Composition," Placer County Economic and Demographic Profile: 2013. Prepared by Center for Strategic Economic Research. Page 45.
[88] City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.2-4
[89] California Department of Finance. 2014. Table 2: E-5 City/County Population and Housing Estimates, 1/1/2014.

**RTPAQ-2:** Allow for land use patterns and mixed use development that integrate residential and non-residential land uses, such as residents may easily walk or bike to shopping, services, employment and leisure activities.

**RTPAQ-4:** Promote and encourage the location of employee services such as childcare, restaurants, banking facilities, convenience markets, etc., within major employment centers for the purpose of reducing midday service-related vehicle trips.

**JH & ED 1:** Strive for a land use mix and pattern of development that provides linkages between jobs and employment uses, will provide a reasonable jobs/housing balance, and will maintain the fiscal viability of the City.

**JH & ED 5:** Maintain land use patterns, intensities and densities that promote a positive business climate (e.g., supply of business professional, commercial and industrial lands).

**JH & ED 6:** Support activities that attract employment uses to the City as identified in the Economic Development Study/Plan.

*Land Use Element - Growth Management*

**G 1:** Growth must provide a strong diversified economic base and a reasonable balance between employment and affordable housing.

**G 5:** The City shall accommodate projected population and employment growth in areas where the appropriate level of public infrastructure and services are planned or will be made available concurrent with development.

*Housing Element - Residential Land Inventory*

Policy 1: Encourage development of mixed-use projects in accordance with goals and policies contained in the Land Use Element.

3. Comparative Impact Discussions

The 1996 EIR addressed population, employment, and housing effects in three impact discussions, Impacts 4.2-1 through 4.2-3. Relevant changes to the impact discussions as a result of changes to the project or to circumstances of the project are presented in the Impact Table, below.

| **Impact 4.2-1 Increase in Employment Within the City of Roseville** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | General Plan Land Use Element – Policies RTPAQ-4, DN-3, and JN & ED 1 |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

In 1996, the employment on the project site was approximately 4,100 jobs. The 1996 EIR anticipated that the 1996 HPMP would create an employment capacity on the site of 13,177, a net increase of 9,077 additional jobs.[90] The 1996 EIR, relying on the 1992 General Plan EIR, concluded that the increase in employment opportunities within the City of Roseville would be beneficial, and project impacts were determined to be less than significant.

The 2025 General Plan includes Land Use Element Community Form policies JH & ED 1, 5, and 6, and Growth Management policies G 1 and 5, that aim to expand employment opportunities within Roseville

[90] City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.2-9.

Since 1996, employment within the project site has decreased from 4,100 jobs to an estimated 3,400 to 3,900 jobs. Using current methodologies, the employment potential of the 1996 HPMP could range from approximately 5,900 to as much as 9,800 employees. As proposed, the 2015 HPMP would provide for expansion of employment-generating uses within the project site, along with 948 housing units for 2,475 residents. The proposed change in land uses within the project site would be decrease maximum potential employment capacity of within the project site from 13,177 to somewhere between 4,500 to 7,500 employees. Despite the proposed decrease in the maximum employment capacity within the project site, the proposed HPCO Amendment would provide for land uses with the capacity to accommodate an increase in employment on the project site ranging from as low as 600 jobs to as many as 4,100 jobs, depending on the nature of future users in the light industrial spaces.

It should further be noted that the proposed action would provide additional short-term and periodic increases in construction employment as the project site is constructed over the coming decades. This short-term increase would also be consistent with the goals and policies of the General Plan.

In any event, the reduction of acreage devoted to light industrial uses, and the concomitant reduction in the number of potential jobs that could occur within the project area at build-out, do not by themselves translate into adverse effects on the physical environment. Thus, the changes in potential employment numbers that would result with the proposed HPCO Amendment would not cause any new significant impacts or any substantial increase in severity of any previously identified significant impacts. No new mitigation is required.

| **Impact 4.2-2 Increase in Demand on the City's Supply of Housing** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | None |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR identified a threshold of significance related to increased housing demand as a result of non-residential development exceeding anticipated supply. Because the maximum housing demand generated by new employment on in the project site (estimated to be 9,077 jobs) was identified to create a demand that would be less than the City's available residential land use allocation, the 1996 EIR considered the increase in housing demand on the City to be less-than significant.

The proposed HPCO Amendment would provide for the development of non-residential land uses that could yield as many as 4,500 to 7,500 jobs and would result in the construction of 948 new housing units. In conjunction with the 19,702 total undeveloped units in the City identified in the 2025 Housing Element, there is a far greater availability of housing units in relation to new jobs than those projected in the 1996 HPMP. Thus, the potential to create housing demand that would exceed the City's capacity would be less than considered for the 1996 HPMP.

There would be no new significant impacts, and no increase in severity of significant impacts. No new mitigation is required.

| Impact 4.2-3 Changes in the Jobs/Housing Balance | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | None |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR noted City of Roseville Resolution 83-118, which states that a satisfactory jobs/housing balance is for 80% of workers to reside within eight miles of their place of employment and for 60% of workers to reside within six miles. In light of a maximum demand of 9,077 units (one per employee) from the project site, the 1996 EIR established that the aspirations of Resolution 83-118 could be met as a result of supplies of available housing located in the City within several miles of the project site, as well as additional housing supply available within eight miles in Rocklin, south Placer County, and north Sacramento County.

The proposed HPCO Amendment would result in the construction of 948 new housing units, and development of non-residential land uses that could yield as many as 4,500 to 7,500 jobs. Conservatively assuming one employee per household, the net increased housing demand would be 4,500 to 7,500 units. Known projects within six miles and eight miles, including West Roseville, Sierra Vista, Creekview, Placer Vineyards and other projects in unincorporated Placer County, and other known developments in the cities of Rocklin and Lincoln, the aspirations of Resolution 83-118 could be readily met, and would be more easily achieved than under the 1996 HPMP.

In changing some of the planned land uses on the project site from a uses limited to light industrial and commercial to a mix of uses including residential, office, commercial, tech/business park, and light industrial, the proposed HPCO Amendment would be consistent with Land Use Element policies JH & ED 1 and 5, which encourage the creation of more mixed use development and land use patterns for an improved business climate in Roseville.

Thus, this impact that was determined to be less than significant in the 1996 EIR would remain less than significant. There would be no new significant impacts, and no increase in severity of significant impacts. No new mitigation is required.

*Growth Inducement*

The 1996 EIR addressed growth inducing impacts (see Environmental Issue Area 13(a)) on page 6-18. The 1996 EIR identified that infrastructure improvements associated directly or indirectly with implementation of the 1996 HPMP could result in increased population and urban development. The 1996 EIR identified that growth in the area could contribute to adverse impacts, such as disruption of biological habitats; adverse traffic, air quality, and noise conditions; capital improvement and operating costs of increased public service requirements; loss of open space views; and a change in the character of the region. As discussed in the checklist sections throughout this addendum, the proposed HPCO Amendment would not result in any new significant impacts, or a substantial increase in the severity of significant impacts identified in the 1996 HPMP. The infrastructure improvements that could result in increased population or urban development would still occur despite the change in land use with the proposed HPCO Amendment, and no additional growth inducing impacts would occur. Furthermore, the proposed HPCO Amendment would not result in any new significant impacts or substantial increase in a significant impact related to growth inducement.

<u>Issues Not Addressed in 1996 EIR</u>

The 1996 EIR did not address issues associated with the displacement of people or housing (see Environmental Issue Areas 13(b) and (c)) because no housing or residential population existed on the project site, and thus no such

displacements would occur. The same condition exists today, and the proposed HPCO Amendment would not result in the displacement of existing housing or population.

4. Conclusions

As described in the text and tables above, changes introduced by the proposed HPCO Amendment and/or circumstances relevant to the project would not, as compared to the 1996 EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the project will have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than shown in the previous EIR. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

**Standard Mitigation Measures**

None.

**1996 EIR Mitigation Measures**

None.

**2015 Mitigation Measures**

None.

| Environmental Issue Area | Where Impact Was Analyzed in Prior Environmental Documents. | Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts? | Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? | Any New Information of Substantial Importance? | Prior Environmental Documents Mitigations Implemented or Address Impacts. |
|---|---|---|---|---|---|
| **14. Public Services.** Would the project: | | | | | |
| a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | | |
| Fire protection? | pp. 4.12-9 through 4.12-10; p. 4.12-16<br>Impact 4.12-8 | No | No | No | Yes |
| Police protection? | pp. 4.12-8 through 4.12-9; pp. 4.12-16 through 4.12-17<br>Impact 4.12-7 | No | No | No | Yes |
| Schools? | pp. 4.12-14 through 4.12-15; p. 4.12-17<br>Impact 4.12-14 | No | No | No | Yes |
| Parks? | Not Addressed | No | No | No | Yes |
| Other public facilities? | p. 4.12-15<br>Impact 4.12-15 | No | No | No | Yes |

**Discussion:**

The 1996 EIR examined fire services, police services, schools, and libraries. Because the 1996 HPMP did not include residential uses, the analyses did not anticipate an on-site residential population, but they did account for increased residents (employees of the project site) who were expected to live in the City near the project site. For fire services, the impact analysis was based on the ability of Roseville Fire Department (RFD) to provide emergency fire services within four minutes for 80% of the time, provide basic life services within four minutes for 80% of the time, provide advanced life support within four to six minutes for 90% of the time, and deliver 500 gallons per minute of water within ten minutes.[91] For police services, the 1996 EIR discussed needed services qualitatively, because the City of Roseville did not have a specific service ratio requirement for police personnel to serve the employee population. The EIR concluded that the Roseville Police Department (RPD) could adequately serve the project site. Schools and libraries were examined based on the increased residential population that would occur from the demand from new employees working on the project site. Because there was no residential use, parks and recreation issues were not considered in the 1996 EIR.

1. Changes to Project Related to Public Services

As noted above, the 1996 HPMP provided exclusively for non-residential, employment generating land uses. The proposed HPCO Amendment would provide for a mix of uses that would accommodate up to 4,500 to 7,500 jobs, as well as 948 housing units and 2,475 new residents. The change in land uses provided for in the proposed HPCO Amendment would alter the demand for and issues associated with the provision of fire services, police services, schools, and libraries.

[91] City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.12-10.

2. Changes in Circumstances

Environmental Setting

*Fire Services*

The 1996 EIR described the RFD as the provider of fire protection services within Roseville, employing 57 firefighters and 11 administrative support staff members across four fire stations.[92] At the time, there was a mutual aid agreement in place with Placer County and Sacramento County fire department districts, which is still in place today. The 1996 EIR stated that, although RFD did not necessarily associate higher population levels with the need for new fire stations, RFD did account for the location of population centers within Roseville in relation to each other and to existing fire stations in determining where to build new fire stations or add new staff.[93]

The 1996 EIR reported the following four RFD service standards, and the level of performance at that time:

1. Provide emergency services within four minutes 80 percent of the time: 62 percent.
2. Provide basic life support services within four minutes 80 percent of the time: 83 percent.
3. Provide advanced life support services within four to six minutes 90 percent of the time: 97 percent.
4. Deliver 500 gallons per minute (of water) within ten minutes: Fire flow deliveries were being met.[94]

In 2015, RFD provides fire protection services at eight stations (Stations 1-7 and 9) and one Training Center, which are listed in **Table 14-1**.

**Table 14-1**
**Roseville Fire Stations (1-7, 9) and Training Facility**

| Fire Station Number | Address |
|---|---|
| 1 | 401 Oak Street |
| 2 | 1398 Junction Boulevard |
| 3 | 1300 Cirby Way |
| 4 | 1900 Eureka Road |
| 5 | 1565 Pleasant Grove Boulevard |
| 6 | 1430 East Roseville Parkway |
| 7 | 911 Highland Pointe Drive |
| 9 | 2451 Hayden Parkway |
| Training Facility | 2030 Hilltop Circle |

Source: Roseville Fire Department. 2014. Standards of Cover 2014 – Roseville Fire Department. Page 33.

Fire Station 5, at 1565 Pleasant Grove Boulevard, is the closest fire station to the project site. Staffing varies by fire station, but generally, each station currently serves as a one company station, containing at least three personnel (one captain, one engineer, and one firefighter/paramedic) for each shift in three rotating 24 hour shifts.[95] Each station has unique equipment but can share with other stations if necessary.

The RFD has a mutual aid agreement with Placer County/California Department of Forestry and Sacramento Metro Fire District. The RFD also has an automatic aid agreement with the South Placer Fire District, the Rocklin Fire Department, and the Sacramento Fire District.[96] As defined in the Roseville Fire Department 2014 Standards of Cover, mutual aid agreements involves services provided at the specific request of the jurisdiction with authority to ensure adequate service,

92 City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.12-9.
93 City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.12-9.
94 City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.12-10.
95 Jason Rizzi, Fire Marshal, Roseville Fire Department, personal communication. November 17, 2014.
96 Roseville Fire Department. 2014. Standards of Cover 2014 – Roseville Fire Department. Page 101.

whereas automatic aid agreements refer to predetermined agreements between jurisdictions without the need for a specific request (typically in boundary areas).[97]

In order to assess demand for fire service, the RFD uses a risk assessment model that uses existing fire stations and the number of engine/truck companies as the primary criteria in determining the need for a new fire station or additional staff. Large infill development still can potentially be adequately served by an existing proximate station, while a remote smaller development could require a new facility. RFD has changed its performance standards, and now uses only three different service standards for urban areas, which are documented in the City's General Plan: 1) respond to all emergencies within four minutes, 80% of the time; 2) maintain an International Organization for Standardization (ISO) rating of 3 or better; and 3) deliver 500 gallons per minute (GPM) of water to a fire scene within 10-minutes.[98]

*Police Services*

As reported in the 1996 EIR, the Roseville Police Department (RPD) provided police protection for the City of Roseville with a staff of 74 sworn officers, and was headquartered at 401 Oak Street, but was planning on constructing a new station at 1051 Junction Boulevard. At that time, the RPD had a staff ratio of 1.17 staff per 1,000 people, and stated that it preferred that the ratio not fall below one staff member for 1,000 people. In 1996, project area was included in Beat 6.

Today, RPD consists of 195 total staff (127 sworn staff and 68 non-sworn staff) and approximately 60 volunteers.[99] The headquarters has since relocated to 1051 Junction Boulevard. The staff breakdown is as follows:

- 1 police chief
- 1 assistant police chief
- 3 police captains
- 6 lieutenants
- 13 sergeants
- 103 police officers
- 2 administrators (non-sworn, 1 over records/property and one over dispatch)
- 2 administrative analysts
- 1 jail supervisor
- 1 records supervisor
- 1 property/CSI supervisor
- 3 evidence/CSI techs
- 13 records clerks
- 3 communications supervisors
- 18 dispatchers
- 8 civilian correctional officers
- 8 community service officers
- 2 crime analysts
- 2 animal control officers
- 1 volunteer coordinator/analyst
- 0.5 public outreach analyst
- 0.5 police therapist
- 1 administrative assistant[100]

Generally speaking, sworn officers are mainly responsible for emergency and law enforcement-related activities, while non-sworn officers are responsible for other duties, such as animal control, dispatch, record maintenance, jail management, and administrative tasks. However, there are occasions on which sworn officers are assigned to administrative duties, such as professional standards and training. Due to budget constraints, RPD no longer aims to maintain a ratio of 1.2 officers per 1,000 residents but rather 1 officer per 1,000 residents.[101] There are still six beats that the City is divided, and Beat 6 remains the beat that the project site is zoned.

[97] Roseville Fire Department. 2014. Standards of Cover 2014 – Roseville Fire Department. Page 101.
[98] City of Roseville. *City of Roseville General Plan 2025, Safety Element*. Adopted May 5, 2010. Last Updated April 16, 2014. Page VIII-31.
[99] Dee Dee Gunther, Roseville Police Department, electronic communication, October 30, 2014.
[100] Dee Dee Gunther, Roseville Police Department, electronic communication, October 30, 2014.
[101] Dee Dee Gunther, Roseville Police Department, electronic communication, October 30, 2014.

*Schools*

In 1996, the project site was within the service area of the Roseville Elementary School District (RESD) for grades K-8 and Roseville Joint Union High School District (RJUHSD) for grades 9-12. At that time, total enrollment in RESD was approximately 5,300 students, which was below the district capacity of 5,540 students. In the case of RJUHSD, there were five high schools that had an enrollment of 4,047 students, which exceeded the RJUHSD enrollment capacity of 3,159. Because no residential population was to be generated from the 1996 HPMP, it was determined that school enrollment would not be analyzed further.

The project site is now located in Roseville City School District (RCSD, formerly named RESD) for grades K-8 and continues to be served by the RJUHSD for grades 9-12. Currently, total enrollment in RCSD is 10,184 students, which is below the district's capacity of 12,550 students, as indicated in **Table 14-2**. Total enrollment in RJUHSD is 10,225 students, which exceeds/ the district's capacity of 8,928 students, as indicated in **Table 14-3**. The project site is located in the service area for Blue Oaks Elementary School for grades K-5, Cooley Middle School for grades 6-8, and Oakmont High School for grades 9-12.

**Table 14-2**
**Roseville City School District School Capacity**

| School | Maximum Capacity | Current Enrollment | Percent of Capacity |
|---|---|---|---|
| Blue Oaks Elementary | 600 | 520 | 87 |
| Brown Elementary | 550 | 410 | 75 |
| Cirby Elementary | 550 | 390 | 71 |
| Crestmont Elementary | 550 | 360 | 65 |
| Diamond Creek Elementary | 600 | 580 | 97 |
| Fiddyment Farm Elementary | 600 | 400 | 67 |
| Gates Elementary | 600 | 620 | 103 |
| Jefferson Elementary | 600 | 540 | 90 |
| Junction Elementary | 600 | 720 | 120 |
| Kaseberg Elementary | 550 | 410 | 75 |
| Sargeant Elementary | 500 | 464 | 93 |
| Spanger Elementary | 550 | 480 | 87 |
| Stoneridge Elementary | 650 | 540 | 83 |
| Woodbridge Elementary | 350 | 350 | 100 |
| Buljan Middle | 1,200 | 1,140 | 95 |
| Chilton Middle | 1,200 | 400 | 33 |
| Cooley Middle | 1,200 | 980 | 82 |
| Eich Middle | 1,100 | 880 | 80 |
| **Total** | **12,550** | **10,184** | **81** |

Source: Justin Barrett, Roseville City School District., electronic communication. January 12, 2014.

**Table 14-3**
**Roseville Joint Union High School District School Capacity**

| School | Maximum Capacity | Current Enrollment | Percent of Capacity |
|---|---|---|---|
| Adelante High | NA[1] | 118 | -- |
| Antelope High | 1,728 | 1,813 | 105 |
| Granite Bay High | 1,800 | 2,085 | 116 |
| Independence High | NA[1] | 167 | -- |
| Oakmont High | 1,800 | 1,829 | 102 |
| Roseville High | 1,800 | 1,997 | 111 |
| Woodcreek High | 1,800 | 2,216 | 123 |
| **Total** | **8,928** | **10,225** | **--** |

Notes:

1. For continuation (Adelante) and independent (Independence) schools, RJUHSD does not apply capacity requirements.

Source: Christopher Grimes, Director of Facilities Development, Roseville Joint Union High School District., personal communication. December 17, 2014.

*Libraries*

At the time of the 1996 EIR, the City of Roseville operated two libraries, Downtown Library (located at 225 Taylor St.) and Maidu Branch Library (located at 1530 Maidu Dr.). The EIR explained that, although at the time the City did not meet the standard of one library per 20,000 residents, libraries were planned for both the Northwest Roseville Specific Plan and the North Central Roseville Specific Plan.

Today, the City has one additional library, Martha Riley Community Library, which is located at 1501 Pleasant Grove Blvd., to make for a total of three libraries. The present standard, as defined by the 2025 General Plan, is revised to one library per 40,000 residents.[102] With the current population of 126,956, the City approximately meets its requirement of three libraries per 120,000 residents, as defined by the City standard.

Changes to General Plan and other Relevant Documents

The 2025 General Plan policies applicable to the project are the following:

*Public Facilities Element – Fire Services*

Policy 2: Strive to achieve the following services levels:

- Four minute response time for all emergency calls.
- ISO rating of 3 or better.
- 5000 gallons of water per minute within 10 minutes of alarm.

Policy 3: Monitor Fire Department service levels annually, concurrent with the City budget process and via quarterly reports.

Policy 6: Phase the timing of the construction of fire stations to be available to serve the surrounding service area.

Policy 8: Provide a comprehensive emergency medical services program to provide Advance Life Support services and ensure reliable ambulance transport services to aid citizens in need of rescue or medical assistance.

*Public Facilities Element – Police Services*

[102] City of Roseville. *City of Roseville General Plan 2025, Public Facilities Element*. Adopted May 5, 2010. Last Updated April 16, 2014. Page VII-10.

Policy 1: Provide a high level of visible patrol services within the City.

Policy 2: Respond to both emergency and routine calls for service in a timely manner consistent with department.

Policy 8: Work with other city departments to review public and private development plans, ensuring that crime prevention is addressed.

*Public Facilities Element – Schools*

Policy 2: Adequate facilities must be shown to be available in a timely manner before approval will be granted to new residential development.

Policy 3: Financing for new school facilities will be identified and secured before new development is approved.

Policy 5: The City and school districts will work together to develop criteria for the designation of school sites and consider the opportunities for reducing the cost of land for school facilities. The City shall encourage the school districts to comply with City standards in the design and landscaping of school facilities.

Policy 6: The city and school districts will prepare a joint-use study for each school facility to determine the feasibility of joint-use facilities. If determined to be feasible a joint-use agreement will be pursued to maximize public use of facilities, minimize duplication of services provided and facilitate shared financial and operational responsibilities.

Policy 7: Designate public/quasi-public land uses in clusters so that the use of schools parks, open space, libraries, child care, and community activity and service center create a community or activity focus.

Policy 8: Schools, where feasible, shall be located away from hazards or sensitive resource conservation areas, except where the proximity of resources may be of educational value and the protection of the resource reasonably assured.

*Public Facilities Element – Libraries*

Policy 4: Provide branch libraries to service population increments of +/- (approximately plus or minus) 40,000.

3. Comparative Impact Discussions

The 1996 EIR addressed the effects on public services in four impact discussions, Impact 4.12-7, 4.12-8, 4.12-14 and 4.12-15. Relevant changes to the impact discussion as a result of changes to the project or to circumstances of the project are presented in the Impact Tables, below.

| **Impact 4.12-7 Increased Demand for Police Protection Services** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | Building Security Ordinance | General Plan Safety Element – Police Services Policies 1, 2, and 8 |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR did not indicate a need to require changes to the level of police service in order to adequately serve the development provided for in the 1996 HPMP. At that time, the RPD indicated that the level of police service from Beat 6 was adequate for the project site and the vicinity. The 1996 EIR pointed out that with some traffic changes and degraded levels of service along some streets, it was anticipated that the proposed project had the potential to increase the number of traffic accidents, which could lower emergency response times. However, Hewlett-Packard was expected to provide private, on-site security as well as security gates for all entries to the project site. In addition, plans were subject to review from the RPD Crime Prevention Staff. This impact was considered less than significant.

Today, RPD provides 127 sworn staff for a total of 126,956 residents, which equates to a ratio of one sworn staff member per every 1,000 residents. The proposed HPCO Amendment would generate 2,475 new residents for Beat 6. In order for the City to maintain the current ratio, RPD would need to hire three additional sworn staff members. According to RPD, sales tax and property tax revenues associated with the development of the proposed action would increase the General Fund for the City, which in turn would pay for the needed additional law enforcement.[103] Further, although the additional presence of public roads would require more policing, traffic calming and appropriate design strategies would minimize any burdens to RPD.[104]

Since there is no need for new or expanded RPD facilities or there are no other physical impacts of the proposed action relating to the provision of police protection services, this impact remains less than significant. There would be no new significant impacts, and no increase in severity of significant impacts. No new mitigation is required.

| **Impact 4.12-8 Potential Failure to Meet RFD Standards** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | General Plan Safety Element – Fire Services<br>Policies 2 3, 6, and 8 |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR determined that demand for fire services from the 1996 HPMP would not increase significantly and in light of requirements that all the new non-residential buildings equipped with fire sprinkler systems, and pending conformance with the existing emergency access standards, this impact was considered less than significant.

The proposed HPCO Amendment would change the land uses in the project site to include light industrial, office, commercial, tech/business park, 948 residential units, and a new fire station located at the intersection of Painted Desert Drive and Woodcreek Oaks Boulevard. RFD would continue to offer fire protection services for the project site. Fire Station 5 would be the closest existing fire station to the project site, but, based on needs currently being identified by RFD and the City of Roseville, construction of the new fire station provide the required amenities and equipment necessary to ensure service to the project site without degradation of service levels to existing development in the vicinity. Based on the project design and the proposed design guidelines, the project site would be designed to ensure that all roadways and access points meet the CAL FIRE requirements for roadway size and, in the case of cul-de-sacs, turning radius, to allow for safe ingress and egress for emergency vehicles throughout the site. As proposed, the proposed project would not frustrate the fire services policies located in the General Plan Safety Element.

Since there will be no physical expansion of RPD facilities that are not accounted for in the proposed HPCO Amendment, and since there would be no degradation in service levels to other parts of the community, this impact remains less than significant. There would be no new significant impacts, and no increase in severity of significant impacts. No new mitigation is required.

[103] Dee Dee Gunther, Roseville Police Department, electronic communication, October 30, 2014.
[104] Dee Dee Gunther, Roseville Police Department, electronic communication, December 17, 2014.

| Impact 4.12-14 Increased Demand for School Services | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | General Plan Public Facilities Element – Schools Policies 2, 3, and 5-8 |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR discussed that, although no new residents would live on the site, by increasing employment on the site by up to 9,000 jobs, the proposed project could indirectly increase demand on public schools. The EIR recognized that increased employment at the site would have the potential to indirectly increase enrollment in local schools, and reflected the impact mitigation fees that the school districts would collect from development under the 1996 Plan. According to the 1996 EIR, the fee at the time was $0.28 per square feet for non-residential development, which was to be split, with $0.165 per square feet given to elementary schools and $0.115 given to high schools. Through this collection of mitigation impact fees, it was determined that the proposed project would be less than significant.

The project site is located within the boundaries of RCSD (grades K-8) and RJUHSD (grades 9-12). Elementary school students (K-5) would attend Blue Oaks Elementary School and middle school students (6-8) would attend Cooley Middle School; both are located less than 0.5 miles to the west of the project site. High school students would attend Oakmont High School, located about five miles southeast of the project site.

As noted earlier, state law (Gov. Code, § 65996, subd. (b)) treats the payment of school impact mitigation fees at the time of residential building permit issuance as providing "full and complete school facilities mitigation[.]" Based on this statute, increased student enrollment that may create overcrowding, by itself, does not constitute a significant environmental effect. That said, a significant environmental impact may be created by the physical consequences (on, for example, biological resources) that might result from the need to expand existing school facilities or to construct new facilities to accommodate additional students.

With the proposed HPCO Amendment, in addition to increased employment within the project site, the proposed project would provide 948 new housing units, which could add 2,475 residents, including school age children. The student generation rates for RCSD and RJUHSD are provided in **Table 14-4**.

**Table 14-4**
**Student Generation Rates by School District**

| Grade | Single Family Generation Rate[1] | Multi Family Generation Rate[2] | Multi Family Attached Generation Rate[3] | Students Generated | School Capacity | Schools Required |
|---|---|---|---|---|---|---|
| Elementary School Grades K-5 | 0.3329 | 0.2200 | 0.1118 | 193 | 600 | 0.32 |
| Middle School Grades 6-8 | 0.1164 | 0.0776 | 0.0352 | 66 | 1,000 | 0.07 |
| High School Grades 9-12 | 0.161 | 0.036 | 0.036 | 64 | 1,800 | 0.04 |
| **Total** | -- | -- | -- | 323 | 3,400 | -- |

Notes:

1. Single Family: units at less than 8 dwelling units per acre: 242.
2. Multi-Family detached: detached units at or above 8 dwelling units per acre: 310.

Multi-Family attached: attached units at or above 8 dwelling units per acre: 396

Source: ESA, 2015; Christopher Grimes, Director of Facilities Development, Roseville Joint Union High School District, personal communication. December 17, 2014

As indicated in **Table 14-4**, the total number of students generated by the proposed HPCO Amendment would be approximately 193 elementary school students, 66 middle school students, and 64 high school students. Elementary and middle school-aged students on the project site, within RCSD, would be zoned to Blue Oaks Elementary School and Cooley Middle School, respectively. Blue Oaks Elementary School is currently at 87 percent of its capacity, and can accommodate an additional 80 students. Cooley Middle School is currently at 82 percent of its capacity, and can accommodate an additional 220 students.[105] In RJUHSD, students would be zoned to Oakmont High School, which is currently 29 students above capacity, operating at 102 percent of its capacity. RJUHSD would be able to accommodate the additional students by expanding on site, providing additional portable classrooms to Oakmont High School to absorb the additional student enrollment generated by the proposed project.[106] With the capacity to accommodate nearly 2,000 students at RCSD, coupled with the capacity to expand school size in RJUHSD, the two school districts would be capable of accommodating the students who are anticipated to reside within the proposed project area. Further, consistent with City policy, the proposed project would voluntarily enter into mutual benefit impact fee agreements with both RJUHSD and RCSD to fully mitigate school impacts in accordance with funding agreements with the respective school districts.

Since there would be no need for construction of additional schools, and no related physical environmental effects, and since the project applicant would pay established school mitigation fees, this impact remains less than significant. There would be no new significant impacts, and no increase in severity of significant impacts. No new mitigation is required.

| **Impact 4.12-15 Increased Demand for Library Services** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | General Plan Public Facilities Element – Policy 4 |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR described that the City of Roseville operated two libraries, Downtown and Maidu, which was below the standards established in the 1992 Roseville General Plan. Through the impact analysis, the 1996 EIR determined that, although the City service level was not being met, the 1996 HPMP would meet increased library needs by contributing to City revenues and funds, and the impact was considered to be less than significant.

As of 2014, the City has three libraries, which meets the standard of one library per 40,000 residents established in the 2025 General Plan. The closest branch library to the project site is the Martha Riley Community Library, located at Mahany Park at the intersection of Woodcreek Oaks Boulevard and Pleasant Grove Boulevard, about a mile south of the project site. Based on those standards, an increase in population of 2,475 residents would represent a demand for 6.2% of a new library, far short of the demand that would justify construction of a new branch library. Development with the proposed HPCO Amendment would contribute to the City's library system by way of the Neighborhood and Citywide Fees, along with a Public Benefit Fee. The latter fee charges $5,000 per unit for conversion from non-residential to residential uses, and with the two previously noted fees, could assist in funding the provision of additional library resources. With the payment of appropriate fees and provision of funding resources to supplement the City's library system, demand for library requirement could be achieved. Thus, this would remain a less-than-significant impact.

[105] Justin Barrett, Roseville City School District., electronic communication. January 12, 2014.
[106] Christopher Grimes, Director of Facilities Development, Roseville Joint Union High School District, personal communication. December 17, 2014.

Since there would be no need for construction of additional libraries, and no related physical environmental effects, and since the project would pay established fees and increase tax revenues to the City, this impact remains less than significant. There would be no new significant impacts, and no increase in severity of significant impacts. No new mitigation is required.

Issues Not Addressed in 1996 EIR

None.

4. Conclusions

As described in the text and tables above, changes introduced by the proposed HPCO Amendment and/or circumstances relevant to the project would not, as compared to the 1996 EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the project will have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than shown in the previous EIR. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

**Standard Mitigation Measures**

None.

**1996 EIR Mitigation Measures**

None.

**2015 Mitigation Measures**

None.

| Environmental Issue Area | Where Impact Was Analyzed in Prior Environmental Documents. | Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts? | Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? | Any New Information of Substantial Importance? | Prior Environmental Documents Mitigations Implemented or Address Impacts. |
|---|---|---|---|---|---|
| **15. Recreation.** Would the project: | | | | | |
| a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | Not Addressed | No | No | No | Not Addressed |
| 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? | Not Addressed | No | No | No | Not Addressed |

**Discussion:**

The 1996 HPMP did not provide for the development of any residential uses within the project site. Since the City considered demand for parks and recreation facilities to be largely driven by residential population, the 1996 EIR did not include an impact analysis related to parks and recreation. The inclusion of parks and recreation facilities was addressed as a matter of consistency with the 1992 City of Roseville General Plan in Appendix C (pages C-38 to C-40 of the 1996 EIR). The discussion in the appendix notes that since the 1996 HPMP did not include public parks and recreation facilities, and did not include residential uses, most parks and recreation policies were not relevant.

1. Changes to Project Related to Recreation

   The proposed HPCO Amendment would change the land uses allowed for on the project site from exclusively employment-generating uses to a mix of employment-generating and residential uses, including 948 residential units. In addition, a variety of active and passive parks and recreational facilities would be included in so as to meet or exceed the City standards.

2. Changes in Circumstances

   Environmental Setting

   Today, the City of Roseville features 71 parks and recreation facilities, which includes three pools and two municipal golf courses.[107] The City has the following acreage for parks and open spaces presented in **Table 15-1**.

**Table 15-1**
**Roseville Parks and Open Space Acreage**

| Use | Acres |
|---|---|
| Developed Parks | 1,042.38 |
| Golf Courses | 678 |
| Open Space/Park Preserves | 4,429.8 |
| Undeveloped Parks | 473.61 |
| Roadway Landscape Areas | 263 |
| Greenway/Paseos | 59.67 |

Source: City of Roseville. 2014. City of Roseville General Plan.

In addition to the public parks noted above, the project site includes several private recreation facilities. Hewlett-Packard maintains two ball fields, originally constructed in the 1980s, located in the southwest portion of its existing campus,

[107] Tara Gee, Roseville Parks and Recreation Department, electronic communication, October 30, 2014.

near the South Branch of Pleasant Grove Creek. The ball fields are for the exclusive use of HP employees. In addition, in the summer of 2014, Cokeva partnered with the California Blues Soccer Club to construct a Soccer Complex that includes three full-sized soccer fields and three street soccer courts. None of the recreational facilities currently within the master plan area are open to the public.

A public trail used for hiking, walking and running traverses the open space preserve portion of the project site. The trail connects to Woodcreek Oaks Boulevard, about 300 feet south of Crimson Ridge Drive and follows the meandering route of a sewer line through the preserve. At the southern end of the preserve the trail goes east, and connects to HP's pedestrian path near the ball fields.

Changes to General Plan and other Relevant Documents

The 2025 General Plan policies applicable to the project are the following:

*Parks and Recreation Element*

Policy 1: The city shall ensure the provision of 9 acres of park land per 1,000 residents.

Policy 2: Retain flexibility in applying parks standards, in terms of size, facilities and service areas so that existing and future needs can be met.

Policy 3: Consider allocating park credits for lands that provide active and passive recreational value.

Policy 6: Take into consideration energy efficiency and water conservation, including the use of treated wastewater in park development and design.

Policy 7: Plan for safe and secure parks and recreation areas.

Policy 8: Require that parks and recreation facilities be phased or fully completed so as to be available as adjacent residential uses are developed.

Policy 12: Ensure that new public parks and recreation facilities, open space, paseos, landscape areas and greenways provide adequate funding for initial development, as well as ongoing maintenance and operation.

As noted above, the City of Roseville General Plan establishes a park acreage standard of nine acres per 1,000 that exceeds the state requirement. This standard is broken down into a general guideline that suggests three acres of neighborhood park land, three acres of citywide park land, and three acres of open space per 1,000 residents.[108]

Park acreage credit can typically be obtained for property with a public recreational value; however, properties with less active recreation value typically receive less credit. A traditional "active" park is normally granted a 1:1 park acreage credit, while non-traditional "passive" parks are granted partial park acreage credits ranging from 10:1 to 5:1.

In addition, a series of funding mechanisms provide Roseville with the financial support necessary for its parks and recreation facilities. The Neighborhood Park Fee is required by Chapter 4.37 of the Roseville Municipal Code, and varies based on the neighborhood (and corresponding population) in which the park is located. This fee increases annually (each July 1st) based on the inflation rate for construction costs from the previous year. It is collected from all new residential units and a park fee credits may apply. This fee is based on certain neighborhoods and is intended to provide sufficient funds to develop neighborhood parks within a specific plan area.

The Citywide Park Fee was established in 1989 by Chapter 4.38 of the Roseville Municipal Code. This fee is collected from all new residential dwelling units within the Roseville City limits and is adjusted every year based on the inflation rate for construction costs. The Citywide Park Fee is allocated for large-scale active recreation facilities intended to serve the entire City and is typically located within identified Citywide parks.

[108] City of Roseville. *City of Roseville General Plan 2025, Parks and Recreation Element*. Adopted May 5, 2010. Last Updated April 16, 2014. Page VI-11.

3. Comparative Impact Discussions

As noted above, because the 1996 HPMP did not include residential development, the 1996 EIR did not include impact discussions that addressed specifically the effects of the 1996 HPMP on parks and recreation.

Issues Not Addressed in 1996 EIR

The proposed HPCO Amendment would result in an increase in residential population in the City of Roseville of approximately 2,475 residents. With this projected population, the standard of nine acres of parkland per every 1,000 residents would result in a requirement for a total of 22.28 credited acres of additional parkland. With the division of the parkland requirement broken into thirds, this would mandate that the project site have 7.43 acres each of neighborhood park land, citywide park land, and open space.

The project site would feature approximately 66.74 total acres of parkland, including approximately 9.82 acres of neighborhood parks, 8.38 acres of citywide parks, 2.19 acres of paseos, and 46.35 acres of open space/wetland preserve. In addition to the parks and recreation facilities that would be provided within the Campus Oaks area of the project site, the project applicant would pay a Community Benefit Fee assessed by the City on projects that convert non-residential land to residential purposes. The fee has been largely targeted for use by the City for the provision of citywide parks. As a result of the acreage of parks and open space provided in the proposed HPCO Amendment and payment of the Community Benefit Fee, adequate park and recreation facilities would be provided, exceeding the minimum requirement of nine acres of parkland per thousand residents. By providing parkland in excess of the City's requirement as well as payment of a Community Benefit Fee that would contribute to the enhancement and maintenance of parks throughout Roseville, there is no evidence to suggest that the proposed HPCO Amendment would accelerate the deterioration or result in the overuse of existing parks facilities. Together, the dedication of parkland and payment of fees would ensure that the proposed HPCO Amendment would avoid any adverse effects on existing neighborhood or regional parks or other recreation facilities while also enhancing the current standard of parklands within Roseville. Thus, this impact would be less than significant.

4. Conclusions

As described in the text and tables above, changes introduced by the proposed HPCO Amendment and/or circumstances relevant to the project would not, as compared to the 1996 EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the project will have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than shown in the previous EIR. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

**Standard Mitigation Measures**

None.

**1996 EIR Mitigation Measures**

None.

**2015 Mitigation Measures**

None.

| Environmental Issue Area | Where Impact Was Analyzed in Prior Environmental Documents. | Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts? | Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? | Any New Information of Substantial Importance? | Prior Environmental Documents Mitigations Implemented or Address Impacts. |
|---|---|---|---|---|---|
| **16. Transportation/Traffic.** Would the project: | | | | | |
| 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? | pp. 4.9-2 through 4.9-20, 4.9-22, 4.9-23<br>Impact 4.9-1<br>Impact 4.9-2<br>Impact 4.9-3<br>Impact 4.9-4<br>Impact 4.9-5<br>Impact 4.9-6<br>Impact 4.9-7<br>Impact 4.9-8 | No | No | No | Yes |
| 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? | pp. 4.9-2 through 4.9-12, 4.9-22, 4.9-23<br>Impact 4.9-1<br>Impact 4.9-2<br>Impact 4.9-3<br>Impact 4.9-4<br>Impact 4.9-5<br>Impact 4.9-6<br>Not Applicable for | No | No | No | Yes |
| c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | Not Addressed | No | No | No | Not Applicable |
| d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | Not Addressed | No | No | No | Not Addressed |
| e. Result in inadequate emergency access? | Not Addressed | No | No | No | Not Addressed |
| f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | pp.4.9-12 through 4.9-20, 4.9-22<br>Impact 4.9-7<br>Impact 4.9-8 | No | No | No | Yes |

**Discussion:**

1. Changes to Project Related to Transportation and Circulation

The 1996 EIR anticipated that the undeveloped portions of the project site would be converted from seasonal grazing land to urbanized light industrial uses, and numerous new and extended roadways would eventually be constructed. At that time, Woodcreek Oaks Boulevard was paved until just north of Pleasant Grove Boulevard. Today, the majority of the eastern half of the project site has been developed with light industrial and parking uses, although substantial development capacity remains. Woodcreek Oaks Boulevard has been extended north beyond Blue Oaks Boulevard, and many small collector roads and roads internal to the project site. The 1996 EIR proposed an arterial roadway connecting Foothills Boulevard to the (then) future extension of Woodcreek Oaks Boulevard. Additionally, the 1996 EIR proposed multiple collector roadways within the project site as part of the overall circulation plan for the project site.

With the proposed HPCO Amendment, the western half of the site would be developed primarily with a mix of residential, commercial, business park, office, and open space uses instead of the previously planned light industrial development. The proposed HPCO Amendment includes the following project access:

- HP Way would extend as a two to four-lane street from Blue Oaks Boulevard southeasterly through the project, through the HP Campus, and terminating at Foothills Boulevard opposite the planned extension of Roseville Parkway.
- Crimson Ridge Drive and Painted Desert Drive would extend easterly from Woodcreek Oaks Boulevard to connect with HP Way.
- New Meadow Drive would extend southerly from Blue Oaks Boulevard to connect with the extension of Painted Desert Drive.

New traffic signals would be constructed at the Woodcreek Oaks Boulevard/Crimson Ridge Drive and Woodcreek Oaks Boulevard/Painted Desert Drive intersections. Traffic signals already exist on Blue Oaks Boulevard at New Meadow Drive and at the future location of HP Way (i.e., serves a neighborhood retail center including a Walgreens Store). In addition, an additional signalized intersection is planned on Blue Oaks Boulevard between New Meadow Drive and Foothills Boulevard, and one or more driveways may be constructed along the project's frontage on Woodcreek Oaks Boulevard and Blue Oaks Boulevard.

**Trip Generation**

The 1996 EIR estimated the average weekday daily and PM peak hour trip generation for the 1996 HPMP (the 1996 EIR did not study AM peak hour conditions). **Table 16-1** summarizes this information, which was obtained directly from Table 4.9-7 of the 1996 EIR.

**Table 16-1**
**1996 HPMP Land Uses Trip Generation**

| Land Use Type | Quantity (ksf) | AM Peak Hour Vehicle Trips | | | PM Peak Hour Vehicle Trips | | | Daily Vehicle Trips |
|---|---|---|---|---|---|---|---|---|
| | | In | Out | Total | In | Out | Total | Total |
| Industrial | 4,002 | 5,350 | 530 | 5,880 | 320 | 4,200 | 4,520 | 42,000 |
| Commercial | 248 | 100 | 60 | 160 | 240 | 400 | 640 | 8,700 |
| **TOTAL** | **4,250** | **5,450** | **590** | **6,040** | **560** | **4,600** | **5,160** | **50,700** |

Notes:
1. Daily and PM peak hour trip generation based on Table 4.9-7 in the *Hewlett Packard Master Plan Draft EIR* (1996). AM peak hour trips for industrial uses based on counts collected by Fehr & Peers at the HP Campus on August, 29, 1997.

Source: Fehr & Peers, 2015.

In order to create an AM peak hour baseline reflecting the 1996 HPMP, an estimate of AM peak hour trips was developed based on trip rates calculated from traffic counts conducted at the HP Campus on April 29, 1997 and the gross square footage of the campus at that time. This same methodology was used to develop the PM peak hour trip rates in the 1996 EIR. **Table 16-1** also shows the anticipated AM peak hour trip generation associated with buildout of entitled land uses).

The trip generation for the proposed HPCO Amendment was estimated based on trip rates published in Trip Generation, 9th Edition.[109] As shown in **Table 16-2**, the project would generate approximately 17,670 gross daily trips, 1,130 gross AM peak hour trips, and 1,780 gross PM peak hour trips.

[109] Institute of Transportation Engineers. *Trip Generation, 9th Edition.* 2012.

**Table 16-2**
**Proposed HPCO Amendment Project Trip Generation**

| Land Use | Amount | Trip Rate | | | Trips[1] | | |
|---|---|---|---|---|---|---|---|
| | | Daily | AM Peak Hour | PM Peak Hour | Daily | AM Peak Hour | PM Peak Hour |
| Single-Family Residential | 552 du's | 9.52 | 0.75 | 1.00 | 5,255 | 414 | 552 |
| Multi-Family Residential[2] | 125 du's | 6.65 | 0.51 | 0.62 | 831 | 64 | 78 |
| Multi-Family Residential - Townhouse | 271 du's | 5.81 | 0.44 | 0.52 | 1,575 | 119 | 141 |
| Commercial – General Retail | 170 ksf | 42.7 | 0.96 | 3.71 | 7,259 | 163 | 631 |
| Office | 60 ksf | 11.03 | 1.56 | 1.49 | 662 | 94 | 89 |
| Tech/Business Park – Light Industrial | 300 ksf | 6.97 | 0.92 | 0.97 | 2,091 | 276 | 291 |
| | | | | Gross Trips | 17,673 | 1,130 | 1,782 |
| | | | | Internal and Non-Auto External Trips[5] | -2,194 | -168 | -331 |
| | | | | New Trips | 15,479 | 949 | 1,451 |

Notes:
1. Trip rates based on Trip Generation, 9th Edition (Institute of Transportation Engineers, 2012).
2. Medium-Family Residential based on units indicated as "Apartment" product type in the land use plan.
3. Medium-Family Residential - Townhouse based on units indicated as "Townhouse" product type in the land use plan.
4. All Tech/Business Park assumed to be light industrial.
5. Internalization of trips based on output from the mixed-use trip generation model (see text below).

Source: Fehr & Peers, 2015.

As stated previously, the proposed land uses for the proposed HPCO Amendment would include a mix of residential, commercial and industrial uses. As a result of this mix, a portion of the trips generated by the site would remain within the project site and would not use the local or regional roadway system. This internalization of trips within the project site was estimated using the MXD Model, which was developed by consultants and researchers for the US Environmental Protection Agency (EPA) to more accurately estimate the external vehicular trip generation of mixed-use land development projects than prior methods (e.g., ITE internalization spreadsheet). The model was developed based on empirical evidence at 240 mixed-use projects located across the U.S. When calculating both internal and external trips made by auto, transit, and non-motorized modes, the model considers various built environment variables such as land use density, regional location, proximity to transit, and various design variables. The MXD model has been applied in numerous CEQA documents throughout California.

The MXD model considers the following specific project attributes and built environment parameters when estimating the likelihood that project trips would remain internal to the site, or use transit, walking, or biking for an external trip:

- Diversity (mix) of land uses
- Internal street connectivity and walkability
- Proximity to supporting land uses (e.g., HP Campus employment and nearby shopping and residential) within walking distance
- Level of transit service

Based on these project attributes, the MXD model estimated that 12% of gross daily trips, 15% of gross AM peak hour trips, and 19% of gross PM peak hour trips would remain internal to the project site or use a non-auto model for an external trip (refer to Appendix A for technical calculations). After accounting for internal trips and external trips made by non-auto modes, the proposed 2015 HPMP is estimated to generate approximately 15,480 new daily trips, 950 new AM peak hour trips, and 1,450 new PM peak hour vehicle trips.

**Table 16-3** compares the external AM and PM peak hour trip generation of the 1996 HPMP and proposed HPCO Amendment conditions. This table indicates that replacement of a portion of the entitled industrial land uses under the 1996 HPMP with the mix of uses included in the proposed HPCO Amendment would result in an overall 18% decrease in external vehicle trips during the AM peak hour and overall 10% decrease in external vehicles trips during the PM peak hour.

The directionality of trips is also important. Further review of **Table 16-3** indicates the following:

- The proposed HPCO Amendment would result in sizeable decreases in external AM peak hour inbound trips and PM peak hour outbound trips when compared to the 1996 HPMP. This is expected because the proposed HPCO Amendment would be replacing nearly 1.5 million square feet of industrial space, whose travel patterns are predominately inbound in the morning and outbound in the evening. In contrast, the proposed HPCO Amendment would have a more balanced proportion of inbound and outbound trips.
- The proposed HPCO Amendment would result in a net increase of 261 external AM peak hour outbound trips and 409 PM peak hour inbound trips when compared to the 1996 HPMP. This is attributable to the introduction of residential, for which the majority of AM peak hour trips are outbound and PM peak hour trips are inbound.

**Table 16-3**
**Trip Generation Comparison – Proposed Vs. Entitled Land Uses**

| Scenario | | External AM Peak Hour Vehicle Trips | | | External PM Peak Hour Vehicle Trips | | |
|---|---|---|---|---|---|---|---|
| | | **In** | **Out** | **Total** | **In** | **Out** | **Total** |
| 1996 HPMP | Buildout of Campus with Entitled Land Uses | **5,450** | **590** | **6,040** | **560** | **4,600** | **5,160** |
| Proposed HPCO Amendment | Campus Oaks | 473 | 476 | 949 | 689 | 761 | 1,451 |
| | Light Industrial/ Retail[1] | 3,625 | 375 | 4,000 | 280 | 2,920 | 3,200 |
| | TOTAL | **4,098** | **851** | **4,949** | **969** | **3,681** | **4,651** |
| Difference [2] | | **-1,352 (-25%)** | **+261 (+44%)** | **-1,091 (-18%)** | **+409 (+73%)** | **-919 (-20%)** | **-509 (-10%)** |

Notes:

1. Trip generation of remaining entitled land uses on east side of campus.
2. Difference in trips calculated as follows: Plus Project minus No Project. Results shown in green represent a reduction in vehicle trips due to the proposed land use change. Results shown in red represent an increase in vehicle trips due to the proposed land use change.

Source: Fehr & Peers, 2015

2. Changes in Circumstances

Environmental Setting

When the 1996 EIR was prepared, the project site was largely surrounded by open grassland with outbuildings that had been historically used for grazing or other agricultural purposes. At that time, Blue Oaks Boulevard only existed east of Foothills Boulevard, and Woodcreek Oaks Boulevard did not exist north of the South Branch of Pleasant Grove Creek. Today, Blue Oaks Boulevard has been extended west beyond Fiddyment Road. Woodcreek Oaks Boulevard has been extended to one mile north of Blue Oaks Boulevard. Because Roseville has experienced significant growth in urban development, many roadways existing at the time of the 1996 EIR have been extended or expanded. Additionally, development since 1996 has constructed new roadways.

Roseville is served by Interstate 80 (I-80) and State Route 65 (SR 65). Interstate 80 is a transcontinental highway that generally runs in an east-west direction (though it heads northeast out of Sacramento and through Roseville on its way to Reno). State Highway 65 generally runs in a northwest-southeast direction starting in Roseville and linking the

communities of Lincoln and Marysville. Since the adoption of the 1996 EIR, SR 65 has increased in size and a new bypass alignment has been constructed.

**2025 CIP Conditions Operational Analysis**

*Introduction*

The 1996 EIR included an analysis of impacts in the context of development of land uses as allocated in the 1992 General Plan under in Year 2010. The EIR acknowledged that travel patterns from the 1996 HPMP would vary depending on development assumptions for the remainder of Roseville and the rest of the Sacramento region. The year 2010 analysis identified a number of roads that would operate unacceptably under the City's standard at that time of LOS C.

The analysis assumed certain roadway improvements in the project vicinity that were anticipated to occur by 2010, including: (1) extension of Blue Oaks Boulevard from Foothills Boulevard to Fiddyment Road; (2) extension of Woodcreek Oaks Boulevard from Pleasant Grove Boulevard to Blue Oaks Boulevard; (3) a grade-separated overcrossing of the Union Pacific (at that time Southern Pacific Railroad) tracks; and (4) the creation of a primary access point at the south entrance to the HP campus on Foothills Boulevard, with signalized, security controlled access. Of these assumed improvements, all have occurred with the exception of the creation of the south entrance to HP as a primary entrance.

The passage of time has resulted in conditions in which it is no longer considered practical or useful to prepare a comparative analysis of the effects of the proposed HPCO Amendment in Year 2010, a timeframe that is 5 years in the past. The City's travel demand model is now calibrated to Year 2025. This is the model that the City determined appropriate for use for evaluation of the proposed HPCO Amendment. In order to create a complete and useful baseline for comparing the traffic impacts of the HPCO Amendment against those of the 1996 HPMP, the City has extended beyond 2010 and out to 2025 the time horizon for analyzing the impacts of the 1996 HPMP. Because the horizon year for the 2025 model is 15 years beyond the horizon year of the 2010 model used in the 1996 EIR, the amount of traffic accounted for in the model is understandably greater than in the 2010 model. As a result, and as would be expected, some intersections show greater levels of traffic in Year 2025 than were indicated for Year 2010. Because the horizon year of the model is 15 years later than the horizon year of the model used in the 1996 EIR, these increased levels of traffic are not necessarily inconsistent with the conclusions of the 1996 EIR.

For this document, the impacts of 1996 HPMP and the proposed HPCO Amendment were analyzed under 2025 CIP conditions at all existing and planned signalized intersections (204 total) in the City of Roseville using the City's adopted Circular 212 methodology. The conclusions from this analysis reflect traffic consequences attributable both to changes to the project (that is, the difference between the 1996 HPMP and HPCO Amendment) and to changed circumstances, as 2025 assumptions reflect new regional traffic circumstances since 1996. The Circular 212 methodology is the same one applied in the 1996 EIR and also used in other recent EIRs in the City (e.g., Roseville Hotel/Conference Center EIR). The purpose of this analysis is to determine if the proposed change in land use and roadway system, as well as changed circumstances, would result in any new or substantially worsened significant impacts not previously identified in the Master Plan. To make this determination, the operational analysis was prepared for intersections, roadways (outside of Roseville), and freeway facilities.

*Traffic Forecasts*

The 1996 HPMP land uses and roadway network (based on the 1996 DEIR) are included within the City or Roseville's 2025 CIP travel demand model. The model was run, and the results were checked to confirm that the external vehicle trips generated from the project's traffic analysis zones (TAZs) matched the trip generation totals in **Table 16-1**. This process was repeated for the proposed HPCO Amendment scenario, where the external trips matched the trip generation totals in **Table 16-2**.

*Analysis of City of Roseville Signalized Intersections*

The impacts of the proposed HPCO Amendment were analyzed under 2025 CIP conditions at all existing and planned signalized intersections in the City of Roseville. **Table 16-4** summarizes the results of this analysis and shows the number of intersections operating in various LOS ranges for the AM and PM peak hours, respectively for both scenarios. These tables show that the proposed project would cause an increase in the percentage of intersections city-wide operating at LOS C or better during each peak hour. Thus, the project would maintain consistency with the City's current General Plan policy that at least 70% of signalized intersections should operate at LOS C or better during the PM peak hour. The General Plan no longer requires, as it did in 1996, that LOS C be maintained everywhere within the City, except within the infill area where the City finds that the required improvements are unacceptable based on established criteria. Since 1996, then, the City has exercised its discretion under the State Planning and Zoning Law to redefine what constitutes an acceptable level of congestion, and has exercised its discretion under CEQA to redefine what constitutes a significant traffic effect within City limits.

**Table 16-4**
**Citywide Intersection LOS Results – 2025 CIP Conditions**

| Number (Percentage) of Signalized Intersections Operating at… | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | 1996 HPMP | Proposed HPCO Amendment | 1996 HPMP | Proposed HPCO Amendment |
| LOS A – LOS C | 175 | 181 | 156 | 158 |
| LOS D | 12 | 9 | 28 | 26 |
| LOS E | 12 | 9 | 9 | 9 |
| LOS F | 5 | 5 | 11 | 11 |
| Total | 204 | 204 | 204 | 204 |
| Percentage Operating at LOS C or better | 85.8% | 88.7% | 76.5% | 77.5% |

Notes:

1. The 1996 HPMP scenario represents existing entitled land use specified in the *Hewlett Packard Master Plan Draft EIR* (1996).
2. The Proposed HPCO Amendment scenario represents the proposed HPCO Amendment project described in the Project Description section of this document.

Source: Fehr & Peers, 2015.

**Table 16-5** presents LOS results at each intersection for both scenarios. This table shows that the project would cause the following noteworthy improvements in LOS:

- Atlantic Street/Wills Road – LOS D to C during AM peak hour
- Foothills Boulevard/HP Main Driveway – LOS D to C during AM peak hour
- Foothills Boulevard/Junction Boulevard – LOS D to C during AM peak hour
- Foothills Boulevard/McAnally Drive – LOS D to C during AM peak hour and LOS E to D during the PM peak hour
- Foothills Boulevard/Pleasant Grove Boulevard – LOS F to E during AM peak hour
- Junction Boulevard/Country Club Drive – LOS E to D during AM peak hour
- Junction Boulevard/Washington Boulevard – LOS F to E during the PM peak hour
- Pleasant Grove Boulevard/Fiddyment Road – LOS D to C in the AM peak hour
- Pleasant Grove Boulevard/Michener Drive – LOS D to C during PM peak hour
- Pleasant Grove Boulevard/County Club Drive – LOS D to C during the AM peak hour
- East Roseville Parkway/N. Sunrise Avenue – LOS E to D during AM peak hour
- Sunrise Avenue/Kensington Drive – LOS E to LOS D during PM peak hour

- Woodcreek Oaks Boulevard/McAnally Drive – LOS E to D during the AM peak hour
- Foothills Boulevard/HP Far South Driveway – LOS D to B during the PM peak hour
- Alantown Drive/Industrial Avenue – LOS D to C during PM peak hour

The LOS improvements are the result of the proposed HPCO Amendment generating 1,090 fewer AM peak hour trips and 510 fewer PM peak hour trips when compared to the 1996 HPMP. Those reductions in traffic are distributed throughout the study area, and in the above instances, result in an improved intersection LOS.

**Table 16-5**
**Level Of Service At Roseville Signalized Intersections – 2025 CIP Conditions**

| Intersection | | 1996 HPMP | | | | Proposed HPCO Amendment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS |
| 1 | Atlantic St/Tiger Way | 0.46 | A | 0.48 | A | 0.46 | A | 0.48 | A |
| 2 | Atlantic St/Wills Rd | 0.82 | D | 0.77 | C | 0.81 | C | 0.76 | C |
| 3 | Atlantic St/Yosemite St | 0.63 | B | 0.69 | B | 0.62 | B | 0.69 | B |
| 4 | Baseline Rd/Fiddyment Rd | 0.81 | C | 0.97 | E | 0.79 | C | 0.97 | E |
| 5 | Blue Oaks Blvd/Crocker Ranch Rd | 0.94 | E | 0.79 | C | 0.93 | E | 0.79 | C |
| 6 | Blue Oaks Blvd/Del Webb Blvd | 0.63 | B | 0.66 | B | 0.65 | B | 0.67 | B |
| 7 | Blue Oaks Blvd/Fiddyment Rd | 0.74 | C | 0.76 | C | 0.76 | C | 0.77 | C |
| 8 | Blue Oaks Blvd/New Meadow Dr | 0.89 | D | 0.69 | B | 0.85 | D | 0.60 | A |
| 9 | Blue Oaks Blvd/Orchard View Rd | 0.68 | B | 0.65 | B | 0.69 | B | 0.66 | B |
| 10 | Blue Oaks Blvd/Diamond Creek Blvd | 0.93 | E | 1.04 | F | 0.92 | E | 1.03 | F |
| 11 | Blue Oaks Blvd/Foothills Blvd | 1.26 | F | 1.12 | F | 1.07 | F | 1.18 | F |
| 12 | Blue Oaks Blvd/Woodcreek Oaks Blvd | 1.03 | F | 0.70 | B | 1.29 | F | 0.75 | C |
| 13 | Cirby Way/Sunrise Ave | 0.76 | C | 1.09 | F | 0.75 | C | 1.09 | F |
| 14 | Cirby Way/Foothills Blvd | 0.93 | E | 1.11 | F | 0.93 | E | 1.11 | F |
| 15 | Cirby Way/Melody Ln | 0.59 | A | 0.62 | B | 0.59 | A | 0.62 | B |
| 16 | Cirby Way/Lindsay Dr | 0.87 | D | 0.94 | E | 0.86 | D | 0.94 | E |
| 17 | Cirby Way/Oakridge Dr | 0.59 | A | 0.72 | C | 0.58 | A | 0.70 | B |
| 18 | Cirby Way/Orlando Ave | 0.65 | B | 0.89 | D | 0.64 | B | 0.89 | D |
| 19 | Cirby Way/Parkview Dr | 0.52 | A | 0.54 | A | 0.52 | A | 0.54 | A |
| 20 | Cirby Way/Riverside Ave | 0.53 | A | 1.17 | F | 0.53 | A | 1.17 | F |
| 21 | Cirby Way/Rocky Ridge Dr | 0.44 | A | 0.64 | B | 0.44 | A | 0.64 | B |
| 22 | Cirby Way/San Simeon Dr | 0.62 | B | 0.65 | B | 0.62 | B | 0.65 | B |
| 23 | Cirby Way/Vernon St | 0.93 | E | 1.31 | F | 0.93 | E | 1.31 | F |
| 24 | Douglas Blvd/Eureka Road | 0.58 | A | 0.67 | B | 0.59 | A | 0.66 | B |
| 25 | Douglas Blvd/Rocky Ridge Drive | 0.70 | B | 0.83 | D | 0.69 | B | 0.82 | D |
| 26 | Douglas Blvd/Santa Clara Dr | 0.57 | A | 0.70 | B | 0.57 | A | 0.70 | B |
| 27 | Douglas Blvd/Sierra Gardens Dr | 0.53 | A | 0.69 | B | 0.53 | A | 0.68 | B |
| 28 | Douglas Blvd/North Sunrise Ave | 0.72 | C | 0.90 | D | 0.72 | C | 0.90 | D |
| 29 | Douglas Blvd/Target Dwy | 0.44 | A | 0.69 | B | 0.44 | A | 0.69 | B |
| 30 | Douglas Blvd/Roseville Pkwy | 0.67 | B | 0.74 | C | 0.68 | B | 0.74 | C |
| 31 | Douglas Blvd/Folsom Rd | 0.57 | A | 0.63 | B | 0.57 | A | 0.63 | B |
| 32 | Douglas Blvd/Harding Blvd | 0.72 | C | 0.97 | E | 0.70 | B | 0.97 | E |

**Table 16-5**
**Level Of Service At Roseville Signalized Intersections – 2025 CIP Conditions**

| Intersection | | 1996 HPMP | | | | Proposed HPCO Amendment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS |
| 33 | Douglas Blvd/Judah St | 0.30 | A | 0.49 | A | 0.29 | A | 0.49 | A |
| 34 | Douglas Blvd/Keehner Ave | 0.58 | A | 0.49 | A | 0.57 | A | 0.48 | A |
| 35 | Douglas Blvd/Park Dr | 0.39 | A | 0.41 | A | 0.39 | A | 0.41 | A |
| 36 | Douglas Blvd/Sierra College Blvd | 1.02 | F | 0.86 | D | 1.02 | F | 0.87 | D |
| 37 | Lead Hill Blvd/Eureka Rd | 0.40 | A | 0.54 | A | 0.40 | A | 0.54 | A |
| 38 | Eureka Rd/N. Sunrise Ave | 0.55 | A | 0.75 | C | 0.55 | A | 0.76 | C |
| 39 | Rocky Ridge Dr/Eureka Rd | 0.38 | A | 0.75 | C | 0.39 | A | 0.75 | C |
| 40 | Eureka Rd/Ashland Dr | 0.41 | A | 0.45 | A | 0.40 | A | 0.45 | A |
| 41 | Deer Valley Apts Dwy/Eureka Rd | 0.50 | A | 0.41 | A | 0.51 | A | 0.41 | A |
| 42 | Fairway Dr/Central Park Dr | 0.39 | A | 0.54 | A | 0.39 | A | 0.54 | A |
| 43 | Cortina Cir/Fairway Dr | 0.26 | A | 0.47 | A | 0.25 | A | 0.46 | A |
| 44 | Fairway Dr/Five Star Blvd | 0.43 | A | 0.44 | A | 0.42 | A | 0.44 | A |
| 45 | Fairway Dr/Home Depot Dwy | 0.48 | A | 0.52 | A | 0.47 | A | 0.52 | A |
| 46 | Fairway Dr/Target Dwy | 0.58 | A | 0.45 | A | 0.56 | A | 0.44 | A |
| 47 | Village Green Dr/Fiddyment Rd | 0.64 | B | 0.69 | B | 0.65 | B | 0.66 | B |
| 48 | Hayden Pkwy (North)/Fiddyment Rd | 0.38 | A | 0.44 | A | 0.38 | A | 0.44 | A |
| 49 | Hayden Pkwy (South)/Fiddyment Rd | 0.52 | A | 0.56 | A | 0.51 | A | 0.54 | A |
| 50 | Baseline Rd/Foothills Blvd | 1.21 | F | 0.85 | D | 1.21 | F | 0.85 | D |
| 51 | Mistywood Dr/Foothills Blvd | 0.75 | C | 0.62 | B | 0.70 | B | 0.54 | A |
| 52 | Albertsons Dr/Foothills Blvd | 0.54 | A | 0.61 | B | 0.44 | A | 0.56 | A |
| 53 | Denio Loop/Foothills Blvd | 0.63 | B | 0.57 | A | 0.63 | B | 0.57 | A |
| 54 | HP-Main Dwy/Foothills Blvd | 0.90 | D | 0.89 | D | 0.78 | C | **1.27** | **F** |
| 55 | HP-South Dwy/Foothills Blvd | 0.80 | C | 0.56 | A | 0.78 | C | 0.53 | A |
| 56 | Junction Blvd/Foothills Blvd | 0.83 | D | 0.84 | D | 0.81 | C | 0.84 | D |
| 57 | McAnally Dr/Foothills Blvd | 0.84 | D | 0.94 | E | 0.75 | C | 0.86 | D |
| 58 | Pleasant Grove Blvd/Foothills Blvd | 0.94 | E | 1.01 | F | 0.95 | E | 1.00 | E |
| 59 | Pilgrim Dr/Foothills Blvd | 0.49 | A | 0.61 | B | 0.49 | A | 0.58 | A |
| 60 | Vineyard Rd/Foothills Blvd | 0.79 | C | 0.84 | D | 0.77 | C | 0.84 | D |
| 61 | Antelope Creek Dr/Galleria Blvd | 0.50 | A | 0.66 | B | 0.50 | A | 0.66 | B |
| 62 | Berry St/Galleria Blvd | 0.58 | A | 0.85 | D | 0.58 | A | 0.84 | D |
| 63 | Roseville Pkwy/Galleria Blvd | 0.69 | B | 1.03 | F | 0.68 | B | 1.02 | F |
| 64 | Wills Rd/Harding Blvd | 0.71 | C | 0.80 | C | 0.72 | C | 0.80 | C |
| 65 | Estates Dr/Harding Blvd | 0.48 | A | 0.72 | C | 0.47 | A | 0.71 | C |
| 66 | Lead Hill Blvd/Harding Blvd | 0.57 | A | 0.79 | C | 0.57 | A | 0.78 | C |
| 67 | Roseville Square/Harding Blvd | 0.35 | A | 0.62 | B | 0.35 | A | 0.62 | B |
| 68 | Junction Blvd/Stonecrest Dr | 0.78 | C | 0.58 | A | 0.77 | C | 0.56 | A |
| 69 | Junction Blvd/Americana Dr | 0.76 | C | 0.63 | B | 0.68 | B | 0.59 | A |
| 70 | Baseline Rd/Junction Blvd | 0.62 | B | 0.88 | D | 0.62 | B | 0.86 | D |
| 71 | Junction Blvd/Country Club Dr | 0.93 | E | 0.81 | C | 0.87 | D | 0.74 | C |

**Table 16-5**
**Level Of Service At Roseville Signalized Intersections – 2025 CIP Conditions**

| Intersection | | 1996 HPMP | | | | Proposed HPCO Amendment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS |
| 72 | Junction Blvd/Park Regency Dr | 0.77 | C | 0.64 | B | 0.77 | C | 0.63 | B |
| 73 | Junction Blvd/Sawtell Rd | 0.75 | C | 0.71 | C | 0.70 | B | 0.70 | B |
| 74 | Junction Blvd/Revere Dr | 0.69 | B | 0.72 | C | 0.63 | B | 0.60 | A |
| 75 | Junction Blvd/Washington Blvd | 0.51 | A | 1.01 | F | 0.47 | A | 0.99 | E |
| 76 | Junction Blvd/Woodcreek Oaks Blvd | 0.55 | A | 0.76 | C | 0.61 | B | 0.71 | C |
| 77 | Lead Hill Blvd/N. Sunrise Ave | 0.42 | A | 0.74 | C | 0.42 | A | 0.74 | C |
| 78 | Lead Hill Blvd/Rocky Ridge Dr | 0.36 | A | 0.66 | B | 0.36 | A | 0.65 | B |
| 79 | Lead Hill Blvd/Wal*Mart | 0.16 | A | 0.40 | A | 0.17 | A | 0.40 | A |
| 80 | N. Sunrise Ave/Automall Dr | 0.31 | A | 0.53 | A | 0.31 | A | 0.53 | A |
| 81 | Stone Point Dr/N. Sunrise Ave | 0.34 | A | 0.60 | A | 0.34 | A | 0.61 | B |
| 82 | Sierra Gardens Dr/N. Sunrise Ave | 0.39 | A | 0.62 | B | 0.39 | A | 0.62 | B |
| 83 | Olympus Dr/Europa St | 0.27 | A | 0.20 | A | 0.27 | A | 0.19 | A |
| 84 | PFE Rd/Hilltop Cir | 0.31 | A | 0.45 | A | 0.30 | A | 0.44 | A |
| 85 | Fairway Dr/Pleasant Grove Blvd | 0.52 | A | 0.96 | E | 0.51 | A | 0.96 | E |
| 86 | Pleasant Grove Blvd/Fiddyment Rd | 0.82 | D | 1.06 | F | 0.79 | C | 1.02 | F |
| 87 | Pleasant Grove Blvd/Hallissy Dr | 0.75 | C | 0.81 | C | 0.75 | C | **0.84** | **D** |
| 88 | Highland Park Dr/Pleasant Grove Blvd | 0.43 | A | 0.56 | A | 0.43 | A | 0.57 | A |
| 89 | Pleasant Grove Blvd/Market St | 0.60 | A | 0.63 | B | 0.59 | A | 0.61 | B |
| 90 | Pleasant Grove Blvd/Michener Dr | 0.75 | C | 0.82 | D | 0.74 | C | 0.81 | C |
| 91 | Pleasant Grove Blvd/Monument Dr | 0.53 | A | 0.50 | A | 0.52 | A | 0.50 | A |
| 92 | Pleasant Grove Blvd/Rose Creek Rd | 0.70 | B | 0.83 | D | 0.70 | B | 0.82 | D |
| 93 | Pleasant Grove Blvd/Roseville Pkwy | 0.95 | E | 1.25 | F | 0.94 | E | 1.23 | F |
| 94 | Pleasant Grove Blvd/Sun City Blvd | 0.75 | C | 0.72 | C | 0.74 | C | 0.70 | B |
| 95 | Highland Pointe Dr/Pleasant Grove Blvd | 0.42 | A | 0.85 | D | 0.41 | A | 0.83 | D |
| 96 | Pleasant Grove Blvd/Washington Blvd | 0.86 | D | 0.93 | E | 0.84 | D | 0.91 | E |
| 97 | Pleasant Grove Blvd/Country Club Dr | 0.82 | D | 0.63 | B | 0.77 | C | 0.61 | B |
| 98 | Pleasant Grove Blvd/Woodcreek Oaks Blvd | 0.76 | C | 0.89 | D | 0.72 | C | 0.89 | D |
| 99 | Meadowlark Way/Rocky Ridge Dr | 0.69 | B | 0.60 | A | 0.68 | B | 0.60 | A |
| 100 | McLaren Dr/Rocky Ridge Dr | 0.66 | B | 0.50 | A | 0.66 | B | 0.50 | A |
| 101 | Professional Dr/Rocky Ridge Dr | 0.77 | C | 0.67 | B | 0.77 | C | 0.67 | B |
| 102 | Rocky Ridge Dr/Stone Point Dr | 0.09 | A | 0.26 | A | 0.09 | A | 0.27 | A |
| 103 | Roseville Pkwy/Chase Dr | 0.62 | B | 0.82 | D | 0.63 | B | 0.85 | D |
| 104 | Roseville Pkwy/Creekside Ridge Dr | 0.52 | A | 0.80 | C | 0.53 | A | 0.81 | C |
| 105 | Roseville Pkwy/Gibson Dr | 0.58 | A | 0.84 | D | 0.59 | A | 0.85 | D |
| 106 | E. Roseville Pkwy/N. Sunrise Ave | 0.91 | E | 0.92 | E | 0.90 | D | 0.91 | E |
| 107 | Roseville Pkwy/Reserve Dr | 0.53 | A | 0.82 | D | 0.54 | A | 0.83 | D |
| 108 | E. Roseville Pkwy/Secret Ravine Pkwy | 0.74 | C | 0.74 | C | 0.74 | C | 0.74 | C |
| 109 | E. Roseville Pkwy/Taylor Rd | 0.88 | D | 0.83 | D | 0.89 | D | 0.83 | D |
| 110 | West Mall/Roseville Pkwy | 0.47 | A | 0.60 | A | 0.47 | A | 0.60 | A |

**Table 16-5**
**Level Of Service At Roseville Signalized Intersections – 2025 CIP Conditions**

| Intersection | | 1996 HPMP | | | | Proposed HPCO Amendment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS |
| 111 | Alexandra Dr/E. Roseville Pkwy | 0.62 | B | 0.60 | A | 0.61 | B | 0.61 | B |
| 112 | Eureka Rd/E. Roseville Pkwy | 0.58 | A | 0.71 | C | 0.56 | A | 0.72 | C |
| 113 | Orvietto Dr/Roseville Pkwy | 0.48 | A | 0.65 | B | 0.48 | A | 0.65 | B |
| 114 | E. Roseville Pkwy/N. Cirby Way | 0.53 | A | 0.51 | A | 0.53 | A | 0.50 | A |
| 115 | Olympus Dr/Roseville Pkwy | 0.60 | A | 0.60 | A | 0.60 | A | 0.60 | A |
| 116 | Rocky Ridge Dr/E. Roseville Pkwy | 0.38 | A | 0.59 | A | 0.39 | A | 0.60 | A |
| 117 | E. Roseville Pkwy/Sierra College Blvd | 0.58 | A | 0.79 | C | 0.59 | A | 0.79 | C |
| 118 | Trestle Rd/Roseville Pkwy | 0.51 | A | 0.68 | B | 0.49 | A | 0.68 | B |
| 119 | Village Dr/E. Roseville Pkwy | 0.48 | A | 0.52 | A | 0.47 | A | 0.51 | A |
| 120 | Roseville Pkwy/Washington Blvd | 0.63 | B | 0.78 | C | 0.64 | B | 0.78 | C |
| 121 | Cirby Way/Champion Oaks Dr | 0.53 | A | 0.52 | A | 0.53 | A | 0.52 | A |
| 122 | Old Auburn Rd/Cirby Way | 0.75 | C | 0.75 | C | 0.75 | C | 0.74 | C |
| 123 | Secret Ravine Pkwy/Scarborough Dr | 0.44 | A | 0.33 | A | 0.44 | A | 0.33 | A |
| 124 | Miners Ravine Pkwy/Sierra College Blvd | 0.59 | A | 0.45 | A | 0.59 | A | 0.44 | A |
| 125 | Secret Ravine Pkwy/Sierra College | 0.62 | B | 0.59 | A | 0.62 | B | 0.59 | A |
| 126 | Eureka Rd/Sierra College Blvd | 0.67 | B | 0.56 | A | 0.67 | B | 0.56 | A |
| 127 | Indigo Creek Apts Dwy/Sierra College Blvd | 0.43 | A | 0.78 | C | 0.43 | A | 0.78 | C |
| 128 | Old Auburn Rd/Sierra College Blvd | 0.67 | B | 0.79 | C | 0.66 | B | 0.78 | C |
| 129 | Olympus Dr/Sierra College Blvd | 0.74 | C | 0.55 | A | 0.74 | C | 0.55 | A |
| 130 | Fairway Dr/Stanford Ranch Rd | 0.70 | B | 0.67 | B | 0.68 | B | 0.67 | B |
| 131 | 5 Star Blvd/Stanford Ranch Rd | 0.49 | A | 0.62 | B | 0.50 | A | 0.62 | B |
| 132 | Highland Park/Stanford Ranch Rd | 0.38 | A | 0.55 | A | 0.38 | A | 0.54 | A |
| 133 | Coloma Way/Sunrise Ave | 0.63 | B | 0.74 | C | 0.63 | B | 0.74 | C |
| 134 | Kensington Dr/Sunrise Ave | 0.60 | A | 0.93 | E | 0.60 | A | 0.90 | D |
| 135 | Sun Tree Dr/Sunrise Ave | 0.63 | B | 0.71 | C | 0.63 | B | 0.71 | C |
| 136 | Frances Dr/Sunrise Ave | 0.61 | B | 0.61 | B | 0.61 | B | 0.61 | B |
| 137 | Oak Ridge Dr/Sunrise Ave | 0.39 | A | 0.46 | A | 0.38 | A | 0.45 | A |
| 138 | Diamond Oaks Rd/Washington Blvd | 0.70 | B | 0.77 | C | 0.67 | B | 0.76 | C |
| 139 | Sawtell Rd/Washington Blvd | 0.56 | A | 0.83 | D | 0.53 | A | 0.81 | C |
| 140 | Hallissy Dr/Washington Blvd | 0.63 | B | 0.48 | A | 0.60 | A | 0.47 | A |
| 141 | Baseline Rd/Woodcreek Oaks Blvd | 0.94 | E | 0.89 | D | 0.92 | E | 0.89 | D |
| 142 | Canevari Dr/Woodcreek Oaks Blvd | 0.57 | A | 0.65 | B | 0.49 | A | 0.69 | B |
| 143 | Horncastle Ave/Woodcreek Oaks Blvd | 0.54 | A | 0.54 | A | 0.62 | B | 0.59 | A |
| 144 | McAnally Dr/Woodcreek Oaks Blvd | 0.91 | E | 0.67 | B | 0.88 | D | 0.72 | C |
| 145 | Trailee Ln/Woodcreek Oaks Blvd | 0.61 | B | 0.45 | A | 0.66 | B | 0.51 | A |
| 146 | Blue Oaks Blvd/Washington Blvd | 0.58 | A | 0.66 | B | 0.57 | A | 0.68 | B |
| 147 | Douglas Blvd/I-80 EB Ramps | 0.44 | A | 0.67 | B | 0.42 | A | 0.68 | B |
| 148 | Douglas Blvd/I-80 WB Ramps | 0.64 | B | 0.80 | C | 0.64 | B | 0.80 | C |
| 149 | Atlantic St/I-80 WB Ramps | 0.25 | A | 0.56 | A | 0.25 | A | 0.56 | A |

**Table 16-5**
**Level Of Service At Roseville Signalized Intersections – 2025 CIP Conditions**

| Intersection | | 1996 HPMP | | | | Proposed HPCO Amendment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS |
| 150 | Pleasant Grove Blvd/Hwy-65 NB Ramps | 0.52 | A | 0.76 | C | 0.51 | A | 0.77 | C |
| 151 | Pleasant Grove Blvd/Hwy-65 SB Ramps | 0.41 | A | 0.72 | C | 0.40 | A | 0.71 | C |
| 152 | I-80 WB Ramps/Riverside Ave | 0.55 | A | 0.63 | B | 0.55 | A | 0.64 | B |
| 153 | Hwy-65 NB Ramps/Stanford Ranch | 0.59 | A | 0.86 | D | 0.58 | A | 0.86 | D |
| 154 | Hwy-65 SB Ramps/Galleria Blvd | 0.30 | A | 0.84 | D | 0.30 | A | 0.82 | D |
| 155 | Eureka Rd/Taylor Rd | 0.87 | D | 0.97 | E | 0.88 | D | 0.96 | E |
| 156 | Fairway Dr/Highland Park Dr | 0.28 | A | 0.59 | A | 0.25 | A | 0.58 | A |
| 157 | Orlando Ave/Riverside Ave | 0.62 | B | 0.85 | D | 0.62 | B | 0.85 | D |
| 158 | E. Roseville Pkwy/Old Auburn | 0.24 | A | 0.41 | A | 0.24 | A | 0.41 | A |
| 159 | Industrial Blvd/Washington Blvd | 0.56 | A | 0.70 | B | 0.57 | A | 0.71 | C |
| 160 | NEC/Foothills Blvd | 0.92 | E | 0.82 | D | 0.91 | E | 0.64 | B |
| 161 | Blue Oaks Blvd/Wood Meadow Dr/HP Way | 0.65 | B | 0.74 | C | 0.60 | A | **1.11** | **F** |
| 162 | Convention Center Dr/Gibson Dr | 0.49 | A | 0.71 | C | 0.49 | A | 0.71 | C |
| 163 | Blue Oaks Blvd/Westbrook Blvd | 0.82 | D | 0.79 | C | 0.82 | D | 0.80 | C |
| 164 | Blue Oaks Blvd/Hayden Pkwy | 0.62 | B | 0.57 | A | 0.62 | B | 0.58 | A |
| 165 | Westhills Dr/Fiddyment Rd | 0.76 | C | 0.86 | D | 0.76 | C | 0.85 | D |
| 166 | Pleasant Grove Blvd/Westbrook Blvd | 0.74 | C | 0.85 | D | 0.73 | C | 0.85 | D |
| 167 | Westlake Dr/Fiddyment Rd | 0.43 | A | 0.40 | A | 0.43 | A | 0.39 | A |
| 168 | Northpark Dr/Woodcreek Oaks Blvd | 0.32 | A | 0.37 | A | 0.35 | A | 0.38 | A |
| 169 | Parkside Way/Woodcreek Oaks Blvd | 0.48 | A | 0.55 | A | 0.50 | A | 0.53 | A |
| 170 | Alantown Dr/Industrial Ave | 0.93 | E | 0.85 | D | 0.92 | E | 0.80 | C |
| 171 | Roseville Pkwy/Gibson Drive (w) | 1.06 | F | 0.87 | D | 1.04 | F | 0.87 | D |
| 172 | All American City Blvd/Washington Blvd | 0.51 | A | 0.56 | A | 0.52 | A | 0.57 | A |
| 173 | Cirby Way/Cottonwood Dr | 0.54 | A | 0.44 | A | 0.54 | A | 0.44 | A |
| 174 | Secret Ravine Pkwy/Alexandra Dr | 0.14 | A | 0.21 | A | 0.14 | A | 0.21 | A |
| 175 | Fiddyment Rd/Fiddyment Ranch EW Rd | 0.56 | A | 0.61 | B | 0.56 | A | 0.61 | B |
| 177 | Pleasant Grove Blvd/Santucci Blvd | 0.48 | A | 0.74 | C | 0.48 | A | 0.73 | C |
| 178 | Road A/Santucci Rd | 0.53 | A | 0.58 | A | 0.53 | A | 0.58 | A |
| 179 | Road B/Santucci Blvd | 0.43 | A | 0.39 | A | 0.43 | A | 0.39 | A |
| 180 | Baseline Rd/Santucci Blvd | 0.34 | A | 0.41 | A | 0.35 | A | 0.41 | A |
| 181 | Road A/Westbrook Blvd | 0.67 | B | 0.78 | C | 0.68 | B | 0.78 | C |
| 182 | Road B/Westbrook Blvd | 0.43 | A | 0.39 | A | 0.43 | A | 0.39 | A |
| 183 | Baseline Rd/Westbrook Blvd | 0.44 | A | 0.69 | B | 0.43 | A | 0.70 | B |
| 184 | Road B/Market St | 0.75 | C | 0.80 | C | 0.75 | C | 0.80 | C |
| 185 | Baseline Rd/Market St | 0.31 | A | 0.34 | A | 0.31 | A | 0.33 | A |
| 186 | Pleasant Grove Blvd/Upland Dr | 0.65 | B | 0.64 | B | 0.64 | B | 0.64 | B |
| 187 | Road B/Upland Dr | 0.58 | A | 0.58 | A | 0.56 | A | 0.57 | A |
| 188 | Baseline Rd/Upland Dr | 0.32 | A | 0.38 | A | 0.32 | A | 0.38 | A |
| 189 | Baseline Rd/CMU3 Entrance | 0.52 | A | 0.58 | A | 0.52 | A | 0.58 | A |

**Table 16-5**
**Level Of Service At Roseville Signalized Intersections – 2025 CIP Conditions**

| Intersection | | 1996 HPMP | | | | Proposed HPCO Amendment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS |
| 190 | SV EW Coll/Westbrook Blvd | 0.44 | A | 0.58 | A | 0.45 | A | 0.58 | A |
| 191 | Road B/SV NS Coll 3 | 0.43 | A | 0.51 | A | 0.43 | A | 0.51 | A |
| 192 | Road B/SV NS Coll 5 | 0.18 | A | 0.22 | A | 0.18 | A | 0.22 | A |
| 193 | SV CC5 CC6/Santucci Blvd | 0.29 | A | 0.31 | A | 0.28 | A | 0.31 | A |
| 194 | SV EW Coll/Santucci Blvd | 0.30 | A | 0.34 | A | 0.30 | A | 0.34 | A |
| 195 | Road B/SV NS Coll2 | 0.45 | A | 0.42 | A | 0.46 | A | 0.42 | A |
| 196 | SV EW Coll/Westbrook Blvd | 0.08 | A | 0.06 | A | 0.08 | A | 0.06 | A |
| 197 | Baseline Rd/SV CC2 | 0.32 | A | 0.34 | A | 0.32 | A | 0.35 | A |
| 198 | Baseline Rd/SV CCBP2 | 0.46 | A | 0.63 | B | 0.46 | A | 0.64 | B |
| 199 | Baseline Road/SV DF-40 | 0.48 | A | 0.58 | A | 0.48 | A | 0.58 | A |
| 200 | Road C/Santucci Blvd | 0.48 | A | 0.74 | C | 0.47 | A | 0.73 | C |
| 201 | Road C/Westbrook Blvd | 0.33 | A | 0.41 | A | 0.33 | A | 0.41 | A |
| 202 | Pleasant Grove Blvd/SV NS Coll 1 | 0.32 | A | 0.33 | A | 0.32 | A | 0.33 | A |
| 203 | Parkway One/Westbrook Blvd | 0.42 | A | 0.40 | A | 0.42 | A | 0.40 | A |
| 204 | Nobo Dr/Westbrook Blvd | 0.54 | A | 0.52 | A | 0.54 | A | 0.52 | A |
| 205 | Camino Capistrano/Woodcreek Oaks Blvd | 0.44 | A | 0.51 | A | 0.44 | A | 0.52 | A |
| 206 | JC Penny/Galleria Circle | 0.67 | B | 0.64 | B | 0.67 | B | 0.64 | B |
| 1001 | Darling/Riverside | 0.41 | A | 0.66 | B | 0.39 | A | 0.65 | B |
| 1002 | Vernon/Douglas | 0.45 | A | 0.58 | A | 0.44 | A | 0.56 | A |
| 1003 | Vernon/Grant | 0.37 | A | 0.60 | A | 0.37 | A | 0.59 | A |
| 1004 | Vernon/Judah | 0.50 | A | 1.00 | E | 0.49 | A | 0.98 | E |
| 1005 | Vernon/Lincoln | 0.55 | A | 0.85 | D | 0.55 | A | 0.83 | D |
| 1006 | Main/Washington | 0.51 | A | 0.75 | C | 0.51 | A | 0.75 | C |
| 1007 | Oak/Washington | 0.46 | A | 0.48 | A | 0.46 | A | 0.48 | A |

Notes: V/C ratio reported based on Circular 2012 method. Shaded boxes represent a significant impact.

Source: Fehr & Peers, 2015

The analysis indicates that, compared with the 1996 HPMP, the project would result in the following significant LOS degradations:

- Foothills Boulevard / HP Way / Roseville Parkway degrades from LOS D to F during the PM peak hour.
- Blue Oaks Boulevard / Wood Meadow Drive / HP Way degrades from LOS A to LOS F during the PM peak hour.
- Pleasant Grove Boulevard/Hallissey Drive degrades from LOS C to D during the PM peak hour.

The proposed HPCO Amendment would extend HP Way as a public street westerly from Foothills Boulevard (as four lanes through the HP Campus), and then as two to four lanes through Campus Oaks portion of the project site, where it would terminate at Blue Oaks Boulevard about ¼ mile east of Woodcreek Oaks Boulevard. As a consequence of this connection, there is a large increase in traffic through these two key intersections from the new trips using this route.

**Figure 16-1** displays the proposed configuration of HP Way and volume of traffic anticipated to use it. As shown, the volume on HP Way within the Campus Oaks portion of the project site would range from 16,400 to 20,000 average daily trips (ADT). The two-lane portion of HP Way would carry between 18,000 and 20,000 ADT. This level of traffic is close to the capacity of a two-lane street, and often results in limited gaps being available for side-street traffic to merge during

peak periods. It is worth noting that this level of traffic would not occur until the City reaches build-out and Roseville Parkway is extended from Washington Boulevard to Foothills Boulevard.

The Pleasant Grove Boulevard/Hallissey Drive intersection is known to 'teeter' between LOS C and D, depending on the specific mix of land uses and roadway network improvements contained in the traffic model. Mitigations for degradations to LOS D have been identified and incorporated in previous EIRs such as the Roseville Hotel/Conference Center EIR.

**SuperCumulative Conditions Analysis**

The City of Roseville 2025 CIP travel demand model does not include the Amoruso Specific Plan and Placer Ranch Specific Plan land use proposals in its assumed land use database. Draft EIRs for these proposed projects have not been released, and it remains unknown whether the Roseville City Council will ultimately approve either or both of the two proposed projects. Thus, assuming the approval and ultimate build-out of those two proposed projects could lead to an overstatement of the cumulative impacts that will actually occur. Still, in the interests of transparency and full disclosure, a "SuperCumulative" version of the City's travel demand model was used to analyze intersection operations under the 1996 HPMP and with the proposed HPCO Amendment scenarios. The SuperCumulative scenario assumes those two proposed projects are well as planned long-term transportation improvements such as Placer Parkway. This scenario is provided for disclosure purposes, but not for purposes of characterizing impacts and formulating mitigation.

The City's General Plan LOS policies were developed prior to the Amoruso and Placer Ranch Specific Plans. Accordingly, the policies are not applicable to scenarios which incorporate these projects. Therefore, the purpose of this analysis is to determine whether the proposed HPCO Amendment would cause improved versus degraded operations at intersections in the project vicinity under SuperCumulative conditions. Because the projects added to this scenario are located north of the existing City limits, a citywide analysis of intersections was deemed to be unnecessary.

**Table 16-**6 displays traffic operation results under the 1996 HPMP and with the HPCO Amendment at ten signalized intersections within the project vicinity. The results in this table are comparable to findings from the 2025 CIP analysis: namely, operations remain unchanged or improve at the majority of intersections. However, significant degradations occur at the HP Way termini points at Blue Oaks Boulevard and Foothills Boulevard.

**Table 16-6**
**Level Of Service At Roseville Signalized Intersections – Supercumulative Conditions**

| Intersection | 1996 HPMP | | | | Proposed HPCO Amendment | | | |
|---|---|---|---|---|---|---|---|---|
| | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS |
| Blue Oaks Blvd/New Meadow Dr | 0.56 | A | 0.57 | A | 0.65 | B | 0.67 | B |
| Blue Oaks Blvd/Foothills Blvd | 0.97 | E | 0.94 | E | 0.89 | D | 0.95 | E |
| Blue Oaks Blvd/Woodcreek Oaks Blvd. | 0.76 | C | 0.81 | C | 0.81 | C | 0.74 | C |
| Foothills Blvd/Albertsons Dr | 0.50 | A | 0.56 | A | 0.47 | A | 0.54 | A |
| Foothills Blvd/Roseville Pkwy/HP Way | 0.95 | E | 0.85 | D | 0.87 | D | **0.96** | **E** |
| Foothills Blvd/HP South | 0.67 | B | 0.49 | A | 0.69 | B | 0.51 | A |
| Foothills Blvd/Pleasant Grove Blvd | 0.91 | E | 0.90 | D | 0.9 | E | 0.90 | D |
| Pleasant Grove Blvd/Woodcreek Oaks Blvd | 0.76 | C | 0.87 | D | 0.74 | C | 0.86 | D |
| Washington Blvd/Blue Oaks Blvd | 0.58 | A | 0.77 | C | 0.56 | A | 0.78 | C |
| Blue Oaks Blvd/HP Way/Woodmeadow Dr. | 0.56 | A | 0.61 | B | 0.52 | A | **0.89** | **D** |

Notes: V/C ratio reported based on Circular 2012 method. Shaded boxes represent a significant impact.

Source: Fehr & Peers, 2015

It is worth noting that at most locations, operations under this scenario are better than for the 2025 CIP scenario because the SuperCumulative travel demand model assumes the extension of Placer Parkway as a four-lane expressway from SR

65 westerly to the extension of Santucci Boulevard. This facility provides additional east-west travel capacity, thereby relieving Blue Oaks Boulevard.

**Table 16-7** shows the resultant operations at each impacted intersection with the proposed mitigation measures from the 2025 CIP analysis in place. As shown, both mitigation measures restore operations to levels that would exist with the 1996 HPMP.

**Table 16-7**
**Intersection Level Of Service – SuperCumulative Conditions With Mitigation Measures**

| Intersection | Control | PM Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|
| | | 1996 HPMP | | Proposed HPCO Amendment | | Proposed HPCO Amendment w/ Mitigation | |
| | | V/C Ratio[1] | LOS | V/C Ratio[1] | LOS | V/C Ratio[1] | LOS |
| Foothills Boulevard / HP Way / Roseville Parkway | Traffic Signal | 0.85 | D | 0.96 | E | 0.83 | D |
| Blue Oaks Boulevard / HP Way / Wood Meadow Drive | Traffic Signal | 0.61 | B | 0.89 | D | 0.64 | B |

Notes:
[1] Intersections analyzed using Circular 212 methodology. Relevant performance measure is the "v/c ratio", which is volume to capacity.
[2] LOS = Level of Service.
Refer to previous page for description of mitigations.
Source: Fehr & Peers, 2015

This analysis has concluded that when the pending/proposed Amoruso and Placer Ranch Specific Plans are considered in addition to development assumed under the 2025 CIP scenario, the proposed HPCO Amendment would cause fewer impacts than the 1996 HPMP. Similar to the 2025 CIP analysis conclusions, the proposed HPCO Amendment would cause degraded operations at the Blue Oaks Boulevard/HP Way and Blue Oaks Boulevard/Roseville Parkway/HP Way intersections. However, operations are restored to 1996 HPMP levels with implementation of the mitigation measures identified for the 2025 CIP conditions.

Changes to General Plan and other Relevant Documents

*General Plan*

The 2025 General Plan policies applicable to the project are the following:

*Circulation Element – Level of Service*

Policy 1: Maintain a level of service (LOS) "C" standard at a minimum of 70 percent of all signalized intersections and roadway segments in the City during the p.m. peak hours. Exceptions to the LOS "C" standard may be considered for intersections where the City finds that the required improvements are unacceptable based on established criteria identified in the implementation measures. In addition, Pedestrian Districts may be exempted from the LOS standard.

Policy 2: Strive to meet the level of service standards through a balanced transportation system that reduces the auto emissions that contribute to climate change by providing alternatives to the automobile and avoiding excessive vehicle congestion through roadway improvements, Intelligent Transportation Systems, and transit improvements.

*Circulation Element – Transit*

Policy 1: Pursue and support transit services within the community and region and pursue land use, design and other mechanisms that promote the use of such services.

Policy 2: Pursue all available sources of funding for sustainable transit services.

Policy 3: Continue to study options for introducing Bus Rapid Transit or extending light rail service to Roseville.

Policy 4: Support and remain actively involved in planning for the expansion of Capitol Corridor rail service, as well as other regional linkages.

Policy 5: Consider the transit needs of seniors, minorities, low-income persons, persons with disabilities, and other persons who may be transit-dependent when making decisions regarding transit service.

*Circulation Element – Transportation Systems Management*

Policy 1: Continue to enforce the City's TSM ordinance and monitor its effectiveness.

*Circulation Element – Bikeways/Trails*

Policy 1: Develop a comprehensive and safe system of recreational and commuter bicycle routes and trails that provides connections between the City's major employment and housing areas and between its existing and planned bikeways.

Policy 2: Coordinate Roseville's bikeway and trail system with those of neighboring jurisdictions to provide both local and regional connections.

Policy 3: Pursue available sources of funding for bikeways and trails.

*Long-Range Transit Master Plan*

At the time the 1996 EIR was prepared, the current Long-Range Transit Master Plan had been adopted in 1992. That plan was intended to guide the development of both inter- and intra-city transit service through the year 2010. The Long-Range Transit Master Plan was based on the 1992 General Plan and did not consider development on the project site.

Today, several transit plans address transit service in the City of Roseville. In 2007 the Placer County Transportation Planning Agency (PCTPA) adopted a Transit Master Plan for South Placer County that includes a long-range service plan.[110] In 2011, the PCTPA adopted the City of Roseville Short Range Transit Plan, which includes recommendations for enhancing Roseville's public transit program and is reflective of the proposed service increases in the Transit Master Plan for South Placer County.[111] The Short Range Transit Plan two alternatives that depend on available funding, including an enhanced funding alternative that recommends potential improvements to the Route R alignment that would provide increased access in the vicinity of the project site.[112]

*Bicycle Master Plan*

The City's first Bicycle Master Plan was adopted in 1992. Since that time, there have been three updates, the last of which occurred in 2008.

3. Comparative Impact Discussions

The 1996 EIR addressed transportation and circulation effects in eight impact discussion, Impact 4.9-1 through Impact 4.9-8, pages 4.9-41 through 4.9-51. Relevant changes to the impact discussion as a result of changes to the project or to circumstances of the project are presented in the Impact Table, below.

| **Impact 4.9-1 Level of Service "D" at the Intersection of Blue Oaks Boulevard and Washington Boulevard** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies CB-1, CB-2, and CD-1 | General Plan Circulation Element (Level of Service) Policies 1 and 2<br>General Plan Circulation Element (Transportation Systems Management) Policy 1 |
| Significance with Policies and Regulations | Significant | Less Than Significant |
| Mitigation Measures: | 1996 Mitigation Measure 4.9-1 | No Longer Required |
| Significance after Mitigation | Less than Significant | Less Than Significant |

[110] Placer County Transportation Planning Agency. *Transit Master Plan for South Placer County.* June 2007.
[111] Placer County Transportation Planning Agency. *City of Roseville Short Range Transit Plan* September 2011.
[112] Placer County Transportation Planning Agency. *City of Roseville Short Range Transit Plan* September 2011. Page 43.

**Discussion:**

The 1996 EIR compared traffic impacts of the 1996 HPMP to traffic impacts from a future scenario of growth under the 1992 General Plan. Under this framework for analysis, traffic impacts from the 1996 HPMP were determined to be significant if they would cause intersections or roadways expected to operate at an acceptable level of service (LOS C or better) to operate at LOS D or worse under the 1996 HPMP. Using this analysis methodology and standard of significance, the 1996 EIR determined that the 1996 HPMP would create LOS D conditions at the intersection of Blue Oaks Boulevard and Washington Boulevard. Mitigation Measure 4.9-1 requires construction of a second eastbound lane on Blue Oaks Boulevard and would reduce the impact to less than significant.

Today, Blue Oaks Boulevard includes at least four lanes between SR 65 west to Fiddyment Road. Some areas of Blue Oaks Boulevard include six through lanes plus additional turn lanes. As can be seen in **Table 16-5** (see Intersection #146), under 2025 CIP conditions, the intersection of Blue Oaks Boulevard and Washington Boulevard would operate at much better conditions than predicted in the 1996 EIR. During the AM peak hour, the intersection would operate at a V/C of 0.57 (LOS A) with the proposed HPCO Amendment, compared to a V/C of 0.58 (LOS A) with the 1996 HPMP. During the PM peak hour, the intersection would operate at a V/C of 0.68 (LOS B) with the proposed HPCO Amendment, compared to a V/C of 0.66 (LOS B) under the 1996 HPMP. Overall the intersection operation would be much improved compared to the conditions predicted in the 1996 EIR, and there would be essentially no difference between operations under the 1996 HPMP and with the proposed HPCO Amendment.

In addition, it is important to note that the City's significance threshold, articulated in General Plan Circulation Element Level of Service Policy 1, establishes a goal of 70 percent of the City's intersections operating at LOS C or better, with certain exceptions where it is infeasible to achieve LOS C. As is presented in **Table 16-4**, with both the 1996 HPMP and the proposed HPCO Amendment, more than 70 percent of the City's intersections would operate at LOS C or better during both the AM and PM peak hours. Thus, the proposed HPCO Amendment would not create a new significant impact, nor a substantially more severe significant impact, compared to the 1996 HPMP.

| **Impact 4.9-2 Need for Additional Lanes on Foothill Boulevard** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies CB-1, CB-2, and CD-1 | General Plan Circulation Element (Level of Service) Policies 1 and 2<br>General Plan Circulation Element (Transportation Systems Management) Policy 1 |
| Significance with Policies and Regulations | Significant | Less than Significant |
| Mitigation Measures: | 1996 Mitigation Measure 4.9-2 | No Longer Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR concluded that the amount of traffic travelling on Foothills Boulevard between Pleasant Grove Boulevard and the south entrance to the HP campus would require the need for additional lanes on Foothills Boulevard, and identified this need as a significant impact. Mitigation Measure 4.9-2 stated that the City's Capital Improvement Plan should be amended to include two additional lanes be built along Foothills Boulevard, from 500 feet north of the intersection of Foothills Boulevard and Pleasant Grove Boulevard to HP's southern entrance. With implementation of this measure, Impact 4.9-2 was determined to be reduced to less than significant.

Today, Foothills Boulevard north of Pleasant Grove Boulevard includes the additional lanes that were required under Mitigation Measure 4.9-2. The analysis of 2025 CIP conditions does not identify a new impact at this location. No

further mitigation is necessary. Thus, the proposed HPCO Amendment would not create a new significant impact, nor a substantially more severe significant impact, compared to the 1996 HPMP.

| **Impact 4.9-3 Need for Additional Lanes on Blue Oaks Boulevard** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies CB-1, CB-2, and CD-1 | General Plan Circulation Element (Level of Service) Policies 1 and 2<br>General Plan Circulation Element (Transportation Systems Management) Policy 1 |
| Significance with Policies and Regulations | Significant | Significant |
| Mitigation Measures: | 1996 Mitigation Measure 4.9-3 | 1996 Mitigation Measure 4.9-3 |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR concluded that there would be the need for additional lanes on Blue Oaks Boulevard and concluded that the impact would be significant. Specifically, Impact 4.9-3 stated that a four-lane section of Blue Oaks Boulevard from HP Collector B to Foothills Boulevard and a six-lane section of Blue Oaks Boulevard from Foothills Boulevard to Washington Boulevard would be required. Included in the six-lane section was a five-lane overcrossing of the railroad tracks.

Mitigation Measure 4.9-3 required that the City CIP be amended to provide a four-lane section to be constructed on Blue Oaks Boulevard between Foothills Boulevard and HP Collector B, and a six-lane section between Foothills Boulevard and Washington Boulevard, with a five-lane railroad overcrossing. The 1996 HPMP was required to contribute its fair share toward implementation of the full improvements needed on these roadways. With Mitigation Measure 4.9-3, the impact was considered to be reduced to less than significant.

Today, Blue Oaks Boulevard between Foothills Boulevard and the planned HP Way (formerly HP Collector B) includes the additional lanes that were required under Mitigation Measure 4.9-3. During the summer of 2014, the City completed a widening of Blue Oaks Boulevard to a six-lane section between Crocker Ranch Road (west of Woodcreek Oaks Boulevard) and Industrial Boulevard bridge (railroad overcrossing), including the entire section that fronts the project site. The Industrial Boulevard bridge and Blue Oaks Boulevard from the bridge to Washington Boulevard remains in a four-lane section. There are no current plans to widen the Industrial Boulevard bridge or Blue Oaks Boulevard to the east between today and 2020.

Because it can serve as a bottleneck, the four-lane section of the Industrial Boulevard bridge contributes to LOS F conditions at the intersection of Blue Oaks Boulevard and Foothills Boulevard under either the 1996 HPMP or the proposed 2015 HPMP; with the proposed 2015 HPMP, volume-to-capacity conditions would be slightly better in the AM peak hour and slightly worse in the PM peak hour. These changes do not represent either a new significant effect or a substantial increase in severity of any previously identified significant effect. At the intersection of Blue Oaks Boulevard and Washington Boulevard, peak hour conditions would be LOS A in the AM and LOS B in the PM; with the proposed 2015 HPMP, volume-to-capacity conditions would be slightly better in the AM peak hour and slightly worse in the PM peak hour.

Thus, the proposed 2015 HPMP would not create a new significant impact, nor a substantially more severe significant impact, compared to the 1996 HPMP.

| Impact 4.9-4 Level of Service "D" at the Intersection of Foothills Boulevard and Pleasant Grove Boulevard | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies CB-1, CB-2, and CD-1 | General Plan Circulation Element (Level of Service) Policies 1 and 2<br>General Plan Circulation Element (Transportation Systems Management) Policy 1 |
| Significance with Policies and Regulations | Significant | Less than Significant |
| Mitigation Measures: | 1996 Mitigation Measure 4.9-4(a)<br>1996 Mitigation Measure 4.9-4(b) | No Longer Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR evaluated the potential impact of the 1996 HPMP as compared to future scenario of growth under the 1992 General Plan. The 1996 EIR concluded that the level of service at the intersection of Foothills Boulevard and Pleasant Grove Boulevard would change from LOS C under the 1992 General Plan to LOS D under the 1996 HPMP. The 1996 EIR included Mitigation Measures 4.9-4(a) and 4.9-4(b), which would reduce the impact to less than significant. Mitigation Measure 4.9-4(a) requires a grade separation of the intersection of Foothills Boulevard and Pleasant Grove Boulevard, and the project applicant is required to contribute its fair share to implement these improvements. Mitigation Measure 4.9-4(b) provided that the City could alter its LOS policy to accept conditions worse than LOS C at this intersection rather than construct a grade separation. In the intervening years, the City has determined that a grade separation would be infeasible at this location because a grade separation would be incompatible with the surrounding land uses. As discussed previously, the City amended its General Plan LOS policy to eliminate the requirement that all intersections in the City achieve LOS C conditions, and has replaced that with a requirement that 70 percent of the City's intersections operate at LOS C or better.

As can be seen in **Table 16-5** (see Intersection #58), under 2025 CIP conditions, the intersection of Pleasant Grove Boulevard and Foothills Boulevard would operate at worse conditions than predicted in the 1996 EIR. During the AM peak hour, the intersection would operate at a V/C of 0.95 (LOS E) with the proposed HPCO Amendment, compared to a V/C of 0.94 (LOS E) with the 1996 HPMP. During the PM peak hour, the intersection would operate at a V/C of 1.00 (LOS F) with the proposed HPCO Amendment compared to a V/C of 1.01 (LOS F) under the 1996 HPMP.

As discussed above, with the extension of the horizon year for the travel demand model from 2010 to 2025, in 2025 the intersection of Foothill Boulevard and Pleasant Grove Boulevard would carry more traffic compared to the projected 2010 conditions predicted in the 1996 EIR. However there would be essentially no difference between operations under the 1996 HPMP and the proposed HPCO Amendment. Thus, the proposed HPCO Amendment would not create a new significant impact, nor a substantially more severe significant impact, compared to the 1996 HPMP.

In addition, it is important to note that the City's significance threshold, articulated in General Plan Circulation Element Level of Service Policy 1, establishes a goal of 70 percent of the City's intersections operating at LOS C or better, with certain exceptions where it is infeasible to achieve LOS C. As is presented in **Table 16-4**, with both the 1996 HPMP and the proposed HPCO Amendment, more than 70 percent of the City's intersections would operate at LOS C or better during both the AM and PM peak hours. Thus, the proposed HPCO Amendment would not create a new significant impact, nor a substantially more severe significant impact, compared to the 1996 HPMP.

| Impact 4.9-5 Level of Service "D" at the Intersection of Roseville Parkway and Taylor Road | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies CB-1, CB-2, and CD-1 | General Plan Circulation Element (Level of Service) Policies 1 and 2<br>General Plan Circulation Element (Transportation Systems Management) Policy 1 |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR evaluated the potential impact of the 1996 HPMP as compared to future scenario of growth under the 1992 General Plan. The 1996 EIR concluded that the level of service at the intersection of Roseville Parkway and Taylor Road would change from LOS C under the 1992 General Plan to LOS D under the 1996 HPMP. The 1996 EIR concluded that the impact would be less than significant because the traffic impacts of the 1996 HPMP at this intersection would occur beyond the horizon of the 1992 General Plan (time horizon is 2010).

As can be seen in **Table 16-5** (see Intersection #109), under 2025 CIP conditions, the intersection of Roseville Parkway and Taylor Road would operate at conditions similar to those predicted for Year 2010 in the 1996 EIR. During the AM peak hour, the intersection would operate at a V/C of 0.89 (LOS D) with the proposed HPCO Amendment, compared to a V/C of 0.88 (LOS D) with the 1996 HPMP. During the PM peak hour, the intersection would operate at a V/C of 0.83 (LOS D) with the proposed HPCO Amendment, compared to a V/C of 0.83 (LOS D) under the 1996 HPMP. Overall, in Year 2025 the intersection operation would at essentially the same conditions predicted for Year 2010 in the 1996 EIR, and there would be essentially no difference between operations under the 1996 HPMP and with the proposed HPCO Amendment.

In addition, it is important to note that the City's significance threshold, articulated in General Plan Circulation Element Level of Service Policy 1, establishes a goal of 70 percent of the City's intersections operating at LOS C or better, with certain exceptions where it is infeasible to achieve LOS C. As is presented in **Table 16-4**, with both the 1996 HPMP and the proposed HPCO Amendment, more than 70 percent of the City's intersections would operate at LOS C or better during both the AM and PM peak hours. Thus, the proposed HPCO Amendment would not create a new significant impact, nor a substantially more severe significant impact, compared to the 1996 HPMP.

| Impact 4.9-6 Increased Traffic on Roadways outside the City of Roseville | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | None |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

*Roadways*

The 1996 EIR evaluated the potential impacts of the 1996 HPMP on level of service for roadways within the City of Rocklin and unincorporated Placer County, as well as impacts to I-80 and SR 65. The 1996 EIR concluded that the

additional traffic generated by the 1996 Plan would have no level of service impacts to the transportation systems of the City of Rocklin or unincorporated Placer County in 2010 conditions.

The impacts of the 1996 HPMP and the proposed HPCO Amendment were analyzed in surrounding jurisdictions under 2025 CIP conditions. **Table 16-8** displays the 2025 CIP AM and PM peak hour operations at various study intersections in Placer and Sutter Counties with the 1996 HPMP and with the proposed HPCO Amendment. Although a number of locations are forecast to operate unacceptably, the proposed HPCO Amendment would not result in a degradation in LOS at any of these study intersections. Consequently, the proposed HPCO Amendment would not result in significant intersection impacts under the 2025 CIP conditions at intersections outside of the City.

**Table 16-8**
**Intersection Operations Outside Of Roseville – 2025 CIP Conditions**

| Intersection | Jurisdiction | Control Type | 1996 HPMP | | | | Proposed HPCO Amendment | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | | Delay or V/C | LOS | Delay or V/C | LOS | Delay or V/C | LOS | Delay or V/C | LOS |
| Locust Rd / Baseline Rd | Placer County | Signal | 0.33 | A | 0.49 | A | 0.33 | A | 0.48 | A |
| Watt Ave / PFE Rd | Placer County | Signal | 0.68 | B | 0.75 | C | 0.68 | B | 0.75 | C |
| Walerga Rd / PFE Rd | Placer County | Signal | 0.89 | D | 0.96 | E | 0.89 | D | 0.95 | E |
| Cook Riolo Rd / PFE Rd | Placer County | AWSC | 45 | E | 179 | F | 42 | E | 171 | F |
| Fiddyment Rd / Athens Ave | Placer County | Signal | 0.87 | D | 1.17 | F | 0.87 | D | 1.16 | F |
| Pleasant Grove Rd N / Riego Rd | Sutter County | Signal | 16 | B | 9 | A | 17 | B | 9 | A |
| Pleasant Grove Rd S / Riego Rd | Sutter County | Signal | 9 | A | 19 | B | 9 | A | 19 | B |

Notes: At signalized intersections in Placer County, v/c ratio reported based on Circular 212 method. Average delay calculated for unsignalized intersections in Sutter and Placer Counties; average delay reported based on HCM method.

AWSC = All Way Stop Control. TWSC = Two-Way Stop Control.

Source: Fehr and Peers, 2015

**Table 16-9** displays the number of lanes, ADT, v/c ratio, and LOS at study roadways located in Placer and Sutter County under 2025 CIP conditions for the 1996 HPMP and the proposed HPCO Amendment. As shown, the proposed Boulevard would not result in a change the LOS at any study roadway segment. It would also not increase the v/c ratio by 0.05 or more on any roadway segment forecast to operate unacceptably under 2025 conditions. Accordingly, this analysis has concluded that the proposed HPCO Amendment would not cause any significant roadway segment impacts under 2025 CIP conditions.

*Freeway Facilities*

The 1996 EIR stated that in year 2010, I-80 would operate at LOS E conditions in certain sections under the future baseline conditions. Meanwhile, SR 65 would operate at LOS B conditions. The 1996 EIR concluded that while year 2010 traffic volumes would increase on these freeways due to the 1996 HPMP, this increase would not change the level of service for those highways.

**Table 16-10 and 16-11** show 2025 CIP freeway operations on SR 65 for the AM and PM peak hours, respectively, for both the 1996 HPMP and the proposed HPCO Amendment. As indicated by the trip generation comparison (see **Table**

**16-2**), the proposed HPCO Amendment would generate more outbound AM peak hour trips than the 1996 HPMP. Accordingly, **Table 16-10** shows AM peak hour operations in the southbound direction only. Similarly, operations are analyzed on northbound SR 65 during the PM peak hour for the same reason. Since the proposed HPCO Amendment would generate substantially less northbound SR 65 AM peak hour and southbound SR 65 PM peak hour traffic than the 1996 HPMP, it was not necessary to analyze SR 65 for these conditions.

It should be noted that while there are studies underway that could lead to improvements to the SR 65 corridor, specific improvements have not been identified, are not fully funded at this time, and do not have expected open-to-traffic dates. Accordingly, no improvements in the SR 65 corridor were assumed in this analysis.

**Table 16-9**
**Roadway Segment Operations Outside Of Roseville – 2025 CIP Conditions**

| Segment | Jurisdiction | Number of Lanes | 1996 HPMP | | | Proposed HPCO Amendment | | |
|---|---|---|---|---|---|---|---|---|
| | | | Average Daily Traffic (ADT) | V/C Ratio | LOS | Average Daily Traffic (ADT) | V/C Ratio | LOS |
| Baseline Road west of Watt Avenue | Placer County | 4 | 44,300 | 1.23 | F | 44,300 | 1.23 | F |
| Watt Avenue south of Baseline Road | Placer County | 2 | 26,000 | 1.30 | F | 25,900 | 1.30 | F |
| Fiddyment Road south of Athens Avenue | Placer County | 2 | 20,900 | 1.05 | F | 20,500 | 1.03 | F |
| Walerga Road south of Baseline Road | Placer County | 4 | 34,200 | 0.86 | D | 34,400 | 0.86 | D |
| Industrial Ave north of Roseville City Limits | Placer County | 2 | 18,200 | 0.91 | E | 18,100 | 0.91 | E |
| Riego Rd west of SR 99 | Sutter County | 4 | 24,700 | 0.62 | B | 24,700 | 0.62 | B |

Notes: V/C Ratio = Volume-to-Capacity Ratio. LOS = Level of Service.

Source: Fehr and Peers, 2015

**Table 16-10**
**AM Peak Hour Freeway Level Of Service – 2025 CIP Conditions**

| Southbound SR 65 | Type | AM Peak Hour | | |
|---|---|---|---|---|
| | | LOS [1] | | Volume Net Difference[2] |
| | | 1996 HPMP | Proposed HPCO Amendment | |
| On-ramp (slip) at Sunset Blvd | Merge | F | F | +18 |
| Between Sunset Blvd and Blue Oaks Blvd | Basic | F | F | +3 |
| Off-ramp at Blue Oaks Blvd | Diverge | F | F | -11 |
| On-ramp (loop) at Blue Oaks Blvd | Merge | F | F | +16 |
| On-ramp (slip) at Blue Oaks Blvd to Off-ramp at Pleasant Grove | Weave | F | F | +55 |
| On-ramp (loop) at Pleasant Grove Blvd | Merge | F | F | +11 |
| On-ramp (slip) at Pleasant Grove Blvd | Merge | F | F | -21 |
| Off-ramp at Galleria Blvd | Diverge | F | F | -1 |
| On-ramp at Galleria Blvd | Merge | D | D | +4 |
| Between Galleria Blvd and I-80 | Basic | D | D | + 39 |

Notes:

1 Unless otherwise noted, results calculated using the methodologies and procedures in the *Highway Capacity Manual 2010* (TRB, 2011) for ramp merge/diverge movements and Leisch method (from HDM) for weave sections. Density values are not provided for LOS F conditions.

2 Freeway volume net difference between With Project and No Project scenario. Merge = on-ramp volume, diverge = off-ramp volume, basic/weave = mainline volume. The reported merge/diverge volumes do not show continuing through traffic on the mainline.

Source: Fehr & Peers, 2015

**Table 16-11**
**PM Peak Hour Freeway Level Of Service – 2025 CIP Conditions**

| Northbound SR 65 | Type | PM Peak Hour | | |
|---|---|---|---|---|
| | | LOS[1] | | Volume Net Difference[2] |
| | | 1996 HPMP | Proposed HPCO Amendment | |
| Between I-80 and Galleria Blvd. | Basic | F | F | +21 |
| Off-ramp at Galleria Blvd. | Diverge | F | F | -2 |
| On-ramp at Galleria Blvd. | Merge | F | F | +2 |
| Off-ramp at Pleasant Grove Blvd. | Diverge | F | F | +6 |
| On-ramp at Pleasant Grove Blvd to Off-ramp at Blue Oaks Blvd. | Weave | F | F | +23 |
| On-Ramp at Blue Oaks Blvd. | Merge | E | E | -2 |
| Between Blue Oaks Blvd. and Sunset Blvd. | Basic | E | E | +3 |
| Off-ramp at Sunset Blvd | Diverge | F | F | +23 |

Notes:

1 Unless otherwise noted, results calculated using the methodologies and procedures in the Highway Capacity Manual 2010 (TRB, 2011) for ramp merge/diverge movements and Leisch method (from HDM) for weave sections.

2 Freeway volume net difference between With Project and No Project scenario. Merge = on-ramp volume, diverge = off-ramp volume, basic/weave = mainline volume. The reported merge/diverge volumes do not show continuing through traffic on the mainline.

Source: Fehr & Peers, 2015

According to **Tables 16-10** and **16-11**, the proposed HPCO Amendment would add trips to various segments of SR 65 that are projected to operate at LOS F under 2025 CIP Conditions. The proposed HPCO Amendment would contribute the following increases in trips on facilities that are projected to operate at LOS F:

- SB SR 65 between Blue Oaks Boulevard and I-80: compared to the 1996 HPMP, the HPCO Amendment would cause a net increase of 55 AM peak hour trips between Blue Oaks Boulevard and Pleasant Grove Boulevard. This volume would gradually decrease to 39 trips approaching I-80.
- NB SR 65 between I-80 and Sunset Boulevard: compared to the 1996 HPMP, the proposed HPCO Amendment would cause a net increase of no more than 23 AM peak hour trips on these segments.

The proposed HPCO Amendment would cause net reductions in travel on northbound SR 65 during the AM peak hour and southbound SR 65 during the PM peak hour, which result in beneficial effects to traffic flows in those directions during those peak hours.

The State Route 65 Corridor System Management Plan (CSMP) (Caltrans, 2009) identifies a 20-year concept LOS F for the study segments of SR 65. The document further notes that "no further degradation of service from existing 'F' is acceptable, as indicated by delay performance measurement". For freeway facilities, the applicable performance standard is density, which is expressed in passenger cars per hour per mile per lane. Since density values are rounded to the nearest integer value for reporting purposes, a minimum density increase of 0.5 would, by definition, cause an increase in the reported density measurement. Density is not reported for LOS F conditions, but is reported for LOS A through E conditions. Through an iterative process, it was determined that a 60-vehicle increase to a four-lane freeway operating at LOS E would approximately correspond to a 0.5-increase in density. Accordingly, an increase of 60 or more vehicles during a peak hour to a facility operating at LOS F is the threshold of significance used in this study. Since compared to the 1996 HPMP the proposed HPCO Amendment would cause a less than 60 peak hour trip increase to any given segment of SR 65, the proposed HPCO Amendment would not cause any new significant freeway impacts under 2025 CIP conditions.

It should be noted that the project applicant would be required to pay the Highway 65 JPA Fee and the South Placer Regional Transportation Agency (SPRTA) fee. The Highway 65 JPA Fee assesses fees on new development for the cost

of interchange improvements along SR 65. The SPRTA fee provides funding for regional projects such as the State Route 65 Widening and Placer Parkway. Thus, even though the proposed HPCO Amendment would not cause a new significant adverse effect to regional freeways, the project would be required to contribute funding for improvements to regional freeway facilities.

As discussed above, with the extension of the horizon year for the travel demand model from 2010 to 2025, in 2025 Highway 65 would carry more traffic compared to the projected 2010 conditions predicted in the 1996 EIR. However, viewed on an overall basis, there would be essentially no difference between operations under the 1996 HPMP and with the proposed HPCO Amendment. Southbound traffic would increase in the morning peak period as project area residents head to work, but northbound morning peak period traffic would decrease because fewer employees would be traveling to the project area to work. Similarly, northbound traffic would increase in the evening peak period as project area residents return home from work, but southbound afternoon peak period traffic would decrease because fewer employees would be leaving the project site to return to their homes elsewhere. For all of the reasons discussed above, the proposed HPCO Amendment would not create a new significant impact, nor a substantially more severe significant impact, compared to the 1996 HPMP.

| **Impact 4.9-7 Increased Demand for Transit Service (Both Bus and Light Rail)** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies CC-1 through CC-5 | General Plan Circulation Element (Transit)<br>Policies 1 through 5 |
| Significance with Policies and Regulations | Significant | Less than Significant |
| Mitigation Measures: | 1996 Mitigation Measure 4.9-7 | No Longer Required |
| Significance after Mitigation | Less than Significant | Less Than Significant |

**Discussion:**

The 1996 EIR analyzed impacts of the 1996 HPMP on demand for transit services (bus and rail). The 1996 EIR reported that light rail transit was planned for Roseville Parkway from Harding Boulevard to Foothills Boulevard, adjacent to the project site. It was acknowledged that light rail service to the project site would be very long term, and that more realistic transit service to the site would be bus service on Foothills Boulevard, Blue Oaks Boulevard, and/or Woodcreek Oaks Boulevard. The EIR indicated that the project would be considered to have a significant impact if "planned transit services do not meet the needs of the project, which includes helping the City meet its level of service standard, transportation system management standards and air quality goals." The 1996 EIR stated that although development of the Hewlett-Packard campus was already included in the City of Roseville's Long-Range Transit Master Plan, the increased intensity and rate of development under the 1996 HPMP may warrant revisions to the Long-Range Transit Master Plan. Mitigation Measure 4.9-7 states that development of the 1996 HPMP should be included in the Long-Range Transit Master Plan and would reduce this impact to less than significant.

Today, Roseville Transit provides bus transit service to the project site via Route R on Foothills Blvd. There are stops at both entrances to the HP campus.[113] As is discussed above, the City of Roseville no longer maintains its own long-range transit plan. Rather, Placer County Transportation Planning Authority provides transit planning services for Roseville and other cities in the County. PCTPA maintains a Long-Range Transit Master Plan that was most recently updated in 2007.[114] In addition, PCTPA regularly updates the City of Roseville Short Range Transit Plan. The City of Roseville General Plan policies related to transit are substantially the same as the policies that existed in the 1992 General Plan and were reflected in the 1996 EIR.

[113] Roseville Transit, *Local Bus Services Guide, Effective January 26, 2015*, page 26.
[114] Placer County Transportation Agency. June 2007. *Transit Master Plan for South Placer County.*

Unlike the project site at the time of the 1996 EIR, today the project site is largely an infill site surrounded by developed residential and employment-generating uses. The current Transit Master Plan for South Placer County does not call for light rail or other similar service to the project site. The proposed HPCO Amendment would decrease overall trip making on the project site compared to the 1996 HPMP. The directionality and timing of those trips would be altered, and may need to be considered in future transit planning undertaken by PCTPA. At the time that PCTPA updates the Transit Master Plan for South Placer County and the City of Roseville Short Range Transit Plan, it would consider the potential need for different transit service to the project site; however, these updates would occur on an as-needed basis determined by PCTPA. Because the proposed HPCO Amendment would generate fewer trips than the 1996 HPMP, and because there is a standard approach to short- and long-range transit planning in the region, the impact that was considered significant in the 1996 EIR is no longer considered significant. Thus, the proposed HPCO Amendment would not create a new significant impact, nor a substantially more severe significant impact, compared to the 1996 HPMP.

| **Impact 4.9-8 Increase Demand for Transportation-Related Bicycle Trips** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies CE-1, CE-2, and CE-3 | General Plan Circulation Element (Bikeways/Trails) Policies 1 through 3 |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR evaluated the increased demand for transportation-related bicycle trips as a result of the 1996 HPMP. Under the Bikeway Master Plan adopted in 1994, Class II bike lanes were planned for roadways surrounding the project site, including Blue Oaks Boulevard, Woodcreek Oaks Boulevard, and Foothills Boulevard. The 1996 EIR concluded that the 1996 HPMP provided adequate linkages to bicycle facilities and would have a less-than-significant impact.

The most recent Bicycle Master Plan (2008) indicates that Blue Oaks Boulevard, Woodcreek Oaks Boulevard, and Foothills Boulevard surrounding the project site are already developed with Class II bicycle lanes.[115] The proposed Boulevard includes bicycle lanes to add connectivity through the project site. The pedestrian and bicycle network provides for multiple looped routes within the Plan Area, as well as connections to the larger citywide system, as follows:

- Class I Paths are shared bicycle and pedestrian paths, 10-foot wide and paved with lane striping and 2-foot decomposed granite/gravel shoulders on each side, completely separated from motor vehicle traffic. Class 1 path connections would be provided within parks, paseos and open space areas, and would include connections to the existing bike trail along the South Branch of Pleasant Grove Creek;
- Class IA Paths are 8-foot wide multi-use concrete sidewalks within the landscape corridors along major arterial roadways. Class IA path connections would be provided along the edges of the project site adjacent to Blue Oaks, Foothills and Woodcreek Oaks Boulevards; and
- Class II Bikeways are striped and signed one-way lanes included on all arterials and collectors within and adjacent to the project site. The Class II bike lanes along HP Way include enhanced pavement delineations and 2-foot wide demarcated buffers from the adjacent travel lanes.

By providing bicycle facilities that would extend from the project site boundaries throughout the project site, the proposed HPCO Amendment would provide enhanced bicycle facilities compared to the 1996 HPMP. As a result, there would be no new significant impacts, and no increase in severity of significant impacts. No new mitigation is required.

[115] City of Roseville. *2008 Bicycle Master Plan.* 2008. Page 13.

Issues Not Addressed in 1996 EIR

*Roseville Intersections Not Evaluated in 1996 EIR*

The 2025 CIP analysis considered the effects of both the 1996 HPMP and the proposed 2025 HPMP at many more intersections than were considered in the 1996 EIR. As a result of that analysis, compared to the 1996 HPMP, the proposed HPCO Amendment would cause the following significant intersection degradations during the PM peak hour (see **Table 16-5**):

- Intersection #54: Foothills Boulevard/HP Way/Roseville Parkway (LOS D with 1996 HPMP to LOS F with proposed HPCO Amendment)
- Intersection #87: Pleasant Grove Boulevard/Hallissey Drive (LOS C with 1996 HPMP to LOS D with proposed HPCO Amendment)
- Intersection #161: Blue Oaks Boulevard/Wood Meadow Drive/HP Way (LOS C with 1996 HPMP to LOS F with proposed HPCO Amendment)

Through the implementation of 2015 Mitigation Measures 4.9-8(a-c), operations at these intersections can be mitigated to an acceptable level. **Table 16-10** presents the projected year 2025 operations at each impacted intersection with the proposed mitigation measures in place. Each of the mitigation measures are feasible and would restore operations to acceptable conditions and/or conditions that are better than under the 1996 HPMP. Thus, the proposed HPCO Amendment would not create a new significant impact, nor a substantially more severe significant impact, compared to the 1996 HPMP.

**Table 16-12**
**Intersection Level Of Service – 2025 CIP Conditions With Mitigation Measures**

| Intersection | Control | PM Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|
| | | 1996 HPMP | | Proposed HPCO Amendment | | Proposed HPCO Amendment w/ Mitigation | |
| | | V/C Ratio[1] | LOS | V/C Ratio[1] | LOS | V/C Ratio[1] | LOS |
| Foothills Boulevard / HP Way / Roseville Parkway | Traffic Signal | 0.97 | E | 1.27 | F | 0.90 | D |
| Blue Oaks Boulevard / HP Way / Wood Meadow Drive | Traffic Signal | 0.76 | C | 1.11 | F | 0.77 | C |
| Pleasant Grove Boulevard / Hallissey Drive | Traffic Signal | 0.81 | C | 0.84 | D | 0.74 | C |

Notes:

[1] Intersections analyzed using Circular 212 methodology under 2025 CIP conditions. Relevant performance measure is the "v/c ratio", which is volume to capacity.

[2] LOS = Level of Service.

Refer to previous page for description of mitigations.

Source: Fehr & Peers, 2015

*Vehicle Miles Travelled*

Vehicle Miles of Travel (VMT) was not a measure that was evaluated in the 1996 EIR. This is a measure that in recent years has become considered an important measure of overall effects of a project on the transportation network, air pollution and greenhouse gas emissions. A comparative analysis of VMT for the 1996 HPMP and the proposed HPCO Amendment was conducted using the 2025 CIP travel demand model. For each scenario, all trips generated by the traffic analysis zones (TAZ) representing the project site were tracked through the roadway network. VMT is then calculated by

summing the product of daily trips and segment length for all roadway segments used by the project. The results of this process yielded the following VMT estimates:

- VMT for 1996 HPMP: 156,253
- VMT for proposed HPCO Amendment: 97,260

The proposed HPCO Amendment would generate 38 percent less VMT than the 1996 HPMP. Thus, the proposed HPCO Amendment would not create a new significant impact, nor a substantially more severe significant impact, compared to the 1996 HPMP.

*Additional Transportation Issues*

The 1996 EIR did not analyze the potential impact of the 1996 HPMP on air traffic patterns (see Environmental Issue Area 16(c)), though the topic was included in the environmental setting discussion (p. 4.9-20). According to the 1996 EIR, there are no aviation facilities within the City of Roseville. The closest airport is Lincoln Airport, approximately 10 miles north of Roseville. Because of the distance between the project site and the closest airport operations, neither the 1996 HPMP nor the proposed HPCO Amendment would have any impact on air traffic patterns.

The 1996 EIR also did not analyze whether the 1996 HPMP would create hazards due to a design feature or incompatible uses (see Environmental Issue Area 16(d)). The proposed HPCO Amendment does not include any design features that would create hazards. Land use incompatibility would also not occur because the uses within the proposed HPCO Amendment are all represented in the surrounding properties.

The 1996 EIR did not address the potential for inadequate emergency access (see Environmental Issue Area 16(e)). As part of the City's project review process, the fire department reviews the project plans and comments on any features that may hinder emergency access. Because this issue would be reviewed by the fire department during the project approval process, the proposed HPCO Amendment would not result in inadequate emergency access.

4. Conclusions

As described in the text and tables above, changes introduced by the proposed HPCO Amendment and/or circumstances relevant to the project would not, as compared to the 1996 EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the project will have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than shown in the previous EIR. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

**Standard Mitigation Measures**

None.

**1996 EIR Mitigation Measure**

The following mitigation measures were adopted and included in the conditions of approval for the 1996 HPMP.

**1996 Mitigation Measure 4.9-3. Construct additional lanes on Blue Oaks Boulevard:** To accommodate the projected traffic demands from the Proposed Project, the current CIP should be amended to include a four lane section of Blue Oaks Boulevard is required between Foothills Boulevard to HP's collector "B" and a six lane section between Foothills Boulevard and Washington Boulevard, including a five lane overcrossing of the SPRR tracks. The Future Baseline

condition requires only two lanes west of Foothills Boulevard and four lanes east. *[As of 2015, improvements west of the Industrial Blvd./railroad bridge have been completed.]*

The Proposed Project should contribute its fair share to implementation of the full improvements needed on these roadways under a revised traffic fee program that includes the Proposed Project.

**2015 Mitigation Measures**

**2015 Mitigation Measure 4.9-8(a)**

The City of Roseville shall modify its CIP to include the following modification at the Foothills Boulevard/HP Way/Roseville Parkway intersection:

- Restripe/reassign the westbound approach from triple left-turn lanes, one through, and one right lane (as currently assumed in the City's CIP) to consist of two left-turn lanes, two through lanes, and one right-turn lane.

It is necessary to restripe the westbound approach to include two through lanes as a result of the extension of HP Way through the HP Campus and Campus Oaks to Blue Oaks Boulevard. The PM peak hour through volume of 1,064 vehicles under 2025 CIP conditions cannot be accommodated by a single through lane. With this improvement in place, operations would improve from LOS F (v/c ratio = 1.27) to LOS D (v/c ratio = 0.90) during the PM peak hour. Since this improvement would not require any net increase in right-of-way, it is considered feasible. Since this improvement is necessary to accommodate the extension of a public street arterial (Roseville Parkway/HP Way), it is reasonable to include this in the City's CIP, into which the project will be paying traffic mitigation fees.

**2015 Mitigation Measure 4.9-8(b)**

The project applicant shall cause the following improvements to be constructed at the Blue Oaks Boulevard/Wood Meadow Drive/HP Way intersection, which are beyond what is currently included in the City of Roseville CIP:

- Design the northbound HP Way approach to be able to ultimately be widened to provide two left-turn lanes, one left/through lane, and one dedicated right-turn lane.
- Operate the northbound and southbound approaches with split phase.

A third left-turn lane is necessary to accommodate the 2025 CIP PM peak hour traffic volume of 795 vehicles (though initially only two left-turn lanes are required). The recently constructed shopping center access on the north leg consists of exclusive outbound left- and right-turn lanes and a single inbound lane separated by a narrow striped median. HP Way should be designed such the ultimate widening to include three northbound left-turn lanes would result in a ½-lane shift (5 or 6 ft.) for northbound and southbound through movements through the intersection. Given the substantial width of Blue Oaks Boulevard (nine lanes), motorists would have a considerable distance within the intersection in which to make this transition. With this improvement in place, operations would improve from LOS F (v/c ratio = 1.11) to LOS C (v/c ratio = 0.77) during the PM peak hour. Since this improvement would be constructed entirely within the Campus Oaks property boundary, it is considered feasible.

**2015 Mitigation Measure 4.9-8(c)**

The City shall modify its CIP to include the following modification at the Pleasant Grove Boulevard/Hallissey Drive intersection:

- Restripe the northbound and southbound approaches from dedicated left, through, right lanes to left, shared left/through, and right lanes.

This improvement would require restriping of the approach lanes and minor signal system modifications, which are considered feasible. The intersection would be operated using split phase on the north and south approaches. This improvement would restore operations to LOS C conditions.

| Environmental Issue Area | Where Impact Was Analyzed in Prior Environmental Documents. | Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts? | Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? | Any New Information of Substantial Importance? | Prior Environmental Documents Mitigations Implemented or Address Impacts. |
|---|---|---|---|---|---|
| **17. Utilities and Service Systems.** Would the project: | | | | | |
| a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | pp. 4.12-7 through 4.12-8; p. 4.12-16<br><br>Impact 4.12-6 | No | No | No | Yes |
| 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? | pp. 4.12-6 through 4.12-8; pp. 4.12-15 through 4.12-16<br><br>Impact 4.12-3<br>Impact 4.12-5<br>Impact 4.12-6 | No | No | No | Yes |
| 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? | p. 4.4-6<br><br>Impact 4.4-2 | No | No | No | Yes |
| d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | pp. 4.12-1 through 4.12-7; pp. 4.12-15 through 4.12-16<br><br>Impact 4.12-1<br>Impact 4.12-2<br>Impact 4.12-4 | No | No | No | Yes |
| e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | pp. 4.12-7 through 4.12-8; p. 4.12-16<br><br>Impact 4.12-5<br>Impact 4.12-6 | No | No | No | Yes |
| f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | pp. 4.12-10 through 4.12-11; p. 4.12-17<br><br>Impact 4.12-9<br>Impact 4.12-10 | No | No | No | Yes |
| g. Comply with federal, state, and local statutes and regulations related to solid waste? | Not Addressed | No | No | No | Not Addressed |
| h. Use substantial amounts of fuel or energy, or result in a substantial increase in demand upon existing sources of energy or require the development of new sources of energy? | pp. 4.12-11 through 4.12-14<br><br>Impact 4.12-11<br>Impact 4.12-12 | No | No | No | Yes |
| i. Result in the need for new, or substantial alteration to, electricity, natural gas, or communications systems? | pp. 4.12-11 through 4.12-14<br><br>Impact 4.12-11<br>Impact 4.12-12<br>Impact 4.12-13 | No | No | No | Yes |

**Discussion:**

1. Changes to Project Related to Utilities and Service Systems

The 1996 EIR anticipated that vacant lands within the project site would be converted from seasonal grazing land to urban light industrial land uses. The conversion from grazing land to industrial and commercial uses under the 1996

HPMP was anticipated to connect to City and regional systems for domestic water supply, wastewater conveyance and treatment, stormwater drainage, solid waste management, and energy systems. With the proposed HPCO Amendment, the vacant lands on the project site would be converted from undeveloped land to residential, commercial, office, tech/business park, open space, and light industrial land uses. As with the 1996 HPMP, the HPCO Amendment uses would need to be served by local utilities, although the magnitude and nature of demand for utilities and services would differ based on the type and intensity of the future land uses. Specific changes to demand for local utilities are addressed in the impact discussions, below.

2. Changes in Circumstances

Environmental Setting

*Water Supply*

At the time of the 1996 EIR, the City of Roseville Water Division provided water to approximately 2,490 commercial and 19,730 residential connections within the city limits.[116] At that time, most of the City's water supply was provided through contracts with the U.S. Bureau of Reclamation (USBR) and the Placer County Water Agency (PCWA). The City's water contract with the USBR in place at the time of the 1996 EIR was for 32,000 acre-feet per year (afy) (daily average of 28.5 million gallons per day (mgd)) of water to be delivered from the American River at Folsom Lake. The City's water contract with the PCWA at that time was for 303,000 afy (average 17.8 mgd) from the American River at Folsom Lake. At that time, average daily water demand in the City of Roseville was about 16.8 mgd.

While as of time of the 1996 EIR, the City relied primarily on surface water for its domestic water supply, the City also owned five groundwater wells capable of providing up to a total of 4.46 mgd.[117] At that time, the City anticipated construction of additional wells that would help serve as back-up water sources for emergency situations.[118]

In August 2011, the City of Roseville prepared its *2010 Urban Water Management Plan* (2010 UWMP), which described the availability of water supplies and discusses water use, reclamation, and conservation activities. According to the 2010 UWMP, the City's water supply consisted of the contract amounts included in the 1996 EIR, as well as an additional entitlement of 4,000 afy through the San Juan Water District (SJWD), for a total possible water supply of 66,000 afy.[119]

While the City holds entitlements for up to 66,000 afy of surface water, Roseville is a signatory to the Water Forum Agreement (WFA), which specifies specific diversion amounts by purveyor to meet the Water Forum's goals of protecting future water and groundwater supplies.[120] As result of the WFA, Roseville's available water supply during normal/wet years is 58,900 afy.[121] During driest years (critically dry), Roseville's water supply would range from 54,900 to 39,800 afy.[122]

According to the 2010 UWMP, the City currently operates five groundwater wells with plans to construct seven additional wells.[123] The existing wells have the potential to deliver approximately 12,000 afy, but construction of the additional wells would increase delivery potential to 27,500 afy.[124] At the time of the 2010 UWMP, the City was in the process of developing an Aquifer Storage and Recovery (ASR) program that would allow for storage of excess surface water in underground aquifers injected through production wells.[125] Four of the existing groundwater wells have ASR

116 City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996.Page 4.12-1.
117 City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.12-4.
118 City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.12-4.
119 City of Roseville. *2010 Urban Water Management Plan*. 2011. Pages 4-1 through 4-2.
120 Municipal Consulting Group. *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Water Supply Assessment*. June 2015. Page 18.
121 Municipal Consulting Group. *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Water Supply Assessment*. June 2015.Page 18, Table 9.
122 Municipal Consulting Group. *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Water Supply Assessment.* June 2015.Page 18, Table 9.
123 City of Roseville. *2010 Urban Water Management Plan*. 2011. Page 2-6.
124 City of Roseville. *2010 Urban Water Management Plan*. 2011. Page 2-6.
125 City of Roseville. *2010 Urban Water Management Plan*. 2011. Page 2-6.

capability. Between the years 2006 through 2010, groundwater was pumped only for the purposes of demonstrating the ASR project.[126]

According to the water supply assessment prepared for the proposed HPCO Amendment, two ASR-capable groundwater wells are currently under construction within Roseville.[127] Of the wells still to be constructed, one would be located within the project site.[128]

*Water Treatment*

At the time of the 1996 EIR, surface water was conveyed from Folsom Lake to the City-operated Roseville Water Treatment Plant located on Barton Road.[129] The plant, now known as the Barton Road Water Treatment Plant, was constructed in 1971 and most recently updated in 2008.[130] The WTP has capacity for 100million gallons per day (mgd), though peak demands of 58 mgd were experienced in July 2006.[131]

*Recycled Water*

The 1996 EIR noted that the City of Roseville had not yet started to deliver recycled water, but that it was anticipated and that recycled water delivery facilities had been constructed. It was noted that the system was capable of delivering 6mgd of recycled water, and that amount would increase in the future as inflow to the wastewater treatment plant (WWTP) increases.[132]

The City of Roseville is part of the South Placer Wastewater Authority (SPWA), the organization that oversees funding of regional wastewater and recycled water infrastructure.[133] Both of the City's wastewater treatment plants, the Dry Creek WWTP and the Pleasant Grove WWTP, are capable of producing effluent meets the requirements for "full unrestricted reuse" as determined by the California Department of Health Services.[134] Within the City of Roseville, recycled water is currently used for irrigation and industrial uses, including for cooling purposes at the Roseville Energy Park.[135] Recycled water infrastructure exists within the right-of-way for Woodcreek Oaks Boulevard. Recycled water use within the Master Plan site would be for irrigation uses.

*Wastewater*

At the time of the 1996 EIR, wastewater was collected in and traveled through gravity pipes and force mains. At that time, the City of Roseville Municipal Code Section 14.6 mandated that new development participate in the Regional Sewer Connection Fee (used for funding expansion of the WWTP) and the Local Sewer Connection Fee (used to fund expansion of the collection fee within Roseville).[136] When the 1996 EIR was prepared, wastewater from the project site was conveyed to and treated at the Roseville Regional Wastewater Treatment Plant (WWTP), now known as the Dry Creek WWTP. Since certification of the 1996 EIR, the City of Roseville opened the Pleasant Grove WWTP. The project site is now served by the Pleasant Grove WWTP.

Created in 2000, the South Placer Wastewater Authority (SPWA) includes the City of Roseville, the South Placer Municipal Utility District (SPMUD), and Placer County. The SPWA publishes the *South Placer Regional Wastewater*

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126 City of Roseville. *2010 Urban Water Management Plan*. 2011. Page 4-6.
127 Municipal Consulting Group. *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Water Supply Assessment*. June 2015. Page 21.
128 Municipal Consulting Group. . *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Water Supply Assessment.* June 2015. Page 21.
129 City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.12-6.
130 City of Roseville. *2025 General Plan Public Facilities Element*. Adopted May 5, 2010. Last Updated April 16, 2014. Page VII-31.
131 City of Roseville. *Sierra Vista Specific Plan Final Environmental Impact Report*. SCH 2008032115. May 2010. Page 4.12.1-24.
132 City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report.* February 1996.Page 4.12-7.
133 Municipal Consulting Group. *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Water Supply Assessment*. June 2015. Page 20.
134 City of Roseville. *2025 General Plan Public Facilities Element*. Adopted May 5, 2010. Last Updated April 16, 2014. Page VII-38.
135 Municipal Consulting Group. *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Water Supply Assessment*. June 2015. Page 20.
136 City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.12-7.

*and Recycled Water Systems Evaluation* (Systems Evaluation), which was last updated in December 2009. The Systems Evaluation document provided SPWA with a new baseline characterization of its wastewater and recycled water systems for June 2004 and buildout conditions, and provided a long-term planning tool for identifying and implementing capital improvement projects. The 2009 Systems Evaluation reflected the following elements: changes in the SPMUD urban growth area (UGA) boundary and land use; added additional UGAs; changes in the land uses and flow projections of the UGAs; 2009 updates to the H20Map Sewer Model software; changes to the development timeline to reflect reduced rates of residential development; and a proposed rezone for the West Roseville Specific Plan, which would result in higher buildout flow estimates.[137] Buildout of the project site was included in the analysis as the project site was approved for light industrial uses.[138]

An existing 36" sewer main line is located beneath Woodcreek Oaks Boulevard. To serve the proposed HPCO Amendment development on the western half of the project site, three connection points would be made. The system that will feed in to the main line at Woodcreek Oaks Boulevard will consist of gravity pipes ranging from 8 to 12 inches.[139]

*Solid Waste*

Solid waste generated in the City of Roseville is collected and hauled by the City and delivered to the Western Placer Waste Management Authority (WPWMA) for processing and disposal. The WPWMA is a regional agency comprised of the cities of Roseville, Rocklin, and Lincoln, and Placer County, which owns and operates the Materials Recovery Facility (MRF) and the Western Regional Sanitary Landfill (WRSL).

The majority of solid waste collected from within the service area is first delivered to the MRF for processing. The MRF, which opened in 1995, receives, separates, processes, and markets recyclable materials removed from delivered solid waste. The MRF has a mixed waste processing capacity of 2,000 tons per day.[140] In addition to processing mixed solid waste, the MRF includes a green waste compost facility. Currently, the MRF diverts approximately 50% of the material received from going to the landfill.

*Electricity*

When the 1996 EIR was prepared, the City of Roseville Electric provided electrical service within the city limits, including the existing Hewlett-Packard buildings. At that time, the Hewlett-Packard site utilized 6 to 10 watts per square foot of building space.[141] At that time, the City had entitlements for 182 megawatts (MW) and experienced a peak demand of approximately 162 MW.[142] At the time of the 1996 EIR, the City purchased wholesale electric power from both the Western Area Power Administration (WAPA) and the Northern California Power Agency (NCPA).[143] The 1996 EIR acknowledged that the City was actively seeking to increase its electricity entitlements in order to meet projected future demand.[144]

Currently, Roseville Electric is still the electricity supplier within the City. While Roseville Electric still obtains some electricity from WAPA and NCPA and other agencies, more than half of the City's electricity is generated by the City-owned Roseville Energy Park.[145] The Roseville Energy Park is a 160 MW natural gas-fired generating facility located on Phillip Rd. near the western edge of the city limits. Additionally, the City also operates Roseville Power Plant 2, a 45 MW simple cycle natural gas fired generating facility to meet summer peak needs and support system reliability.[146]

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137 RMC. *South Placer Regional Wastewater and Recycled Water Systems Evaluation - Updated Final Report*. December 2009. Page ES-1.
138 RMC. *South Placer Regional Wastewater and Recycled Water Systems Evaluation - Updated Final Report*. December 2009. Page ES-11, Figure ES-6..
139 Morton & Pitalo, Inc. *Hewlett Packard/Campus Oaks Rezone & Master Plan Project – Sanitary Sewer Master Plan Study*. May 28, 2015. Page 9.
140 Western Placer Waste Management Authority. http://www.wpwma.com/facilities.html
141 City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.12-11.
142 City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.12-11.
143 City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.12-11.
144 City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.12-13.
145 City of Roseville. *2025 General Plan Public Facilities Element*. Adopted May 5, 2010. Last Updated April 16, 2014. Page VII-21.
146 City of Roseville. *2025 General Plan Public Facilities Element*. Adopted May 5, 2010. Last Updated April 16, 2014. Page VII-21.

Roseville Electric's distribution system consists of 17 substations (two receiving stations, 15 substations), 645 circuit miles of underground cable, and 145 circuit miles of overhead wires with associated equipment.[147]

*Natural Gas*

The 1996 EIR identified that Pacific Gas and Electric (PG&E) provided natural gas to the City of Roseville. At that time, PG&E had sufficient ability to supply future development within Roseville.[148]

PG&E is still the natural gas supplier within Roseville. In 2014, PG&E began replacement of the existing 12-inch natural gas pipeline within the project site with a 16-inch line. The pipeline runs in a north-south direction and bisects the master plan site from Blue Oaks Boulevard down to through the HP recreation area, running between the western edge of the HP campus and the eastern edge of the Campus Oaks property.

*Telephone Service*

The 1996 EIR identified that Roseville Telephone Company provided telephone service to the project site. Since that time, numerous changes have occurred in telecommunication technology. As such, there is no longer one exclusive telephone provider for the project site.

Changes to General Plan and other Relevant Documents

The 2025 General Plan policies applicable to the project are the following:

*Public Facilities Element – Water System*

Policy 1: Secure sufficient sources of water to meet the needs of the existing community and planned growth.

Policy 2: Provide sufficient water treatment capacity and infrastructure to meet projected water demand.

Policy 3: Initiate, upon 75% of treatment plant capacity, expansion studies to determine necessary improvements to meet projected water demand.

Policy 8: Develop and pursue alternatives to continue delivery of PCWA and SJWD water to Roseville.

*Public Facilities Element – Wastewater and Recycled Water Systems*

Policy 1: Expand recycled water distribution system to deliver and meet estimated irrigation demands.

Policy 4: Ensure that wastewater treatment capacity is available and that wastewater generation is minimized.

Policy 6: Develop, plan, and provide incentives for use of recycled water by the public and private sectors.

Policy 7: Prevent hazardous materials from entering the wastewater system.

*Public Facilities Element – Water and Energy Conservation*

Policy 1: Develop and implement water conservation standards.

Policy 3: Explore potential uses of treated wastewater.

Policy 5: Develop and adopt a landscape ordinance that provides standards for the use of drought tolerant, and water-conserving landscape practices for both public and private projects.

Policy 6: Develop and implement public education programs designed to increase public participation in energy, water conservation and recycled water use.

Policy 7: Require large electricity users to submit a use and conservation plan concurrent with development review specifying measures to be taken to minimize demand.

*Land Use Element – Growth Management*

Policy 7: The City shall oppose urban density residential, commercial or industrial development in unincorporated areas unless adequate public facilities and services can be provided and mechanisms to ensure

[147] City of Roseville. *2025 General Plan Public Facilities Element*. Adopted May 5, 2010. Last Updated April 16, 2014. Page VII-21.
[148] City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.12-14.

their availability and provision are secured during the land use entitlement process. It is the City's preference that urban development occur within incorporated area.

3. Comparative Impact Discussions

The 1996 EIR addressed utility and service system effects in nine impact discussions, Impact 4.4-2, Impacts 4.12-1 through 4.12-6, and Impacts 4.12-9 through 4.12-10. Relevant changes to the impact discussion as a result of changes to the project or to circumstances of the project are presented in the Impact Tables, below.

| **Impact 4.4-2 Increased Impervious Surface Area Would Increase the Volume and Rate of Storm Water Runoff, Exacerbating Existing On- and Off-Site Flooding** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies<br>SB-1, SB-2, SB-5, SB-6, and SB-8 | General Plan Safety Element (Flood Protection)<br>Policies 1, 2, 5, 6, and 8 |
| Significance with Policies and Regulations | Significant | Significant |
| Mitigation Measures: | 1996 Mitigation Measure 4.4-2(a) and 1996 Mitigation Measure 4.4-2(b) | 1996 Mitigation Measure 4.4-2(a) and 1996 Mitigation Measure 4.4-2(b) |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR analyzed the potential for flooding impacts and the subsequent need for additional stormwater facilities related to increased impervious surfaces. The 1996 EIR acknowledged that increased impervious surfaces associated with the planned light industrial development would increase the rate and volume of surface runoff entering Pleasant Grove Creek and other watercourses. Increased flow and volume and altered drainage patterns would increase potential for localized flooding in the area. To mitigate for the potential flooding, the 1996 HPMP included development of a drainage system that would include facilities to detain peak flows. The 1996 EIR included Mitigation Measures 4.4-2(a) and 4.4-2(b) to mitigate flooding impacts resulting from increased impervious surfaces. Mitigation Measure 4.4-2(a) required the identification of adequate detention basin facilities. Because flood conditions within the project site are impacted by more than just this particular site, development fees were identified to help fund the local flood control strategy. Mitigation Measure 4.4-2(b) required the applicant to contribute its fair share fees to regional flood control facilities. The 1996 EIR concluded that implementation of Mitigation Measures 4.4-2(a) and 4.4-2(b) would reduce impacts related to flooding from impervious surfaces to a less-than-significant level.

A drainage study prepared for the proposed HPCO Amendment modeled and analyzed the capacity of the planned drainage infrastructure to accommodate the projected runoff during both interim and build-out conditions. According to the drainage study, the City of Roseville has stated that as long as runoff from the property does not exceed the flow rates shown in the North Roseville Specific Plan Area (NRSPA) Phase 1 Drainage Shed Map (December 1997), then stormwater detention would not be required.[149] Based on preliminary improvement plans, including road grading and storm drain pipe locations and sizing, the drainage study concluded that the proposed HPCO Amendment would be able to accommodate future condition peak flows and flow rates at the drainage outfalls would be less than the NRSPA and therefore, no detention is required.[150]

Because the drainage study concluded that no detention facilities would be required, Mitigation Measure 4.4-2(a) is considered to be satisfied for the Campus Oaks portion of the project site. Future development within the project site other than the Campus Oaks development would be required to demonstrate compliance with Mitigation Measure 4.4-

[149] Morton & Pitalo, Inc. *Hewlett-Packard/Campus Oaks Master Plan Drainage Report*. June 11, 2015. Page 7.
[150] Morton & Pitalo, Inc. *Hewlett-Packard/Campus Oaks Master Plan Drainage Report*. June 11, 2015. Page 29.

2(a). As discussed above, Mitigation Measure 4.4-2(b) is applicable to all projects and would still apply to the proposed HPCO Amendment.

Because the drainage study shows that the proposed HPCO Amendment would not have any increased impacts from the 1996 HPMP, there would be no significant impacts, and no increase in severity of significant impacts. No new mitigation is required.

| **Impact 4.12-1 Increased Demand for Domestic Water** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies FF-1, FF-2, FF-8 | General Plan Public Facilities Element (Water System) Policies 1, 2, and 8 |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR analyzed whether the City's water supply entitlements would be sufficient to adequately serve the needs of the 1996 Plan. The 1996 EIR determined that at full buildout, the 1996 HPMP would require an estimated average daily water demand of 0.66 million gallons per day (mgd), a maximum demand of 1.32 mgd, and a peak hour demand of 2.25 mgd.[151] The 1996 EIR concluded that with implementation of applicable General Plan (1992) policies, the City's water supply, treatment capacity, and infrastructure were sufficient to accommodate the 1996 HPMP.

As part of the City's water supply planning, water has been allocated to planned and entitled parts of the City. These water allocations ensure that water supply is available for entitled properties when development of those lands occurs. The City has allocated water to the master plan site based on demands that were established for the 1996 HPMP. For the master plan site, the City has assumed an average of 2,598 gallons per day per acre for property zoned Light Industrial. Based on this approach, the City has indicated that a water supply of 668 AFY (0.60 million gallons per day) remains for the master plan site.[152]

Pursuant to California Water Code Section 10910 et seq., a water supply assessment (WSA) was prepared for the master plan site with particular attention given to the proposed HPCO Amendment. The WSA calculated the anticipated water demand for the entire master plan site with the proposed HPCO Amendment and compared the demand to that for the same master plan site under the approved 1996 HPMP. Under the 1996 HPMP, development within the master plan site would have required 1,432.38 acre feet per year (AFY).[153] With the proposed HPCO Amendment, development within the master plan site would require 1,348.93 AFY[154], a decrease of 83.45 AFY compared with the water demand for the 1996 HPMP. Recognizing 47.58 AFY of water conservation[155] and 65.90 AFY of recycled water use[156], the net demand for potable water from development on the master plan site with the proposed HPCO Amendment would be 1,235.45 AFY, a total of 196.93 AFY less than would be demanded under the 1996 HPMP.

151 City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.12-19, Table 4.12-4.
152 City of Roseville, Environmental Utilities Department, Engineering Division, Letter from Kelye McKinney P.E. to Mr. Al Johnson, *Available Water Supply and Wastewater Capacities for the Remaining Hewlett Packard Site.* August 27, 2013.
153 Municipal Consulting Group. *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Water Supply Assessment*. June 2015. Page 15, Table 6.
154 Based on 589.96 AFY (Campus Oaks) + 413.33 AFY (HP) + 170.06 AFY (Cokeva) + 175.58 (QIP) = 1,348.93 AFY. Email from Greg Bardini, Morton & Pitalo, July 5, 2015.
155 Municipal Consulting Group. *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Water Supply Assessment*. June 2015. Page 16, Table 7.
156 Municipal Consulting Group. *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Water Supply Assessment*. June 2015. Page 17, Table 8.

Water demand at buildout of the City's General Plan, which includes the 1996 HPMP, is estimated as 63,235 acre-feet per year (AFY), of which 4,409 AFY will be met through recycled water supplies.[157] Thus, the total potable water demand for the City at buildout is currently estimated as 58,826 AFY (total demand minus the demand met through recycled water). With the proposed HPCO Amendment and not accounting for reductions in demand due to water conservation and use of recycled water, the citywide water demand at General Plan buildout would be 63,000 AFY[158], and after consideration of water conservation and recycled water use for the proposed HPCO Amendment and citywide, the net citywide potable water demand at General Plan buildout would be 58,591 AFY. Thus, implementation of the proposed HPCO Amendment would decrease future cumulative water demand in Roseville.

The City's maximum surface water supply diversion (from Folsom Reservoir) is 58,900 AFY, which is sufficient water to supply buildout demand in normal and wet years.[159] During dry and critically dry years, when diversions from Folsom Lake may be reduced to a low of 39,800 AFY[160], the City uses groundwater supplies combined with usage reduction to make up for surface water shortfalls. The Water Supply Assessment prepared for the proposed HPCO Amendment indicates that the City's groundwater wells are capable of delivering approximately 15,970 AFY, and that the City has plans to expand its groundwater well network to be able to deliver 38,715 AFY if run on a continuous basis.[161] There is sufficient groundwater available under buildout conditions during periods when surface water supplies are reduced.

As the water demand with the proposed HPCO Amendment would result in a reduction of approximately 365.24AFY compared to the 1996 HPMP, there would be no new significant impacts, and no substantial increase in the severity of significant impacts. No new mitigation would be required.

| **Impact 4.12-2 Decreased Water Supply During Drought Periods** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies FF-1, FF-2, FF-8, FI-1, FI-3, FI-5, FI-6, and FI-7 | General Plan Public Facilities Element (Water System) Policies 1, 2, and 8<br>General Plan Public Facilities Element (Water and Energy Conservation) Policies 1, 3, 5, 6, and 7 |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR analyzed the adequacy of water supply to serve the 1996 HPMP during drought years. The 1996 EIR examined the City's ongoing efforts for water conservation and reuse and concluded that adherence to applicable General Plan (1992) policies would ensure less-than-significant impacts from the 1996 HPMP during drought years.

As noted above, the City has allocated water to the master plan site based on demands that were established for the 1996 HPMP. For the master plan site, the City has assumed 2,598 gallons per day for property zoned Light Industrial. Based

[157] Municipal Consulting Group. *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Water Supply Assessment*. June 2015. Page 22.
[158] Municipal Consulting Group. *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Water Supply Assessment*. June 2015. Page 22.
[159] Municipal Consulting Group. *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Water Supply Assessment*. June 2015. Page 18, Table 9.
[160] Municipal Consulting Group. *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Water Supply Assessment*. June 2015. Page 18, Table 9.
[161] Municipal Consulting Group. *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Water Supply Assessment*. June 2015. Page 21.

on this approach, the City has indicated that a water supply of 668 AFY (0.60 million gallons per day) remains for the master plan site.[162]

Since the 1996 EIR, the City of Roseville has continued its efforts for water conservation and reuse. Recycled water was not available that the time the 1996 EIR was prepared, but its use has become regular practice within new development in Roseville. According to the WSA prepared for the proposed HPCO Amendment, approximately 65.90 AFY of recycled water would be utilized for the Campus Oaks development.[163] Combined with an additional savings of 47.58 AFY due to conservation practices, the overall potable water demand from the master plan site with the proposed HPCO Amendment would be 196.93 AFY less than projected under the 1996 HPMP.

In addition, the City has continued to expand its groundwater well network. The Water Supply Assessment prepared for the proposed HPCO Amendment indicates that the City's groundwater wells are capable of delivering approximately 15,970 AFY, and that the City has plans to expand its groundwater well network to be able to deliver 38,715 AFY if run on a continuous basis. There is sufficient groundwater available under buildout conditions during periods when surface water supplies are reduced. Because the proposed HPCO Amendment would decrease potable water demand compared to the demand projected for the 1996 HPMP, and because of the City's efforts to expand its system of groundwater wells to be able to meet dry year needs, impacts related to water supply during drought conditions would be less than under the 1996 HPMP. As a result, there would be no significant impacts, and no substantial increase in the severity of significant impacts. No new mitigation is required.

| **Impact 4.12-3 Increased Demand for Domestic Water Treatment** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies FF-2 and FF-3 | General Plan Public Facilities Element (Water System) Policies 2 and 3 |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR evaluated the potential impact of providing domestic water treatment for development under the 1996 HPMP. The 1996 EIR stated that the City's treatment capacity was 48 mgd but could be expanded to accommodate the 1996 Plan, and that adherence to General Plan (1992) Policies FF-2 and FF-3 would ensure that potential water treatment impacts would be less than significant.

Currently, the City of Roseville's water treatment plant has a capacity of 100 mgd.[164] General Plan (2010) policies identical to those discussed in the 1996 EIR would ensure that there is adequate capacity to treat water for the development with the proposed HPCO Amendment. The City's water supply includes projected buildout of the master plan site, and therefore, would not increase the water treatment plant capacity. Adequate water is available to serve the site. Therefore, there would be no significant impacts, and no increase in the severity of significant impacts. No new mitigation is required.

[162] City of Roseville, Environmental Utilities Department, Engineering Division, Letter from Kelye McKinney P.E. to Mr. Al Johnson, *Available Water Supply and Wastewater Capacities for the Remaining Hewlett Packard Site.* August 27, 2013.
[163] Municipal Consulting Group. *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Water Supply Assessment*. June 2015. Page 17, Table 8.
[164] City of Roseville. *Sierra Vista Final EIR*. May 2010. Page 4.12.1-24.

| Impact 4.12-4 Increased Demand on Water Distribution System | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | None |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR analyzed the impacts of the 1996 HPMP on the water distribution system and determined planned City improvements and placement of water mains in the Master Plan area would ensure that the 1996 HPMP would have a less than significant impact on the existing water distribution system. As discussed in the WSA prepared for the proposed HPCO Amendment, water demand with the proposed HPCO Amendment would be less than required for the 1996 HPMP. As a result, demands on the water distribution system from the proposed HPCO Amendment would be less than under the 1996 Plan because less water would be required. Therefore, there would be no significant impacts, and no substantial increase in the severity of impacts. No new mitigation is required.

| Impact 4.12-5 Increased Demand on Wastewater Collection System | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies FG-1, FG-6, and FG-9 | General Plan Public Facilities Element (Wastewater and Recycles Water Systems) Policies 1, 4, and 7 |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR analyzed impacts of the 1996 HPMP on the existing wastewater collection system. The 1996 EIR determined that strict adherence to applicable General Plan (1992) policies would ensure that wastewater improvements would be designed to adequately carry wastewater from the project site. The same policies relied upon in the 1996 EIR are included in the current General Plan (2010) and would ensure adequate wastewater collection infrastructure to serve the proposed HPCO Amendment. According to the sewer study prepared for the proposed HPCO Amendment, total sewer flows for the master plan site under the 1996 HPMP would be 0.32 mgd for average dry weather flow (ADWF) and 1.94 mgd for peak wet weather flow (PWWF).[165] With the proposed HPCO Amendment, total sewer flows in the master plan site would be 0.33 mgd ADWF and 1.97 mgd PWWF. Thus, the changes in land use under the proposed HPCO Amendment would result in an increase of 0.01 mgd ADWF and an increase of 0.03mgd PWWF. The sewer study concluded that proposed sewer infrastructure improvements would provide sufficient capacity to accommodate flows at full buildout with the HPCO Amendment.[166] Because of the minor change in flow, the proposed HPCO Amendment would not result in new significant impacts, and no substantial increase in the severity of significant impacts. No new mitigation is required.

[165] Morton & Pitalo, Inc. *Hewlett Packard/Campus Oaks Rezone & Master Plan Project- Sanitary Sewer Master Plan Study*. May 28, 2015. Page 8, Table 6.

[166] Morton & Pitalo, Inc. *Hewlett Packard/Campus Oaks Rezone & Master Plan Project - Sanitary Sewer Master Plan Study*. May 28, 2015. Page 9,

| Impact 4.12-6 Increased Demand on Wastewater Treatment System | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | General Plan Policies FG-1, FG-8, FG-9, and LH-7 | General Plan Public Facilities Element (Wastewater and Recycled Water Systems) Policies 1, 6, and 7<br>General Plan Land Use Element (Growth Management) Policy 7 |
| Significance with Policies and Regulations | Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR evaluated the impact of the 1996 Plan on the existing wastewater treatment capacity. The 1996 EIR determined that the 1996 Plan's contribution of wastewater could exceed treatment capacity. However, because the Regional Wastewater Treatment Master Plan was being developed at that time, implementation of applicable General Plan (1992) policies would reduce impacts to less than significant.

Since the 1996 EIR, the City of Roseville opened a new wastewater treatment facility, the Pleasant Grove WWTP. The Pleasant Grove WWTP treats wastewater currently generated on the project site. According to the sewer study prepared for the proposed HPCO Amendment, the master plan site with the proposed HPCO Amendment would generate 0.01 mgd ADWF and 0.03 mgd PWWF more than would have been generated under the 1996 HPMP.[167] Because the amount of wastewater that would be generated with the proposed HPCO Amendment would involve a slight increase in flows compared to the flows under the 1996 HPMP, implementation of the proposed HPCO Amendment would not substantially increase demand for wastewater treatment. The Pleasant Grove WWTP was constructed after approval of the 1996 HPMP, and was constructed in part to accommodate flows from buildout of the 1996 HPMP. As the proposed HPCO Amendment would result in wastewater flows from the master plan site that would be only a slight increase over those already planned for under the 1996 HPMP, it is reasonable to conclude that the Pleasant Grove WWTP has adequate capacity to treat flows from the proposed HPCO Amendment. Therefore, there would be no new significant impacts, and no substantial increase in the severity of significant impacts. No new mitigation is required.

| Impact 4.12-9 Increased Demand for Solid Waste Hauling | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | None |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR evaluated impacts of the 1996 Plan on solid waste hauling (see Environmental Issue Area 17(f)). The 1996 EIR stated that Hewlett-Packard contracted with a private hauling company and would continue to do so. Therefore, the 1996 EIR concluded that the 1996 Plan would have a less than significant impact related to demand for solid waste hauling.

[167] Morton & Pitalo, Inc. *Hewlett Packard/Campus Oaks Rezone & Master Plan Project- Sanitary Sewer Master Plan Study.* May 28, 2015. April 8, 2015. Page 8, Table 6.

With the proposed HPCO Amendment, residential development would occur on the western half of the project site. The City of Roseville is responsible for solid waste collection and disposal. Solid waste is delivered to the Western Placer Waste Management Authority (WPWMA) for processing and disposal. As stated in the 2025 General Plan, fees are charged to cover the costs of collection and disposal.[168] While the proposed HPCO Amendment would add residential solid waste disposal customers, the fees charged for these services would cover the additional costs that would be incurred by the City of Roseville for collection and disposal activities. While the proposed HPCO Amendment would result in increased demand for solid waste, the project site is an infill area that has been assumed for development under the 2025 General Plan. Because user fees would cover additional collection and disposal costs, there would be no new significant impacts, and no substantial increase in the severity of significant impacts. No new mitigation is required.

| **Impact 4.12-10 Increased Demand for Solid Waste Disposal** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | None |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR evaluated whether there was adequate landfill capacity for solid waste generated by the 1996 HPMP. Solid waste generated with the proposed HPCO Amendment would be disposed of in the Western Regional Sanitary Landfill (WRSL). Solid waste from the 1996 HPMP was estimated assuming 1 lb. per 100 square feet of commercial or light industrial space. Based on this assumption, as well as an assumption that Hewlett Packard would continue to recycle 70 percent of its solid waste (as was the current level of recycling in 1996), the 1996 EIR estimated that at buildout of the 1996 HPMP a total of 3,970 tons per year of solid waste would be generated from the project site. At the time that the 1996 EIR was prepared, the remaining capacity of the WRSL was 6,370,000 tons, and the facility had a life expectancy of 25 years, and the expectation that impending expansion would increase the life expectancy to 35 years. The impact of this generation was determined to be less than significant.

Today, the WRSL is permitted to accept 1,900 tons per day.[169] Based on planned development within the service area, the WRSL is expected to have a life expectancy of approximately 45 years, with capacity to operate through 2058.[170] Municipal Consulting Group prepared a solid waste generation and impact assessment for the proposed HPCO Amendment (April 2015). The solid waste generation rate for residential uses within the City of Roseville was calculated assuming a total generation rate of 8.9 lbs per person per day. That generation rate was used to estimate the amount of solid waste that would be generated by the proposed residential uses within the Campus Oaks sub-area. Further, the assessment calculated the estimated solid waste that would be generated for the light industrial uses that would be built on the master plan site. Since 1996, the methodology used to estimate future solid waste generation has changed. So, in order to determine whether the proposed HPCO Amendment would have any greater impact on solid waste disposal, the solid waste that would have been generated by full buildout of the existing entitlements was compared to the generation with the proposed HPCO Amendment (see **Table 17-1** below).

168 City of Roseville. *2025 General Plan Public Facilities Element*. Adopted May 5, 2010. Last Updated April 16, 2014. Page VII-47.
169 Calrecycle. 2014. http://www.calrecycle.ca.gov/SWFacilities/Directory/31-AA-0001/Detail/
170 Municipal Consulting Group. *Technical Study Solid Waste*. June 15, 2015. Page 15.

**Table 17-1**
**Solid Waste Generation (tons/year)**

| Land Use | Existing Entitlements[1] | | Proposed HPCO Amendment | | Change | |
|---|---|---|---|---|---|---|
| | HP/CO[2] | QIP/C[3] | HP/CO[4] | QIP/C[3] | HP/CO | QIP/C |
| Light Industrial[5] | 7,041.11 | 3,887.25 | 3,000.49 | 3,887.25 | -4,040.62 | 0 |
| Residential[6,7] | -- | -- | 4,020.00[8] | -- | +4,020.00 | -- |
| **Total** | 10,928.36 | | 10,907.74 | | -20.62 | |

Notes:
1. Reflects land use change from 2001 Amendment.
2. Full buildout would include 2,717,000 square feet of light industrial use.
3. Quality Investment Properties (QIP) and Cokeva properties - full buildout would include 1,500,000 square feet of light industrial use.
4. Full buildout would include 948 residential units and 1,157,820 sf of light industrial use.
5. Based on 0.0142 lbs per square foot per day for light industrial land use http://www.calrecycle.ca.gov/wastechar/wastegenrates/Industrial.htm
6. The City uses a residential population based approach for estimating generation of solid waste. Solid waste generation estimates for residential land uses accounts for generation of solid waste commercial and office uses. Because the 1996 HPMP included no residential uses, and thus (using a residential population based approach) would not show any generation of solid waste, in order to provide a comparison, the estimated generation rate for light industrial land uses is included in the analysis to provide a comparison between the 1996 HPMP and proposed HPCO Amendment.
7. Based on 8.9 lbs per day per resident as calculated by Municipal Consulting Group in April 2015 (see Table 3 of the assessment)
8. Based on 2,475 new residents (948 dwelling units x 2.61 residents per unit)

Source: Compiled by ESA, 2015 from Municipal Consulting Group. *Technical Study Solid Waste*. June 15, 2015.

Based on current generation rates, buildout of the 1996 HPMP would generate an estimated 10,928.36 tons per year of solid waste. With the proposed HPCO Amendment, solid waste generation would be 10,907.74 tons per year, a reduction of 20.62 tons per year compared to the 1996 HPMP (see **Table 17-1**). Thus, the proposed HPCO Amendment would not create a new significant impact, nor a substantially more severe significant impact, compared to the 1996 HPMP.

| **Impact 4.12-11 Increased Demand for Electrical Supply** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | None |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR stated that full build-out of the 1996 HPMP would increase demand for electrical services, with a total demand of 11.89 MW [equivalent to 104,454 MWh]. The 1996 EIR concluded that while there would be an increased demand for electrical services, the impact would be less than significant because full build-out of the 1996 HPMP would not increase the overall future power needs identified by the City of Roseville.[171]

For the purposes of this analysis, electricity demands were derived from the CalEEMod modeling that was undertaken for the purposes of estimating greenhouse gas emissions (see **Table 17-2**).

[171] City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.12-29.

**Table 17-2**
**Energy Demand**

| Energy Sector | 1996 HPMP | Proposed HPCO Amendment | Change |
|---|---|---|---|
| **Construction Energy Useage** | | | |
| Transportation Fuels (gallons) | 402,132 | 3,583,878 | +3,181,746 |
| **Operational Energy Useage** | | | |
| Natural Gas (kBTU)[1] | 41,920,380 | 37,940,000 | -3,980,380 |
| Electricity (kWh)[1] | 26,518,000 | 22,373,520 | -4,144,480 |
| Transportation Fuels (gallons) | 2,559,382 | 1,463,973 | -1,095,409 |

Notes:
1. Natural gas and electricity consumption estimates were generated using CalEEMod.
Source: ESA, 2015

Based on that modeling, the 1996 HPMP would require an estimated 26,518 MWh (3.02 MW) of electricity. With the proposed HPCO Amendment, electricity demand would be 22,374 MWh (2.55 MW) of electricity, a reduction of 4,144 MWh (0.47MW) compared to electricity demand under the 1996 HPMP (see **Table 17-2**). Residential uses, in general, require less electricity than light industrial uses. Further, evolution of Title 24 energy conservation measures require increasingly energy-efficient building practices. Thus, the proposed HPCO Amendment would not create a new significant impact, nor a substantially more severe significant impact, compared to the 1996 HPMP.

| **Impact 4.12-12 Increased Demand for Natural Gas** | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | None |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR analyzed the potential increase in demand for natural gas with implementation of the 1996 HPMP. The 1996 EIR estimated natural gas demand for build out of the 1996 HPMP to be 3,750,080 Therms[172], and concluded that there would be adequate natural gas supplies to serve the 1996 HPMP.[173]

For the purposes of this analysis, natural gas demands were derived from the CalEEMod modeling that was undertaken for the purposes of estimating greenhouse gas emissions (see **Table 17-1**). Based on that modeling, the 1996 HPMP would require an estimated 419,204 Therms of natural gas. With the proposed HPCO Amendment, natural gas demand would be 379,400 Therms, a reduction of 39,804 Therms compared to the 1996 HPMP. Residential uses would use appliances that have become more efficient since 1996, resulting in lower overall demand despite the change in land use. Thus, the proposed HPCO Amendment would not create a new significant impact, nor a substantially more severe significant impact, compared to the 1996 HPMP.

172 A therm is the equivalent of 100,000 British thermal units (Btu).
173 City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.12-30.

| Impact 4.12-13 Increased Demand for Telephone Services | | |
|---|---|---|
| | **1996 HPMP** | **Proposed HPCO Amendment** |
| Applicable Policies and Regulations | None | None |
| Significance with Policies and Regulations | Less than Significant | Less than Significant |
| Mitigation Measures: | None Required | None Required |
| Significance after Mitigation | Less than Significant | Less than Significant |

**Discussion:**

The 1996 EIR analyzed the potential increase in demand for telephone service with implementation of the 1996 HPMP. The 1996 EIR stated that telephone service would be provided by private utility companies and that infrastructure would be funded through developer fees and future customer billings. The 1996 EIR concluded that impacts related to telephone service would be less than significant.[174]

With the proposed HPCO Amendment, demand for telephone services may increase because the number of connections required for residential uses could exceed those for the industrial uses planned in the 1996 HPMP. However, due to technological changes, some residences, particularly those inhabited by younger people, may choose not to have traditional telephone service, preferring to rely solely on cellular phones. Additionally, there are multiple telephone service providers available to serve the project site. Thus, the proposed HPCO Amendment would not create a new significant impact, nor a substantially more severe impact, compared to the 1996 HPMP.

Issues Not Addressed in 1996 EIR

The 1996 EIR did not address whether the 1996 HPMP would comply with federal, state, and local statutes and regulations related to solid waste (see Environmental Issue Area 17(g)). As the entity responsible for solid waste collection and disposal for the project site, the City of Roseville would collect and dispose of solid waste generated by the proposed HPCO Amendment in accordance with all applicable federal, state, and local statutes and regulations, including the California Integrated Waste Management Act and state-mandated recycling goals. Therefore, the proposed HPCO Amendment would not result in a new significant impact, nor a substantially more severe significant impact, compared to the 1996 HPMP.

Also, the 1996 EIR did not address the consumption of energy for project construction and for operational transportation to and from the project. As noted above, for the purposes of this analysis, construction energy demands were derived from the CalEEMod modeling that was undertaken for the purposes of estimating greenhouse gas emissions (see **Table 17-1**). Based on that modeling, construction of the 1996 HPMP would require an estimated 402,132 gallons of fuel spread over an approximately 30 year buildout. With the proposed HPCO Amendment, the 30-year construction energy demand would be 3,583,878 gallons of fuel, an increase of 3,181,746 gallons of fuel compared to the 1996 HPMP. In terms of energy consumption for transportation, the 1996 HPMP would require an estimated 2,559,382 gallons of fuel per year. With the proposed HPCO Amendment, transportation to and from the site would consume 1,493,973 gallons of fuel per year, a reduction of 1,095,409 gallons per year compared to the 1996 HPMP. The annual reduction in fuel consumption from operational transportation would far outweigh the incremental increase in construction fuel consumption over the 30-year construction period. Because the combined construction and transportation energy demand would substantially decrease with the proposed HPCO Amendment compared to the 1996 HPMP, the proposed HPCO Amendment would not result in a new significant impact, nor a substantially more severe significant impact, compared to the 1996 HPMP.

4. Conclusions

[174] City of Roseville. *Hewlett-Packard Master Plan Draft Environmental Impact Report*. February 1996. Page 4.12-30.

As described in the text and tables above, changes introduced by the proposed HPCO Amendment and/or circumstances relevant to the project would not, as compared to the 1996 EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the project will have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than shown in the previous EIR. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

**Standard Mitigation Measures**

None.

**1996 EIR Mitigation Measures**

None.

**2015 Mitigation Measures**

None.

| Environmental Issue Area | Where Impact Was Analyzed in Prior Environmental Documents. | Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts? | Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? | Any New Information of Substantial Importance? | Prior Environmental Documents Mitigations Implemented or Address Impacts. |
|---|---|---|---|---|---|
| **18. Mandatory Findings of Significance.** | | | | | |
| 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, rare or threatened species or eliminate important examples of the major periods of California history or prehistory? | pp. 4.5-3 through 4.5-12; pp. 4.6-5 through 4.6-6<br><br>Impact 4.5-1<br>Impact 4.5-4<br>Impact 4.5-5<br>Impact 4.5-6<br>Impact 4.5-7<br>Impact 4.5-8<br>Impact 4.6-1<br>Impact 4.6-2<br>Impact 4.6-3 | No | No | No | Yes |
| b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | pp. 6.1 through 6-19 | No | No | No | Yes |
| c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | pp. 4.8-2 through 4.8-6; pp. 4.10-2 through 4.10-13; pp.4.11-5 through 4.11-7, 4.11-9 through 4.11-11<br><br>Impact 4.8-1<br>Impact 4.8-2<br>Impact 4.8-3<br>Impact 4.8-4<br><br>Impact 4.10-1<br>Impact 4.10-2<br>Impact 4.10-3<br>Impact 4.10-4<br>Impact 4.10-7<br><br>Impact 4.11-1<br>Impact 4.11-2<br>Impact 4.11-3 | No | No | No | Yes |

**Discussion:**

As discussed below, Environmental Issue Areas 18(a) and 18(c) represent summaries of information discussed elsewhere in this document. The focus of the discussion below is on Cumulative Impacts, addressed in Environmental Issue Area 18(b) and discussed at length in the 1996 EIR in section 6.2, pages 6-1 through 6-17.

1. Changes to the Project

The proposed Hewlett-Packard Campus Oaks Master Plan Amendment (HPCO Amendment) would revise and update the 1996 HPMP to accommodate residential and commercial development on the western half of the project site. Uses proposed in the HPCO Amendment include residential of varying densities, commercial, office, tech/business park, and

parks and open space. Other changes proposed in the 2015 HPMP include continuation of HP Enterprise Way up to Blue Oaks Boulevard and extensions of Painted Desert Drive and Crimson Ridge Drive on to the project site.

The proposed HPCO Amendment would construct 948 dwelling units for an anticipated population of 2,475 new residents. The proposed HPCO Amendment would also include 60,000 square feet of professional office area on 5.54 acres; 170,000 square feet of commercial use on 19.29 acres; 300,000 square feet of tech/business park development on 32.85 acres; 2,700,000 square feet of light industrial on 243.98 acres; and, 71.01 acres of parks, open space, and public uses. These totals include the entire project site, including the existing buildings on the eastern half of the site.

2. Changes in Circumstances

Environmental Setting

When the 1996 EIR was prepared, the project site was largely surrounded by open grassland, with scattered outbuildings and other structures, and had been historically used for grazing or other agricultural purposes. At that time, Blue Oaks Boulevard only existed east of Foothills Boulevard, and Woodcreek Oaks Boulevard did not extend north of the South Branch of Pleasant Grove Creek. Several large-scale light industrial buildings were present on the eastern portion of the project site; for the most part these buildings remain. To the east of Foothills Boulevard, a large distribution center was present immediately south of Blue Oaks Boulevard, between Foothills Boulevard and Industrial Avenue.

In August 1997, the City adopted the North Roseville Specific Plan, providing for development of approximately 1,500 acres of land west and northwest of the project site. Today, around the project site, lands west of Woodcreek Oaks Boulevard are fully developed with single- and multi-family homes. At the southwest corner of Woodcreek Oaks Boulevard and Blue Oaks Boulevard, there is a one-story retail shopping center, with large landscaped parking lots and a vegetated drainage channel parallel to and immediately south of Blue Oaks Boulevard.

Lands north and east of the project site are within the City's North Industrial Planning Area. North of Blue Oaks Boulevard are developed with single-family and multi-family residences, as well as retail, commercial, and industrial development. Fully developed commercial/retail/office centers are located on the northwest and northeast corners of the intersection of Blue Oak Boulevard and Foothills Boulevard. A small commercial center is currently under construction at the northeast corner of the intersection of Blue Oaks Boulevard and Woodcreek Oaks Boulevard. The area east of Foothills Boulevard and south of Blue Oaks Boulevard includes a commercial shopping center, industrial development, and vacant industrial parcels.

South of the project site and the South Branch of Pleasant Grove Creek, lands are fully developed with golf course and residential uses consistent with the Northwest Roseville Specific Plan.

*Cumulative Growth*

The cumulative scenario that was analyzed in the 1996 EIR was based on the 2010 Market/Specific Plan Buildout Scenario, including buildout of the City's urban reserve area, as described in the February 1995 *Comprehensive Land Use Element Update Draft EIR.* That scenario assumed buildout of all of the City's urban reserve areas, the North Industrial area, and 1,657 acres outside but immediately adjacent to the City's sphere of influence, 2010 market development of the infill portions of the City and the Athens Road portion of the City's sphere of influence, and 2010 market development for all other areas outside the City within Placer County. The 1996 EIR cumulative scenario also considered annexation of the 3,770-acre Athens Road portion of the City's sphere of influence. The 1996 EIR stated that the cumulative scenario "represents more growth and development than the existing General Plan which does not include development of the urban reserve area or areas outside of the city limits."

Since 1996, the City has expanded to the west, including the West Roseville Specific Plan, Sierra Vista Specific Plan, and Creekview Specific Plan. The City is currently preparing EIRs for the proposed Amoruso Specific Plan and the proposed Placer Ranch Specific Plan, north of the existing City limits. Cumulative conditions that have been addressed in

this document represent a year 2025 condition where a number of major proposed projects are assumed to be either partially or fully built out. These projects include the following:

- Placer Vineyards Specific Plan
- Regional University and Community Specific Plan
- City of Lincoln General Plan Update

Outside of Placer County, the cumulative scenarios assume the Sacramento Area Council of Government's (SACOG) 2025 levels of development.

Changes to the General Plan and other Relevant Documents

In the 1996 EIR, the 1996 HPMP was examined for consistency with the City's 1992 General Plan. The 1992 General Plan included Policies LA-1 and LA-6 which addressed land use. In 2010, the City adopted the 2025 General Plan, which included policies substantially similar to those included in the 1992 General Plan.

3. Comparative Impact Discussions

The 1996 EIR noted that the 1996 HPMP would create several cumulative significant impacts. Each of those cumulative impacts are discussed below.

*Large Scale Land Use Conversion*

The 1996 EIR noted that the 1996 HPMP, along with several other development proposals, would result in the conversion of vacant and agricultural land to a mixture of urban land uses. The changes were determined to be significant because they would replace rural areas with urban and suburban land uses. Today, the land that would be converted with implementation of the proposed HPCO Amendment is no longer used for agricultural purposes, and is not surrounded by agricultural lands. Thus, the proposed HPCO Amendment would not contribute to this impact, which would no longer be considered significant under current conditions.

*Exacerbated Flood Conditions*

The 1996 EIR noted that cumulative development in the Pleasant Grove Creek watershed could increase runoff and exacerbate flooding conditions. It was noted that the Placer County Flood Control District and the City of Roseville were developing a regional flood control plan for Pleasant Grove Creek, which included provisions for a regional stormwater retention basin in western Placer County. The 1996 EIR noted that because the City could not fully mitigate impacts of flooding in the Pleasant Grove Creek watershed without participation of other agencies, the impact was considered significant and unavoidable.

Since that time, the City of Roseville established a fee program to construct a regional retention basin at Reason Farms, west of the project site. In early 2003, the City certified a final EIR for the City of Roseville Retention Basin Project (SCH#2002072084), purchased the Reason Farms property and approved the site and conceptual plans for a retention basin flood control project. The City is collecting drainage impact fees to fund construction of the retention basin project. Given the recent slowdown in development, this project will likely not be constructed until at later in 2015.

The proposed HPCO Amendment would be required to pay drainage impact fees that have been established by the City (see Mitigation Measure 4.4-2(b)), and would be designed to ensure that as runoff from the property does not exceed the flow rates shown in the North Roseville Specific Plan Area (NRSPA) Phase 1 Drainage Shed Map (December 1997). Because the City now has a financeable project to resolve cumulative flooding concerns in the Pleasant Grove Creek watershed, the project would not further exacerbate flooding in the Pleasant Grove Creek watershed. Thus, this cumulative impact would be mitigated to a less-than-significant level.

*Decreased Water Quality*

The 1996 EIR noted that cumulative urban development in the region would involve soil-disturbing activities such as vegetation removal, grading, and excavation, all of which would expose soil to wind- and water-generated erosion, increasing sediment loads in surface water. Although implementation of General Plan policies and compliance with the General Construction Permit would reduce potential degradation of receiving water quality, urban pollutants would continue to enter receiving waters, resulting in a significant and unavoidable cumulative water quality impact.

Today, lands around the project site have been largely developed, although capacity remains for further development in the North Industrial Area. Although the level of earth moving activities associated with adjacent properties is less than at the time of the 1996 EIR, the project as proposed would continue to contribute urban runoff to receiving waters in the region. Thus, this significant cumulative impact would remain unchanged compared to the 1996 HPMP.

*Biological Resources*

The 1996 EIR addressed cumulative impacts to biological resources by recognizing that the 1996 HPMP would contribute to cumulative impacts with respect to loss of annual grasslands, oak woodlands, riparian areas, vernal pools, and other seasonal wetlands, substantial reduction of raptor foraging area, and the loss of habitat potentially supporting sensitive plant and animal species. The EIR concluded that although General Plan policies and other biological regulatory programs would reduce cumulative impacts, significant cumulative biological impacts would occur.

As noted above under Environmental Issue Area 4, conditions today have lessened the magnitude of the biological resources effects of the proposed project due to changed conditions (e.g., urbanization of surrounding lands) and prior implementation of required regulatory permitting and related mitigation programs (e.g., establishment of the Woodcreek Oaks Preserve). Because wetland habitats have been previously filled and mitigated, and grasslands have been regularly disced, the biological resources that would be affected by the proposed HPCO Amendment are of lower quality than existed at the time of the 1996 EIR.

In addition, Placer County has been working for many years to develop and approve the Placer County Conservation Plan (PCCP). The proposed PCCP is intended to fulfill the requirements of a Habitat Conservation Plan (HCP) under the Federal Endangered Species Act and a Natural Community Conservation Plan (NCCP) under the California Natural Community Conservation Planning Act. The PCCP covers approximately 201,000 acres of western Placer County (not including the City of Roseville). The proposed PCCP plan would protect approximately 50,000 to 60,000 acres in the western County that would become part of a reserve system. This conservation reserve system would preserve approximately 50 percent of the County's remaining stock of vernal pool habitat. This acreage would occur in the unincorporated County and City of Lincoln areas. The proposed PCCP is designed to ensure that land would be managed to continue to support the survival and well-being of the covered species, as well as the survival of hundreds of other species that are dependent on the same habitat. Upon adoption and through implementation, the PCCP would reduce cumulative impacts on sensitive species to a less-than-significant level.

In light of (i) the changed conditions on the heavily-disced undeveloped portions of the project site, (ii) the fact that on-site wetlands impacts have already been mitigated, (iii) the establishment of the on-site preserve area, (iv) the fact that the project site is now an in-fill site and is no longer on the periphery of the development within the City, and (v) the anticipated completion and success of the PCCP in protecting habitat critical to species and in the region, the proposed HPCO Amendment would not contribute considerably to significant cumulative impacts, notwithstanding the conclusion in the previous EIR that the 1996 HPMP would have such an incremental effect. The remaining undeveloped portions of the project site are no longer biologically important under current and reasonably anticipated future conditions.

*Visual Quality*

The 1996 EIR stated that the 1996 HPMP would contribute to the cumulative loss of open, rural and undeveloped areas. It further noted that a significant impact would occur as a result of "conversion of open space and the alteration of the

existing landscape [that] will be widespread if all projects under the 2010 Market/Specific Plan Buildout Scenario and urban reserve are developed."

Today, lands around the project site have been fully developed, with the exception of some properties in the North Industrial Area that remain vacant, especially east of Foothills Blvd. Because the project site is no longer a contiguous part of the "open, rural and undeveloped area" around Roseville, the cumulative impact noted in the 1996 EIR would not occur with the proposed HPCO Amendment.

*Transportation and Circulation*

The 1996 EIR identified several impacts of the 1996 HPMP under Year 2010 cumulative conditions. As discussed under Environmental Issue Area 16, under 2025 cumulative conditions, including consideration of the "supercumulative" scenario that also includes development of the proposed Amuroso and Placer Ranch Specific Plans, there would be no new significant impacts that would not be mitigated to a less-than-significant level with measures identified in this document (see 1996 Mitigation Measure 4.9-3, and 2015 Mitigation Measures 4.9-8(a-c)).

*Air Quality*

The 1996 EIR disclosed that the 1996 HPMP would contribute to cumulative impacts related to construction and operational emissions. The 1996 EIR cumulative air emissions estimates were based on Year 2010 traffic projections. As is discussed at length under Environmental Issue Area 3, under Year 2025 cumulative conditions, with implementation of 1996 Mitigation Measures 4.10-1, 4.10-2(a-b), 4.10-3, there would no new significant cumulative air quality impacts, and no substantial increase in severity of any previously identified significant cumulative air quality impacts.

*Noise*

The 1996 EIR stated that cumulative increases in traffic could result in incremental traffic noise increases that would be potentially significant and unavoidable. The analysis of the noise effects of traffic generated by the proposed HPCO Amendment, presented under Environmental Issue Area 12, demonstrated that compared to the 1996 HPMP, the proposed HPCO Amendment would not result in a substantial increase in severity of cumulative (Year 2025) traffic noise levels. Although there were two locations on Foothills Boulevard where predicted cumulative noise levels would increase by 0.1 dBA $L_{dn}$, there would be ten locations where cumulative noise levels would decrease by 0.1-0.3 dBA $L_{dn}$.

*Public Services*

<u>Water</u>. The 1996 EIR analysis determined that adequate water supplies exist to serve future development allowed by the 1996 HPMP. Since then, several other Specific Plans have been adopted by the City and City population has grown substantially. As a result, the City has had to increase its water supply to meet an increase in demand. Even so, the City has reserved water for the project site in expectation of its eventual development. Potable water to serve the project would be provided by the City of Roseville. The City has contracts with the US Bureau of Reclamation (USBR), Placer County Water Agency (PCWA), and San Juan Water District (SJWD) for 66,000 acre feet per year (AFY) of surface water. The City maintains a contract entitlement with the USBR for 32,000 AFY of Central Valley Project supplies. This supply is received through the Folsom Lake Municipal and Industrial (M&I) intake. Roseville's water supply contract with PCWA allows for 30,000 AFY of American River Middle Fork Project water. Finally, the City has a current contract with SJWD for 4,000 AFY. The SJWD supply is a normal or wet year supply and is served from part of SJWD's contract with PCWA for 25,000 afy of Middle Fork Project water. The PCWA and SJWD supplies are also received through USBR facilities at Folsom Lake.

The City participated in the Water Forum, a regional stakeholder effort concerned with the protection of the Lower American River and reliable water supplies. The Water Forum resulted in the development of purveyor-specific agreements that outline how suppliers will meet commitments agreed to as part of the Water Forum efforts. The goal of the Water Forum was to provide a safe and reliable water supply through the year 2030, while protecting resources associated with the Lower American River. Roseville's agreement included a limitation of diversion from the American

River in both wet and dry years. Under the City's Water Forum Agreement, the City is only able to divert from the American River between 39,800 AFY during critically dry years up to 54,900 AFY in normal/wet years. Through its agreement with SJWD, the City increased its normal/wet year water supplies by an additional 4,000 AFY, for a total normal/wet year supply of 58,900 AFY. These water supply contracts and Water Forum limitations are summarized in **Table 18-1**, City of Roseville Surface Water Contracts.

**Table 18-1**
**City of Roseville Surface Water Contracts**

| Contracted Water Supply Source | Contract Amount (afy) |
|---|---|
| USBR | 32,000 |
| PCWA | 30,000 |
| SJWD (normal/wet years only) | 4,000 |
| Total Contracted Supplies | 66,000 |
| Available Supplies: Normal/Wet Years | 58,900 |
| Available Supplies: Driest/Critically Dry Years | 39,800 |

Source: City of Roseville, 2012

In addition to potable water supplies, the City utilizes recycled water supplies to meet a portion of the City's non-potable water demands. The City currently uses approximately 1,709 afy of recycled water for irrigation and industrial customers within the City of Roseville. Recycled water supplies are expected to increase to 4,462 afy at build out of the City under the current General Plan (City of Roseville 2012). The use of recycled water as an assured source of supply reduces the total potable water supply need of the City.

It is estimated that the proposed 2015 HPMP would generate a water demand of 1,432.74 AFY. Detailed information on the City's water supply and water demands are documented in the Water Supply Assessment prepared for the proposed 2015 HPMP, dated January 2015. As documented in the Water Supply Assessment for the Hewlett Packard/Campus Oaks Master Plan (WSA), Roseville's cumulative water demand at build out of the General Plan is expected to reach 63,235 AFY, which includes the water demand from this project. With the inclusion of recycled water, the surface water demand is lowered to 58,716 AFY (63,235 AFY – 4,519 AFY). According to the WSA, the City has sufficient water supplies to meet the City's water demand under normal/wet, dry, and critical dry years. Therefore, the cumulative impact of increased demand on the City's water supplies would be less than significant. Moreover, even if the City were unable to obtain sufficient water to serve proposed new development at Amoruso Ranch and Placer Ranch, the project site would have priority over those areas under a limited supply scenario, as the City, as noted above, has reserved water for the project site in expectation of its eventual development.

Wastewater. The 1996 EIR analysis determined that the City's Dry Creek WWTP had enough wastewater treatment capacity to serve future development allowed by the 1996 HPMP. The 1996 EIR also acknowledged that the City was in the process of developing a Regional Wastewater Master Plan that would include an option to construct a new treatment plant in the Pleasant Grove Creek sewershed, and that implementation of this plan would reduce cumulative impacts to a less-than-significant level. The project site is now served by the Pleasant Grove WWTP, which went online in 2003. The Pleasant Grove WWTP has the capacity to treat 12 million of gallons per day (mgd) and is currently treating approximately 7 mgd.[175] The volume of wastewater generated by the proposed project, along with other projected wastewater flow from the sewershed, could be accommodated by the facility. Consequently, the proposed project is not expected to contribute to a cumulative exceedance of applicable wastewater treatment requirements. Therefore, this cumulative impact would be less than significant.

Electricity. The 1996 EIR stated that the City's Year 2010 demand for electricity would be 269 MW, equivalent to 2,358,000 MWh annually. It further stated with a variety of suppliers (PG&E, WAPA, NCPA), "supply is not expected

[175] RMC. *South Placer Regional Wastewater and Recycled Water Systems Evaluation - Updated Final Report*. December 2009. Page 5-1.

to be a problem in the future." The 2025 General Plan reports that the Year 2025 demand for electricity in the City is expected to be 1,635,476 MWh, equivalent to 187 MW. Thus, projected cumulative electrical demand in the City has decreased by approximately 30 percent since the 1996 EIR. The decrease in overall demand reflects the implementation of statewide policies requiring increased levels of energy efficiency in new development. Since 1996, sources of electricity to the City have increased. In 2007, the City's Roseville Energy Park natural gas fired power plant went into service with a capacity of 160 MW. In 2008, the City acquired Roseville Power Plant 2 from NCPA, with a generation capacity of 45 MW. In addition, the City maintains several solar electric generation systems (photovoltaic). The combination of decreased cumulative demand and increased amounts of locally generated electricity ensure that the cumulative impacts of electricity demand would be less than significant with the proposed HPCO Amendment.

Natural Gas. The 1996 EIR noted that PG&E had indicated adequate resources to serve cumulative development in the region. These same conditions exist today, and thus the proposed HPCO Amendment would not contribute to a significant cumulative impact on natural gas services.

Solid Waste. The 1996 EIR explained that implementation of the City's General Plan policies and implementation measures related to solid waste would ensure the availability of adequate capacity for solid waste disposal. As described under Environmental Issue Area 17, adequate capacity exists at the WPWMA to meet the City's long-term needs. Thus, the proposed HPCO Amendment would not contribute to a significant cumulative impact related to solid waste.

Police. As noted in the 1996 EIR, citywide demand for police services would be met through implementation of the City's General Plan policies, reducing any impact on police services to less than significant. These same conditions exist today, and thus the proposed HPCO Amendment would not contribute to a significant cumulative impact on police services.

Fire. Similarly, the 1996 EIR explained that citywide demand for fire services would be met through implementation of the City's policies regarding funding and staffing for fire protection, reducing any impact on fire services to less than significant. These same conditions exist today, and thus the proposed HPCO Amendment would not contribute to a significant cumulative impact on fire services.

Schools. The 1996 EIR noted that with payment of required school impact fees, cumulative impacts on school services would be less than significant. State law compels the same conclusion today. Although the proposed HPCO Amendment would add residential uses, with resultant increases in school-aged children at the project site, the required payment of school impact fees would continue to reduce the magnitude of any cumulative impact to less than significant.

Libraries. The 1996 EIR noted that Year 2010 cumulative development would be expected to generate short-term significant cumulative impacts, which would be reduced to less than significant with construction of additional library facilities. Since that time, the City has altered its service ratio for libraries from one library for every 20,000 residents, to one library for every 40,000 residents. Based on this new service ratio, there would not be significant cumulative impacts due to libraries.

Issues Not Addressed in the 1996 EIR

None.

4. Conclusions

As described in the text and tables above, changes introduced by the proposed HPCO Amendment and/or circumstances relevant to the project would not, as compared to the 1996 EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the project will have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than shown in the previous EIR. Nor

is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

**Standard Mitigation Measures**

None.

**1996 EIR Mitigation Measures**

None.

**2015 Mitigation Measures**

None.

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