# Transportation Commission Meeting
# Council Chambers
# 311 Vernon Street
# June 30, 2015 – 7:00 p.m.
# Agenda

1. **Call to Order**

2. **Welcome – Roll Call**
   - Tracy Mendonsa, *Chair*
   - David Nelson, *Vice-Chair*
   - Rita Brohman
   - Joe Horton
   - Chinnaian Jawahar
   - Ryan Schrader
   - Jeff Short
   - Ethan Silver, *Youth Commissioner*

3. **Pledge of Allegiance**

4. **Meeting Minutes**
   a. May 19, 2015 – *Action Required*

5. **Oral Communication (Time Limitation Five (5) Minutes)** *Anyone wishing to address the Commission on matters not on the Agenda please stand, come to the podium and state NAME for the record.*

6. **Consent Calendar**
   a. Sunrise Pointe Transportation Systems Management (TSM) Plan – *Action Required*

7. **Special Presentations/Reports**
   a. Hewlett Packard Campus Oaks Project (Rezone, General Plan Amendment, Master Plan Amendment, Development Agreement Amendments, and Large Lot Tentative Subdivision Map) – *Action Required*

8. **Staff and/or Commission Reports/Comments**
   a. Alternative Transportation Division Update

9. **Pending Agenda**
   None

10. **Adjournment**

*Note: If you plan to use audio/visual materials during your presentation, they must be submitted to the City of Roseville 72 hours in advance. All public meetings are broadcast live on Comcast Channel 14 or Surewest Channel 73 and replayed the following morning beginning at 9:00 a.m. Meetings are also replayed on weekends.*

# Transportation Commission Meeting
# May 19, 2015 – 7:00 p.m.
# Draft Minutes

## 1. Call to Order
The meeting was called to order at 7:00 p.m. by Commissioner Nelson.

## 2. Roll Call
**Commissioners Present**
David Nelson, *Vice-Chair*
Rita Brohman
Joseph Horton
Chinnaian Jawahar
Ryan Schrader
Jeff Short
Ethan Silver, *Youth Commissioner*

**Staff Present**
Michael Wixon, Alternative Transportation Manager
Eileen Bruggeman, Alternative Transportation Analyst
Lupe Nelson, Recording Secretary

**Commissioners Absent**
Tracy Mendonsa, *Chair*

## 3. Pledge of Allegiance
Commissioner Nelson led those in attendance in the Pledge of Allegiance.

## 4. Meeting Minutes
**a. March 17, 2015** – *Action Required*

**MOTION:**
Commissioner Jawahar made the motion, which was seconded by Commissioner Horton, to approve the meeting minutes of March 17, 2015.

| | |
|---|---|
| Ayes: | Brohman, Horton, Jawhar, Nelson, Short, Silver |
| Noes: | None |
| Abstain: | Schrader |
| Absent: | Mendonsa |

## 5. Oral Communications
Commissioner Nelson opened the Public Comment period.

Mr. Mike Barnbaum addressed the Commission on transit happenings.

Commissioner Nelson closed the Public Comment period.

## 6. Consent Calendar
None

## 7. Special Presentation/Reports
**a. Disadvantaged Business Enterprise Goal for Federal Fiscal Year (FFY) 2015-2017** – *Action Required*

Mr. Wixon introduced Ms. Bruggeman. Ms. Bruggeman made the presentation on the

Disadvantaged Business Enterprise Goal for Federal Fiscal Year (FFY) 2015-2017.

Commissioner Nelson opened the public comment period.

Mr. Barnbaum asked about public outreach and scope of the Louis Orland Transfer Point project.

Mr. Wixon responded to Mr. Barnbaum's question.

Commissioner Nelson closed the public comment period

Discussion between staff and Commissioners ensued.

**MOTION**
Commissioner Brohman made the motion, seconded by Commissioner Jawahar, to accept and forward public comments received at the Transportation Commission meeting to the City Council and recommend the City Council approve the proposed Overall Disadvantaged Business Enterprise (DBE) Goal of 6.7% for U.S. Department of Transportation, Federal Transit Administration (FTA) assisted projects during the period of Federal Fiscal year (FFY) 2015 through 2017, as outlined in this report.

| | |
|---|---|
| Ayes: | Brohman, Horton, Jawahar, Nelson, Schrader, Short, Silver |
| Noes: | None |
| Abstain: | None |
| Absent: | Mendonsa |

**b. Transit Performance Report for 3rd Quarter Fiscal Year 2015** – *Action Required*
Ms. Bruggeman made the presentation on the Transit Performance Report for 3rd Quarter Fiscal Year 2015.

Commissioner Nelson opened and closed the public comment period.

Discussion between staff and Commissioners ensued.

**MOTION**
Commissioner Short made the motion, seconded by Commissioner Schrader, to accept the Transit Performance Report for the 3rd Quarter for Fiscal Year 2015 (FY15).

| | |
|---|---|
| Ayes: | Brohman, Horton, Jawahar, Nelson, Schrader, Short, Silver |
| Noes: | None |
| Abstain: | None |
| Absent: | Mendonsa |

## 8. Staff and/or Commission Reports/Comments

### a. Alternative Transportation Division Update

1. TSM Quarterly Training
2. Celebrate the Earth Festival
3. Free Smart Cycling & Basic Bicycle Maintenance Clinics
4. May is Bike Month
5. Bike with the Mayor
6. May is Bike Month Energizer Station
7. Legislative Update

Mr. Wixon made the presentation.

A question and answer session between staff and the Commission ensued.

Commissioner Nelson requested that an update on the I-80/Highway 65 project be presented by Placer County Transportation Planning Agency in the near future.

Commissioner Mendonsa requested that a representative from the City Attorney's department be present at Transportation Commission meetings.

Staff provided this report as informational only. No action required.

**b. Commission Reports**

Commissioner Nelson gave a brief update on Cap to Cap.

Commissioner Silver asked if Mr. Aaron Silver's concerns from the March 17, 2015 meeting had been addressed.

Staff responded they would check the status and report back to Commissioners.

## 9. Pending Agenda

None

## 10. Adjournment

***MOTION***

Commissioner Jawahar made the motion, which was seconded by Commissioner Brohman, to adjourn the meeting.

| | |
|---|---|
| Ayes: | Brohman, Horton, Jawahar, Nelson, Schrader, Short, Silver |
| Noes: | None |
| Abstain: | None |
| Absent: | Mendonsa |

The meeting was adjourned at 7:38 p.m.

David Nelson, Vice-Chair

Lupe Nelson, Recording Secretary

# Transportation Commission Meeting
## June 30, 2015 – 7:00 p.m.
## Consent Calendar

**Item 6A:** **Sunrise Pointe Transportation Systems Management (TSM) Plan**

**Staff** Sue Schooley, Administrative Analyst II/TSM Coordinator

### Recommendation

Staff recommends the Transportation Commission approve the TSM Plan for Sunrise Pointe.

### Background

On January 21, 2003 the Transportation Commission approved a TSM plan for Sunrise Pointe. Which included a 40,000 square foot retail center. The existing gas station on the corner, was under separate ownership and was not included as part of the TSM plan for Sunrise Pointe.

The current owner of Sunrise Pointe, purchased the corner gas station property demolished the facility and is building an additional building as part of Sunrise Pointe. The applicant, Janet Yoho, on behalf of Sunrise Pointe, worked in cooperation with the City in preparing a new TSM Plan for Sunrise Pointe which includes the additional property.

Sunrise Pointe is located at the northwest corner of Sunrise Ave. and Cirby Way.

### Discussion

Sunrise Pointe is a 45,000 square foot retail shopping center, located on approximately 5.0 acres. Sunrise Pointe consists of four buildings with retail space as well as restaurants. The anchor is a drugstore, in a separate building occupying approximately 18,000 of the 45,000 square feet, with a floor area ratio of .21.

The services provided by these businesses are geared to meet the needs of the surrounding neighborhood. Most of the tenants located within Sunrise Pointe are generally be open from 7:00 am to 9:00 pm, 6 to 7 day a week.

Sunrise Pointe is anticipated to employ approximately one hundred and twenty (120) employees, with approximately fifty (50) employees during the day at the maximum shift. Most of the employees will be in modest paying hourly positions.

Many of the employees are commute from the surrounding residential areas of Roseville, Granite Bay, Rocklin, Fair Oaks, Antelope, Citrus Heights and Orangevale. Estimated commutes range up to 15 miles and the modes of transportation include automobile, transit, and bicycle.

The applicant will install one Class I and fifteen (15) Class II bicycle parking facilities, and eight carpool spaces in compliance with the TSM ordinance and the Green Building Code.

A bus shelter and transit pad is located at this project, on Cirby Way just west of Sunrise Ave, however, the existing shelter will be removed and replaced with a new bus shelter to meet current City standards.

The attached TSM Plan has been prepared in compliance with the TSM Ordinance.

## Attachment(s)

1. Sunrise Pointe TSM Plan

# TSM PLAN
# Sunrise Pointe
# 900, 960, 970 and 998 Sunrise Avenue

## TRANSPORTATION SYSTEMS MANAGEMENT (TSM) PURPOSE

On May 7, 1999, the revised Transportation Systems Management (TSM) Ordinance became effective. The City of Roseville adopted the TSM Ordinance and established the TSM Program for the following purposes:

A. Reduce peak hour traffic circulation in the City of Roseville by reducing both the number of vehicular trips and the vehicular miles traveled that might otherwise be generated by home-to-work commuting by a minimum of twenty percent (20%).

B. Increase the efficiency of the existing transportation network and contribute to achieving Level of Service (LOS) C at intersections in the City of Roseville.

C. Reduce total vehicle emissions in the City of Roseville by reducing the number of vehicular trips that might otherwise be generated by home-to-work commuting.

D. Cooperate and coordinate with other cities, counties, communities and regional agencies in these endeavors.

E. Develop a program that secures the participation of local developers, businesses, institutions and public and private agencies to fulfill the purposes expressed herein.

## TSM PLAN APPLICABILITY

The TSM Program shall be applicable to every Common Work Location and Major Common Work Location. Additionally, a TSM Plan shall be required as a condition of approval for all development projects, design review permits, tentative subdivisions and conditional use permits which are anticipated to employ fifty (50) or more employees at the Major Common Work Location. In addition, a TSM Plan shall be required for any existing development project that employs fifty (50) or more employees at the Major Common Work Location. Since Sunrise Pointe will employ approximately one hundred and twenty (120) employees a TSM Plan is required and is presented below.

## TSM PLAN AGREEMENT

Upon approval of the TSM Plan, the project owner shall enter into a written agreement with the City obligating the project owner to comply with the TSM Plan. Such agreement shall be recorded, run with the land and bind all successors in interest, and shall constitute an equitable servitude on the property. Where appropriate, the City may require the agreement

to include a provision for enforcement, in the event of breach by the project owner or a successor in interest.

## TSM PLAN IMPLEMENTATION

A. The Site TSM Coordinator shall implement the TSM Plan.

B. The City shall have the right to enter, upon giving reasonable advance notice, Sunrise Pointe to provide information to the Major Project Controller or Site TSM Coordinator pertaining to the TSM Program. The City shall also have the right to reasonably enter Sunrise Pointe for inspection of the property and for audit of survey records to determine compliance with the TSM Plan.

## SUNRISE POINTE OPERATING CHARACTERISTICS

The TSM Plan for Sunrise Pointe includes the following operating characteristics:

A. **Project Description:** The Sunrise Pointe project is located at the northwest corner of Sunrise Ave. and Cirby Way and has vehicular access via both streets. The 45,000 square foot retail shopping center is located on approximately 5.0 acres. Sunrise Pointe consists of four buildings with retail space as well as restaurants. There is a drugstore as an anchor in approximately 18,000 square feet of the total 45,000 square feet space.

The services provided by these businesses are geared to meet the needs of the surrounding neighborhood. Most of the tenants located within Sunrise Pointe will generally be open from 7:00 am to 9:00 pm, 6 to 7 day a week depending on the tenant.

A bus shelter and transit pad is located at this project, on Cirby Way just west of Sunrise Ave.

B. **Employee Description**. Sunrise Pointe is anticipated to employ approximately one hundred and twenty (120) employees, with approximately sixty (60) employees during the day at the maximum shift. Most of the employees will be in modest paying hourly positions.

Many of the employees are expected to commute from the surrounding residential areas of Roseville, Granite Bay, Rocklin, Fair Oaks, Antelope, Citrus Heights and Orangevale. Estimated commutes range up to 15 miles and the modes of transportation include automobile, transit, and bicycle.

C. **Site Plan.** Please refer to Appendix A for a site plan of Sunrise Pointe depicting the location of the required bicycle facilities and carpool spaces.

1. Bicycle Facilities. Fifteen (15) Class II and one (1) Class I bicycle parking facilities which is greater than five percent (5%) of the total number of

employees on site during the maximum shift shall be provided for employees who bicycle to work.

2. Preferential Carpool Parking. A total of eight (8) carpool spaces, which is greater than ten percent (10%) of the total number of employee parking spaces shall be provided for employees who carpool to work. Five (5) of the spaces shall be striped "carpool", the other three (3) spaces comply with the Green Building Code, so in addition to stating "carpool" they will also be striped Clean Air Vehicle/EV. The Site TSM Coordinator shall register carpoolers and shall be responsible for monitoring the use of such spaces.

D. **Site TSM Coordinator**. The following named person has been designated as the Site TSM Coordinator:

Patterson Properties
Janet Yoho, Property Manager
2270 Douglas Blvd., Suite 111
Roseville, CA 95661-3869
(916) 797-3033
fax (916)797-3034
jyoho@pattprops.com

This information shall be updated and provided in writing to the City Transportation Coordinator during the triennial survey or at any time that there is a change in the Site TSM Coordinator.

## SITE TSM COORDINATOR'S RESPONSIBILITIES

The Site TSM Coordinator's responsibilities shall include:

A. **Posting TSM Information**. Posting by the Site TSM Coordinator in a conspicuous place or places for employees, informational material provided by the City Transportation Coordinator, PCTPA, other regional rideshare agencies or prepared by the Site TSM Coordinator to encourage alternative transportation methods. Such informational material shall be kept current and may include, but is not limited to, the following:

1. Current schedules, rates, procedures for obtaining transit passes, and routes of public transit service to Sunrise Pointe.
2. Bicycle route maps.
3. Posters or flyers encouraging the use of ridesharing and referrals to sources of information concerning ridesharing.
4. Information regarding available services that will eliminate vehicle trips.

B. **Marketing the Commuter Rideshare Matchlisting Service**. Annually disseminating to all tenants and employees, or to new tenants and employees when hired, written

information provided by the City Transportation Coordinator and/or other regional rideshare agencies regarding regional commuter rideshare match listing services.

C. **Promoting the Emergency Ride Home Program**. The Site TSM Coordinator shall promote the Emergency Ride Home Program. The program provides for the transportation of employees who use alternative transportation modes for home to work commuting in case of a personal, family or other major emergency. The program is designed to help employees get home, child's daycare or school. The Guaranteed Ride Home is a service provided by Placer County Transportation Planning Agency (PCTPA).

D. **Participating in Training Opportunities**. The Site TSM Coordinator will be invited to training events offered by the City's TSM Coordinator and/or PCTPA. These training events will include information and materials for promoting such programs as Spare the Air, Clean Air Month, National Bike Month, and information for implementing alternative transportation promotions. The City believes these training programs will be beneficial to the community and will help Site TSM Coordinators implement their TSM plans. Each Site TSM Coordinator or his/her designee is expected to attend a minimum of two (2) training events per year.

E. **Promoting alternative transportation opportunities**. In addition to the above programs, the Site TSM Coordinator, working in conjunction with the City Transportation Coordinator, shall encourage employers and employees to use alternative transportation. Such alternative transportation promotional opportunities include, but are not limited to, the following:

1. *In House Carpool Matching Service.* Conduct a survey of all employees in order to identify persons interested in being matched into carpools. Potential carpoolers are then matched by work address and shift. Such survey can be done on an annual basis and for all new employees interested in ridesharing.

2. *Telecommuting.* Telecommuting which allows employees to work periodically from their home or an off-site location close to home.

3. *Transit pass subsidy.* Promoting the use of public transportation by providing to employees on a monthly basis a transit pass subsidy to help offset the cost to the employee. The City Transportation Coordinator will work with the Site TSM Coordinator on promoting public transit and procuring passes.

4. *Vanpool program.* Promoting vanpooling to employees as a cost effective way to commute to work. The City Transportation Coordinator will work with the Site TSM Coordinator to help implement the vanpool program. Typically, the employees lease a van and the vanpool participants shall cover the operating costs for the van.

5. *Variable work hours.* Encouraging employers and employees to eliminate commute trips or relocate the commute trip out of the peak period through the use of:

a) compressed work weeks (A work schedule for an employee which eliminates at least one round trip commute biweekly. For example, forty hours of work in four ten-hour days or a work plan that allows one day off every other week, known as the nine-eighty plan.);

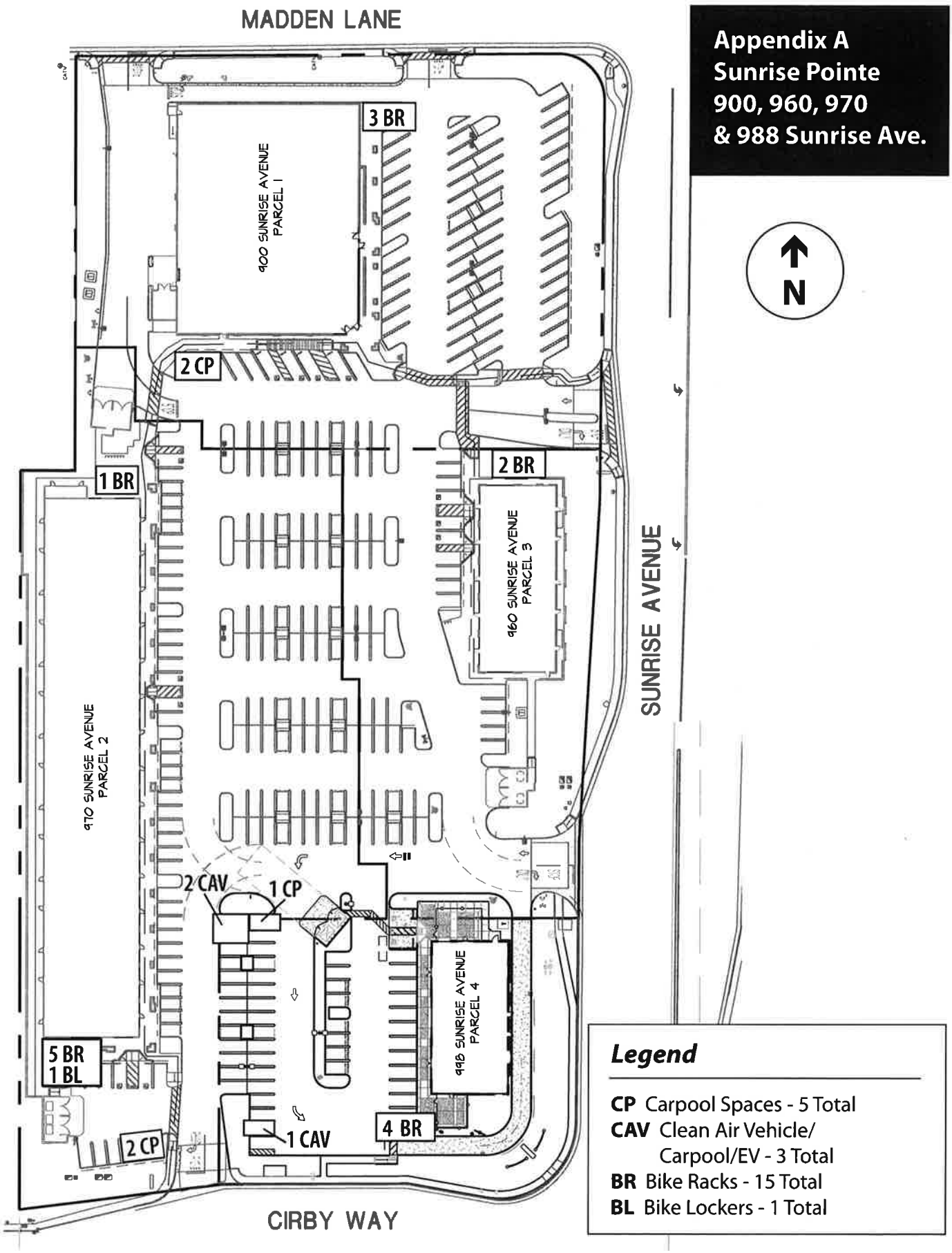
b) staggered work hours involving a shift in the set work hours of all employees at the workplace; and

c) flexible work hours involving individually determined work hours within guidelines established by the employer.

6. *On-Site Amenities.* With the potential of a wide variety of specialty tenants at Sunrise Pointe, including restaurants and a drugstore, employees will be able to conduct some of their lunchtime errands on-site and won't need to leave Sunrise Pointe during the day, thereby elimination additional vehicle trips.

## TRIENNIAL REPORT REQUIRED

The City Transportation Coordinator shall prepare and distribute a survey report form to the Major Project Controller for the purpose of demonstrating the effectiveness of the Sunrise Pointe TSM Plan. The Major Project Controller shall conduct the survey and submit the triennial survey report to the City Transportation Coordinator no later than April 1. The triennial survey shall be conducted every three years, beginning in the year 2015.


MADDEN LANE
900 SUNRISE AVENUE PARCEL 1
3 BR
2 CP
1 BR
2 BR
960 SUNRISE AVENUE PARCEL 3
970 SUNRISE AVENUE PARCEL 2
SUNRISE AVENUE
2 CAV
1 CP
998 SUNRISE AVENUE PARCEL 4
5 BR
1 BL
2 CP
1 CAV
4 BR
CIRBY WAY
N
Appendix A
Sunrise Pointe
900, 960, 970
& 988 Sunrise Ave.
Legend
CP Carpool Spaces - 5 Total
CAV Clean Air Vehicle/
Carpool/EV - 3 Total
BR Bike Racks - 15 Total
BL Bike Lockers - 1 Total

# Transportation Commission Meeting
# June 30, 2015 – 7:00 p.m.
# Special Presentations/Reports

**Item 7A.** Hewlett Packard Campus Oaks Project (Rezone, General Plan Amendment, Master Plan Amendment, Development Agreement Amendments, and Large Lot Tentative Subdivision Map

**Staff** Tricia Stewart, Senior Planner

## Recommendation

- Open the public hearing and accept public testimony and
- Provide a recommendation to the City Council to approve the circulation and transportation elements of the Hewlett Packard Campus Oaks Project.

## Background

The project site is located at 1485 Blue Oaks Boulevard at the southeast corner of Blue Oaks Boulevard and Woodcreek Oaks Boulevard, within the City's North Industrial Planning Area (see Figure 1). The entire project site was originally owned by Hewlett Packard (HP) and originally included approximately ±500 acres of Light Industrial (±450 acres) and Open Space (±45 acres) lands. The properties have since been sold and subdivided and are currently owned by four separate property owners (BBC Roseville Oaks, Hewlett Packard, R10 Foothill (Cokeva) and Quality Investment Properties (QIP)). The City owns the 45 acre open space preserve.

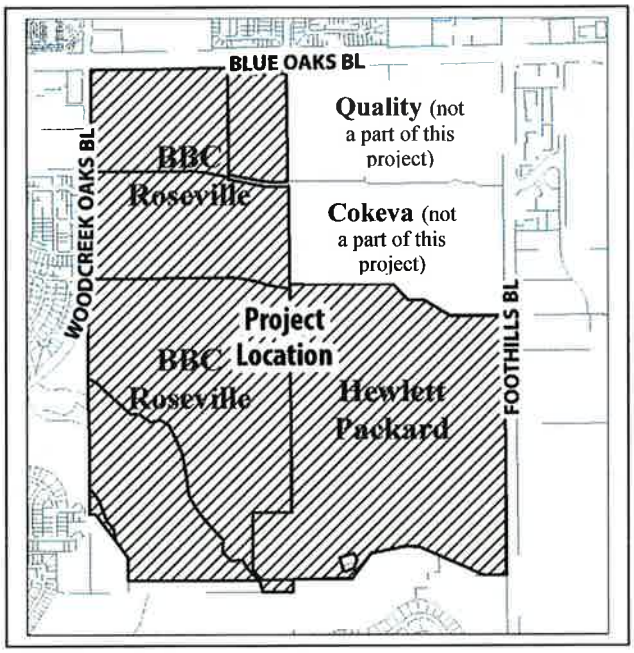



**Figure 1: Hatched Area Indicates Location Map & Hewlett Packard Campus Oaks Project Boundaries**

The properties that make up the eastern half of the original "campus" are mostly developed and include Hewlett Packard, Cokeva/Quest and QIP/Sutter Health as either owners and/or tenants (approximately ±257 acres). The remaining area on the west side of the "campus" includes approximately ±189 acres of undeveloped land owned by BBC Roseville and an approximately 45-acre City owned Open Space Preserve. The subject project affects the properties owned by BBC Roseville, Hewlett Packard and the City owned Preserve. It does not include the properties owned by Cokeva and QIP located in the northeastern quadrant of the campus.

All four private properties are currently governed by the Hewlett Packard Master Plan, which was adopted in June 1996, and subsequently amended in March 2001, which outlined the development plan and process for the entire HP Campus (±500 acres) as a single owner and operator. Now that the campus consists of multiple ownerships with unique interests, BBC Roseville and Hewlett Packard, as joint applicants, would like to amend the Master Plan as it relates to their properties. The amended Master Plan would guide the future development of those two properties. The proposed Master Plan document is referred to as Hewlett Packard Campus Oaks Master Plan Amendment (HPCO MP) and will be discussed in more detail later in this report. Cokeva and QIP will continue to rely on the existing HP Master Plan, but do have the option to establish their own master plans, subject to City approval, in the future if they choose.

At this time, BBC Roseville and Hewlett Packard propose the subject rezone, general plan amendment, master plan amendment, development agreement amendment and large lot tentative subdivision map to entitle their properties with this revised zoning, land use, development plan and development rights, as further described below.

## Discussion

Project Description

Below is a summary of the applicant's requested entitlements for the project. For clarity, it is important to understand that the land owned by BBC Roseville is ±189 acres, the preserve owned by the City is ±45 acres and the land owned by Hewlett Packard is ±140 acres. As part of this project, Hewlett Packard proposes to change zoning and land use designations on only a small portion of their land (8.7 acres) for a park use located directly between the proposed mixed use residential project (BBC Roseville property) and the existing Hewlett Packard facility. Hewlett Packard will maintain its Light Industrial zoning and land use designations on the remainder of their property. References to 198 acres of land below refer to the 189 acres of the Campus Oaks project and 8.7 acres of Hewlett Packard's land proposed to change from a light industrial to a park designation. References in the Master Plan document to ±235 acres refers to the entire HPCO MP area which includes BBC Roseville, Hewlett Packard and the City's Open Space Preserve.

1) **Rezone** - A Rezone of approximately 198 acres from Light Industrial with a Special Area Overlay (M1/SA) to zoning designations that would accommodate a residential mixed use project that includes 948 residential units;

2) **General Plan Amendment** - A General Plan Amendment to change the land use designation of 198 acres from Light Industrial (LI) to land use designations reflective of the proposed project;

3) **Master Plan Amendment** - Approval of a Master Plan Amendment to the Hewlett Packard Campus Master Plan originally approved in 1996, and amended in 2001, to separate from the existing Master Plan and establish zoning, land use, development standards, permitted uses, and a development plan as they relate to the Campus Oaks, Hewlett Packard and City owned Open Space properties;

4) **Development Agreement Amendments** - Two Development Agreement Amendments. The third Hewlett Packard Development Agreement between the City and Hewlett Packard and the fourth amendment between the City and BBC Roseville. These DAs would be amendments to vest development rights and obligations of both the property owners and the City; and

5) **Large Lot Tentative Subdivision Map** - Approval of a Large Lot Tentative Subdivision Map to subdivide the property to accommodate the proposed project.

The proposed project would include the following land use components and is depicted in the proposed land use plan in Figure 2 below.

- 948 residential units (104 acres)
    - 242 Low Density Residential
    - 310 Medium Density Residential
    - 396 High Density Residential

- 19.3 acres Community Commercial
- 5.5 acres Business Professional
- 33 acres Light Industrial (Tech/Business Park)
- 2.5 acres Public/Quasi-Public (Fire Station, Well Site)
- 19.44 acres Parks
- 2 acres Open Space

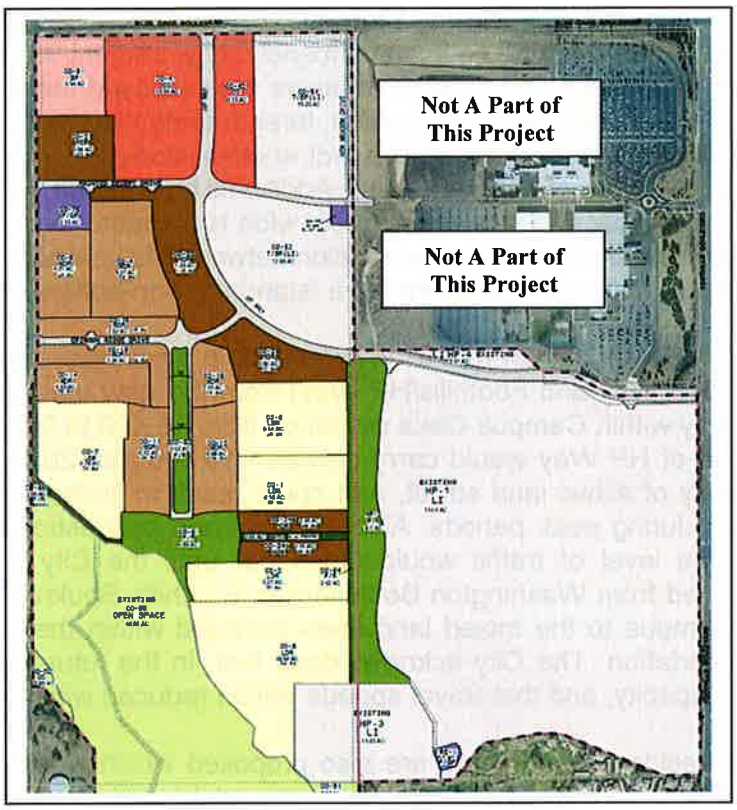



**Figure 2: Proposed Land Use Plan**

Transportation Commission's Review

The purpose of the Transportation Commission's review is to provide an opportunity for public comment and to provide a recommendation to the City Council regarding the circulation and transportation elements of the project. The following is an overview of these elements of the proposed project.

**Master Plan Amendment**

*Roadways*

The plan area will be served by the existing arterial roadway system and by new or modified internal roadways. The arterial roads serving the project area are Woodcreek Oaks Boulevard to the west, Blue Oaks to the north, and Foothills to the east. Along the frontage of Woodcreek Oaks Boulevard, the project will construct the eastern half (north bound) section of the road to include the completion of the landscaped median, two north bound lanes, a bike lane, a bus turnout north of Crimson Ridge Drive, and two traffic signals, one at Painted Desert Drive and the other at Crimson Ridge Drive. Along Blue Oaks Boulevard, the remaining frontage improvements, including the landscaped median, bus turnout and bike lane, will be constructed in the east bound lanes from Woodcreek Oaks Boulevard to Foothills Boulevard. Improvements are not proposed along Foothills Boulevard except as needed at the HP Way intersection. It should also be noted that the City's Capital Improvement Program (CIP) calls for future extension of Roseville Parkway from its current terminus at Washington Boulevard to Foothills Boulevard at HP Way via an overcrossing of the Union Pacific Railroad.

The internal roadways proposed as part of the HPCO MP include the extensions of Painted Desert Drive, Crimson Ridge Drive, New Meadow Drive and HP Way. Each road will be built to collector standards with on street bike lanes. The proposed roadway cross sections are provided in Master Plan Figures 3-3 through 3-10 (Attachment A) for the Commission's reference. City staff has reviewed the proposed roadway cross section plans and details and found the designs to meet City standards.

The alignment of the internal collector roadways are substantially consistent with the roadways identified in the existing HP Master Plan. HP Way, which in the future will function as an extension of Roseville Parkway, was originally planned in the HP Master Plan as a private arterial roadway extending from Foothills Boulevard to Woodcreek Oaks Boulevard. HP Way is now proposed to extend as a public street from Foothills Boulevard westerly to a terminus at Blue Oaks Boulevard about ¼-mile east of Woodcreek Oaks Boulevard. In addition, the HPCO MP proposes HP Way as a 2-lane collector from west of the Foothills intersection to Painted Desert Drive.

The project is proposing modifications to HP Way, to support the project's proposed land uses and to create a bicycle and pedestrian friendly environment for the campus. The realignment of HP Way northward to Blue Oaks will better serve the proposed commercial land uses at the north end of the site. To enhance pedestrian accessibility, three roundabouts are proposed at the following locations: one along HP Way west of Foothills Boulevard, another along HP Way near the western edge of the HP property, and a third at Painted Desert Drive. Additional bicycle and pedestrian friendly features of HP Way include 6 foot wide separated sidewalks (5 foot wide is standard for a collector) and "buffered" bike lanes. Buffered bike lanes provide a striped separation between the vehicular travel lane and the bike lane, providing more comfort for bicyclists (compared to a "standard" non-buffered bike lane).

The proposed design for HP Way results in an increase in traffic through two key intersections (Blue Oaks/HP Way and Foothills/HP Way) from the new trips using this route. As a result, the volume on HP Way within Campus Oaks will 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 could result in limited gaps being available for side-street traffic to merge during peak periods. Also, this planned congestion will reduce traffic speeds. It is worth noting that this level of traffic would not occur until the City reaches buildout and Roseville Parkway is extended from Washington Boulevard to Foothills Boulevard. The intent of HP Way is to connect the HP Campus to the mixed land uses provided within the project and to maximize alternate modes of transportation. The City acknowledges that, in the future, portions of HP Way will function at or near their capacity, and that travel speeds will be reduced with future buildout of the City.

Local residential roadways are also proposed which would be constructed with individual subdivisions. These include the roadway that will surround the park "couplet" located adjacent to parcel CO-62 and also includes primary residential and minor residential roadways. The location of these roadways are illustrated in Master Plan Figure 3-3 provided as Attachment A to this report.

*Traffic*

A traffic study was completed for the project to determine what, if any impacts, would occur in a comparison between the previously approved and analyzed buildout conditions of the HP Master Plan (1996 EIR) and the buildout conditions of the proposed project, and to determine if there were impacts related to the minor rerouting of HP Way.

The analysis used the City's 2025 CIP model which includes the buildout of the Light Industrial (LI) land uses of the existing HP Master Plan as the basis for the comparison between the two land uses; this was considered the No Project alternative. The 2025 CIP model was then adjusted to replace the LI land uses of the existing HP Master Plan with the proposed land uses of the HPCO MP project and was rerun; this was considered the Plus Project alternative.

The changes between the No Project and the Plus Project alternative were evaluated relative to the City's General Plan policies to identify what level of impact to the overall City's transportation system would result from the land use change. Additionally, the mixed use characteristics of the project were evaluated for trip internalization for the Plus Project analysis. This evaluation recognizes that there will be a certain number of trips that would be served by the amenities of the commercially zoned land uses and proximity of jobs located on or adjacent to the project.

The results of the analysis shows that the new land uses as proposed with the project result in an 18 percent decrease in the AM trips and a 10 percent decrease in the PM trips as compared to the No Project alternative. This represents an overall internalization of 12 percent of the trips, 18 percent in the AM peak hour and 10 percent in the PM peak hour, see table below.

**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 |
| No Project | Buildout of Campus with Entitled Land Uses | **5,450** | **590** | **6,040** | **560** | **4,600** | **5,160** |
| Plus Project | 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.

The directionality of trips is also important. Further review of the above table indicates the following:

- Campus Oaks would result in sizeable decreases in external AM peak hour inbound trips and PM peak hour outbound trips when compared to the No Project scenario. This is expected because the Campus Oaks project 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, Campus Oaks would have a more balanced proportion of inbound and outbound trips.
- Campus Oaks 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 No Project scenario. 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.

The Plus Project alternative was then evaluated within the City's 2025 CIP model to identify if there were any impacts to the existing and planned intersections with the City's network utilizing the adopted Circular 212 forecast methodology. This analysis provides two critical results, it allows us to compare the level of service (LOS) thresholds of the General Plan, which states that 70 percent of our intersections function at a LOS of C or better during the PM peak hour, and it identifies if the LOS of any of the signalized intersections change as a result of the Plus Project alternative. This analysis was done for both AM and PM peak hours.

As a result of the Plus Project alternative generating 1,090 fewer AM peak hour trips and 510 fewer PM peak hour trips when compared to the No Project condition, the traffic is distributed throughout the study area resulting in improved intersection LOS's throughout the City. As the following table shows, the resulting proposed land use changes improves the overall level of service in both AM and PM conditions. In fact, 15 signalized intersections actually improve as a result of the Plus Project conditions.

**CITYWIDE INTERSECTION LOS RESULTS – 2025 CIP CONDITIONS**

| Number (Percentage) of Signalized Intersections Operating at... | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | 2025 CIP No Project Conditions | 2025 CIP With Project Conditions | 2025 CIP No Project Conditions | 2025 CIP With Project Conditions |
| 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 "no project" scenario represents existing entitled land use specified in the *Hewlett Packard Master Plan Draft EIR* (1996).
2. The "With Project" scenario represents the proposed Campus Oaks project.
3. List of study intersections excludes those located in the downtown Pedestrian Overlay district, for which policy doesn't apply.

Source: Fehr & Peers, 2015.

Although the LOS impacts were reduced and there were increases in the operations of intersections, the analysis did indicate that the project would result in reducing the LOS at the following three intersections during the PM peak hour, two on-site and one off site:

- Foothills Boulevard / HP Way / Roseville Parkway degrades from LOS D to F during the PM peak hour.
- Blue Oaks Boulevard / HP Way degrades from LOS C 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 study further evaluated these intersections to determine if there were any feasible measures that would reduce the impact to an acceptable level. In each case, improvements were identified to restore or improve the LOS at these intersections and those improvements were made part of the project to fund and complete. The following table shows the resultant operations at each impacted intersection with the proposed improvements incorporated as part of the project.

**INTERSECTION LEVEL OF SERVICE – 2025 CIP CONDITIONS WITH MITIGATION MEASURES**

| Intersection | Control | PM Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|
| | | No Project | | With Project | | Project w/ Planned Improvements | |
| | | 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.

Source: Fehr & Peers, 2015

The impacts of the project were analyzed in surrounding jurisdictions under 2025 CIP conditions at various study intersections and roadway segments in Placer and Sutter Counties under No Project and Plus Project conditions. The Plus Project alternative will not result in a degradation in LOS at any of these study intersections or roadway segments. Consequently, the project would remain consistent with the previous environmental document and would not result in significant impacts under the 2025 CIP conditions at intersections outside of the City.

The traffic analysis looked at the 2025 CIP freeway operations on State Route (SR) 65 for the AM and PM peak hours. As noted above, the Plus Project alternative will generate more outbound AM peak hour trips than the No Project alternative. Although the project 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, the project will add trips to various segments of SR 65 that are already projected to operate at LOS F under 2025 CIP conditions. The project would add the following on facilities that are already projected to operate at LOS F:

- SB SR 65 between Blue Oaks Boulevard and I-80: The project 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.[1]
- NB SR 65 between I-80 and Sunset Boulevard: The project would cause a net increase of no more than 23 AM peak hour trips on these segments.

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

[1] It should be noted that a portion of this increase is associated with shifts in background travel patterns resulting from the change in land uses on the project site from employment to mixed-use. Specifically, there is a net increase of 16 vehicles using the Blue Oaks Boulevard loop on-ramp. Many of these are home-based work trips from residential areas in Rocklin east of SR 65 who are now traveling to other employment centers as a result of the change in land use.

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 the project would cause a less than 60 peak hour trip increase to any given segment of SR 65, the project would remain consistent with the previous environmental document and not cause any significant freeway impacts under 2025 CIP conditions.

It should be noted that the project applicant is 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, the project will contribute its fair share of funding for roadway improvements identified in these regional roadway improvements.

*Pedestrian and Bicycle Facilities*

As described in Section 3.2.2 and shown on Figure 3-13 of the HPCO MP, the project includes a comprehensive system of safe and interconnected bikeways and pedestrian paths. This system includes:

- Sidewalks along all public streets. In most locations the sidewalks will be separated from the street via a landscape planter. Sidewalks are designed to meet, or as in the case of HP Way, exceed City standard widths.

- Class II on-street bike lanes on all arterial and collector roadways. As described previously, the HP Way bike lane will be "buffered" from the vehicular travel lane with a 2 foot wide striped area.

- Class I multi-use paths will be located along the project's open space boundary and within parks. This will create a system of internal looped routes that encourage bicycle and pedestrian travel. The Class I paths will connect to the Hewlett Packard pedestrian and bicycle network, enhancing connectivity between the Hewlett Packard facility and the project's proposed mixed use residential development. This Class I system will also facilitate future connections to the Class I path that, per the Bicycle Master Plan, is proposed at the south edge of the project on the north edge of Woodcreek Golf Course on City owned property.

*Transit*

The HPCO MP Figure 3-14 provides an illustration of the proposed bus turnouts and transit shelters. The current Short Range Transit Plan for Roseville Transit anticipates a possible future extension of fixed route service along Blue Oaks Boulevard between Foothills Boulevard and Woodcreek Oaks Boulevard. Ultimately, local fixed route services will be provided to the project site in the future when there is a demand for services and adequate operating funds are available. At this time, the Master Plan has set the framework for the location of future bus stops in the following locations:

- Northbound Woodcreek Oaks Boulevard north of Crimson Ridge Drive
- Eastbound Blue Oaks Boulevard east of Woodcreek Oaks Boulevard
- Northbound HP Way north of Painted Desert Drive

- Southbound HP Way south of Painted Desert Drive

Commuter services will continue throughout the City of Roseville.

Lastly, Dial-a-Ride services will continue to provide a shared ride service with prior day reservations within the entire project area.

*Park-and- Ride*

Consistent with City policies to encourage ride sharing, Parcel CO-41 will be designated as a Park-and-Ride lot, to be constructed at the landowner's expense at the time of development. CO-41 is designated as a ±6 acre commercial site and will be sited at HP Way and Blue Oaks Boulevard. The parking lot will include 20 parking spaces dedicated as Park-and-Ride spaces for commuters.

**General Plan Amendment**

The project includes amendments to the City of Roseville's General Plan to update maps, figures, tables, and text to include references to the proposed project. These are provided as Attachment 3 to this report. As proposed, the project meets the policies of the General Plan.

**Environmental Review**

As part of the project, an Addendum to the original HP Master Plan Environmental Impact Report was prepared consistent with the California Environmental Quality Act (CEQA). This was based on the Initial Study's findings that the proposed project is substantially consistent with the previously certified Hewlett Packard Master Plan EIR, certified by the City Council on June 5, 1996 (SCH#95112022). CEQA does not require public review of an addendum; however, the City made the document available for public review for a 30 day review period from May 18th through June 16th. No substantial comments were received on the document. A copy of the Addendum is provided as Attachment 4 to your report.

**Attachments:**

1. Hewlett Packard Campus Oaks Master Plan
2. Land Use Plan
3. General Plan Amendments (GP Text Redline Edits and Revised GP Figures)
4. Addendum
5. Traffic Study Memos (dated 1/28/15 and 2/27/15)

ATTACHMENT 1

# Campus Oaks

# MASTER PLAN

An Amendment to the Hewlett-Packard Roseville Campus Master Plan

CITY OF ROSEVILLE

June 2015 (Transportation Commission Hearing Draft)

A BLUEPRINT COMMUNITY

# Campus Oaks

# MASTER PLAN

An Amendment to the Hewlett-Packard Roseville Campus Master Plan

CITY OF ROSEVILLE

June 2015 (Transportation Commission Hearing Draft)


Prepared by:

Environmental Science Associates

ESA

In Association with:

Morton & Pitalo

Municipal Consulting Group

Dahlin Group

Furhman Leamy Land Group

# Contents


PREFACE i

PLANNING FRAMEWORK

**01 The HPCO Project Area**

1.1 Strategic Location 1-1
1.2 Shovel Ready Site 1-4
1.3 History of Thoughtful Planning 1-7

**02 A Blueprint Community**

2.1 Sacramento Region Blueprint 2-1
2.2 Community Form 2-3
2.3 Planning Principles 2-6

**03 Project Components**

3.1 Land Use 3-1
3.2 Mobility 3-7
3.3 Utilities 3-21
3.4 Parks, Schools and Libraries 3-34
3.5 Public Safety 3-45

HEWLETT-PACKARD CAMPUS DEVELOPMENT PLAN

**04 Hewlett-Packard Campus Development Plan**

4.1 Land Use and Zoning 4-1
4.2 Infrastructure Components 4-8
4.3 Intensity Thresholds 4-9
4.4 Development Guidelines 4-13
4.5 Streamlined Development Review Process 4-16

CAMPUS OAKS DEVELOPMENT PLAN

**05 Campus Oaks Development Plan**

5.1 Land Use and Zoning 5-1
5.2 Permitted Use Types 5-12
5.3 Development Standards 5-14

5.4 Design Guidelines 5-24
5.5 Affordable Housing 5-25
5.6 Minor Residential Density Transfers 5-30
5.7 Campus Oaks Phasing 5-32

## ADMINISTRATION

### 06 Administration

6.1 Related Documents 6-1
6.2 Subsequent Approvals 6-3
6.3 Consistency and Amendment Process 6-4

# Preface

The *Hewlett-Packard Roseville Campus Master Plan* established development regulations for approximately 500 acres at the southwest corner of Blue Oaks and Foothills Boulevards within the City of Roseville's North Industrial Planning Area. Originally adopted in June 1996, the Master Plan envisioned a manufacturing and office campus to accommodate Hewlett-Packard's existing and planned operations. Hewlett-Packard has subsequently adjusted its facilities needs for the Roseville campus, divesting its ownership in all but a portion of the Master Plan Area. While substantial development has occurred on the eastern portion of the Master Plan Area, including Hewlett-Packard's facilities, the western portion has remained undeveloped.

This amendment to the Master Plan incorporates the **Hewlett-Packard | Campus Oaks (HPCO) Master Plan**, providing for a mixed use community on a 375.7 acre portion of the original Master Plan Area. The HPCO Project Area is organized into two physically and functionally integrated sub-areas: the **Hewlett-Packard Campus** accommodating existing and planned light industrial, recreation and related uses; and **Campus Oaks** planned for a new mix of tech/business park (LI), office, commercial, residential, park and recreation, open space and public uses.

The HPCO Master Plan supersedes all prior Master Plan requirements for the HPCO Project Area. All development projects, infrastructure improvements and other activities within the Project Area are required to be consistent with this Master Plan and related documents. The HPCO Master Plan is intended to provide a framework for development while maintaining flexibility.

## Project Objectives

The following objectives build upon and broaden those established by the original 1996 Master Plan:

- Accommodate the intended dynamic growth of the Hewlett-Packard Campus
- Enable Hewlett-Packard to continue locating its buildings and operations on a single consolidated campus providing for operational and logistical efficiency
- Satisfy the needs of Hewlett-Packard to maintain facility siting and sizing flexibility and the ability to respond quickly to changing business conditions in the dynamic markets in which it competes

- Support the aspirations of Hewlett-Packard to build and operate its 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
- 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
- Construct infrastructure improvements that support development of the HPCO Project Area, and compliment and complete the larger circulation network and utility systems in the project vicinity
- 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

## HPCO Master Plan Organization

### PLANNING FRAMEWORK

Setting, planning principles, and land use, mobility, utility and public services components.

### HEWLETT-PACKARD CAMPUS DEVELOPMENT PLAN

Hewlett-Packard Campus land use, zoning, development guidelines, and development review.

### CAMPUS OAKS DEVELOPMENT PLAN

Campus Oaks land use, zoning, design guidelines, affordable housing and density transfers.

### ADMINISTRATION

Related documents, subsequent entitlements, and interpretations, modifications and amendments.

# Planning Framework

CITY OF ROSEVILLE

A BLUEPRINT COMMUNITY

# 01 The HPCO Project Area

*The HPCO Project Area has been designated for development since 1978. Surrounded by established employment, commercial and residential uses, the eastern portion of the Project Area is partially developed by Hewlett-Packard, one of Roseville's largest employers. Adjacent roadway and utility improvements serving the site have long been accounted for in the City's infrastructure planning and where applicable within associated funding programs, and natural resource impacts have been addressed, including Section 404 wetland permitting. On all accounts, the HPCO Project Area is "shovel ready" for an updated development approach.*

## 1.1 Strategic Location

The HPCO Project Area encompasses the southern and western portions of *Hewlett-Packard Roseville Campus Master Plan Area* located within the City of Roseville's North Industrial Planning Area (Figure 1-1). The 375.7 acre HPCO Project Area is bounded by Blue Oaks Boulevard to the north, Foothills Boulevard to the east, and Woodcreek Oaks Boulevard to the west. The Project Area is situated to take advantage of its desirable central location, high visibility, ease of regional access, and favorable market position to attract renewed growth opportunities to the City.

The HPCO Project Area is organized into two mutually supportive and intimately connected planning sub-areas; the Hewlett-Packard Campus and Campus Oaks (Figure 1-2):

- **Hewlett-Packard Campus.** Covering the eastern 141.2 acres of the Project Area, this sub-area currently includes Hewlett-Packard's facilities. 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 Area, this sub-area is currently undeveloped, with the southern portion established as a City open space preserve. Campus Oaks is planned for a mix of tech/business park (LI), office, commercial, residential, park and recreation, open space and public uses.

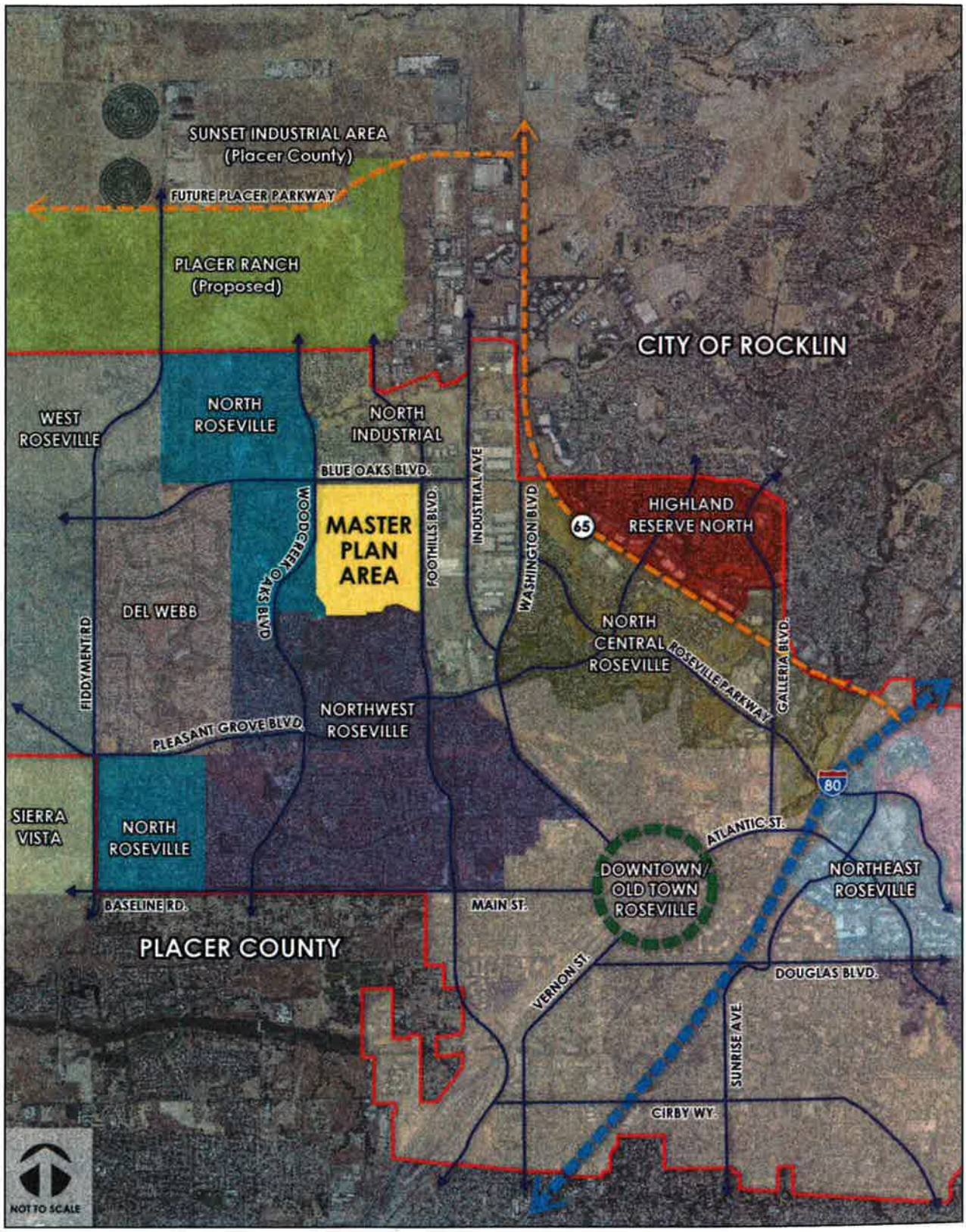



**FIGURE 1-1:** Original Master Plan Area

**FIGURE 1-2:** HPCO Project Area and Planning Sub-Areas

## 1.2 Shovel Ready Site

As one of the largest infill sites in the South Placer Region, the HPCO Project Area has a number of unique advantages that are conducive to development:

*Hewlett Packard*

- **Prior planning and development.** The HPCO Project Area has been designated for development for over 35 years, with a portion of the Hewlett-Packard Campus partially developed with light industrial and office uses along with parking lots, internal roadways, and recreation facilities. Prior planning efforts and analysis have long contemplated development of the site.
- **Limited resource constraints**. The undeveloped portions of the HPCO Project Area consist primarily of 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 the City owned open space preserve located along the South Branch of Pleasant Grove Creek within the southern portion of Campus Oaks. This preserve was created as part of a previously approved Section 404 (Clean Water Act) nationwide permit agreement to grade and fill waters of the U.S within the larger Plan Area.
- **Existing utility connections**. Water, wastewater, recycled water, drainage, electric, natural gas, and telecommunications infrastructure exist within and adjacent to the HPCO Project Area. Included is an electric substation on the Hewlett-Packard Campus, a 16-inch Pacific Gas and Electric (PG&E) high-pressure gas line that runs north-south through the Project Area, as well as overhead power lines along adjacent arterials. Adequate capacity for development has been accounted for in the City's infrastructure planning and, where applicable, within current funding programs.
- **Regional roadway connections.** Existing roadways provide direct local and regional access to the HPCO Project Area. Blue Oaks Boulevard, located along the northern edge of the Project Area, is the primary east-west transportation corridor in the northern portion of Roseville and is projected to be one of the City's

most traveled roads in the future. Blue Oaks connects the western sections of Roseville to Highway 65 just east of the Project Area, which then intersects with Interstate 80 approximately 3 miles further to the east. Foothills and Woodcreek Oaks Boulevards, along the eastern and western edges of the Project Area, are key north-south connections planned to eventually extend north into the Sunset Industrial/potential future Placer Ranch development area(s). Foothills Boulevard is planned to connect to future Placer Parkway.

- **Compatible surrounding development.** The HPCO Project Area is surrounded by a broad range of compatible uses. Adjacent development includes existing light industrial, as well as vacant parcels zoned for light industrial use, to the east within the North Industrial Planning Area; commercial and residential uses to the north also within the North Industrial Planning Area; residential uses, a retail center and the Pleasant Grove Creek open space to the west within the North Roseville Specific Plan (1997); residential uses and the Woodcreek Oaks Golf Course to the south within the Northwest Roseville Specific Plan (1989); and the City's pump station and recycled water tank to the southwest.

Existing conditions and surrounding uses are illustrated on Figure 1-3.

*Campus Oaks*

*Open Space Preserve*

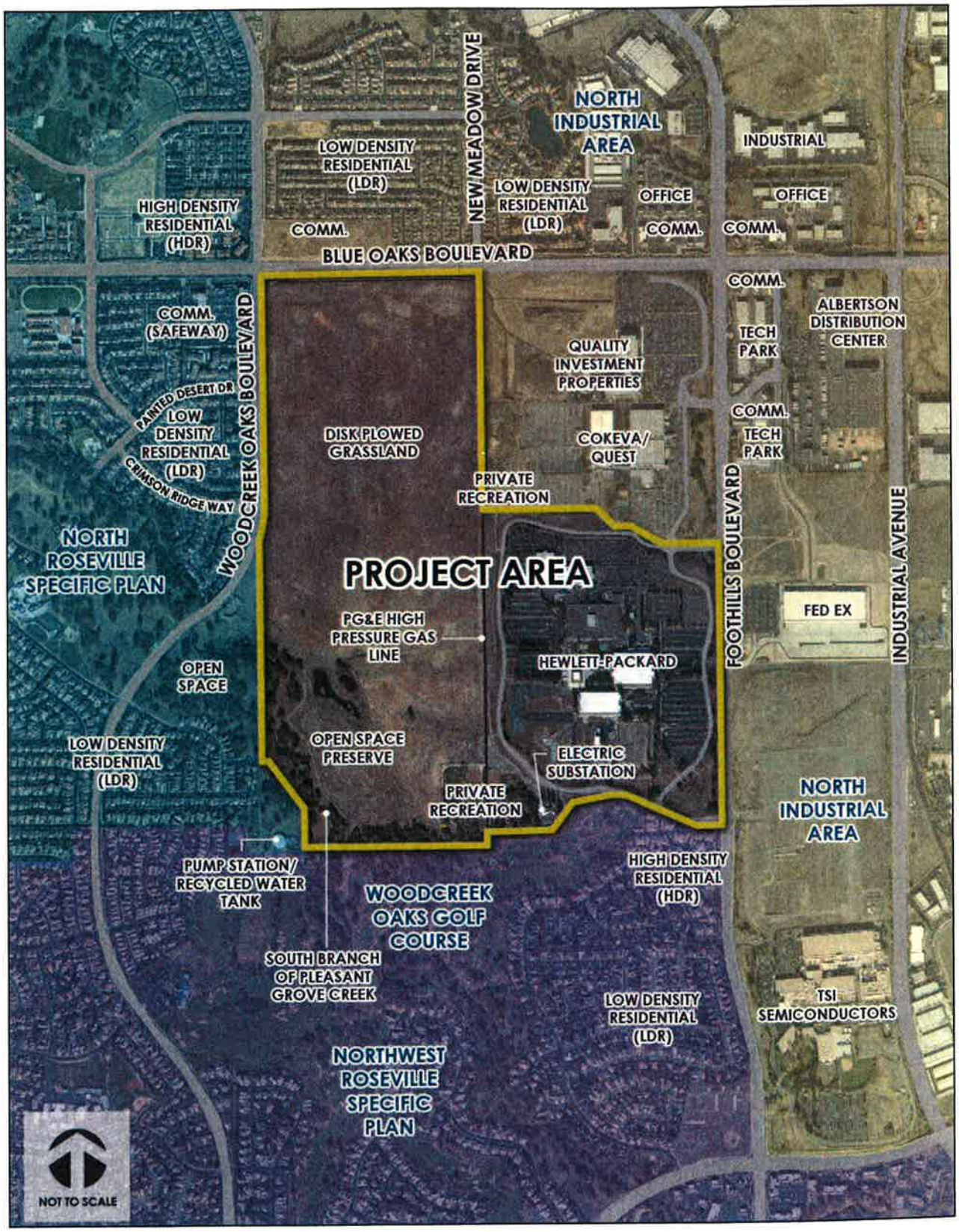
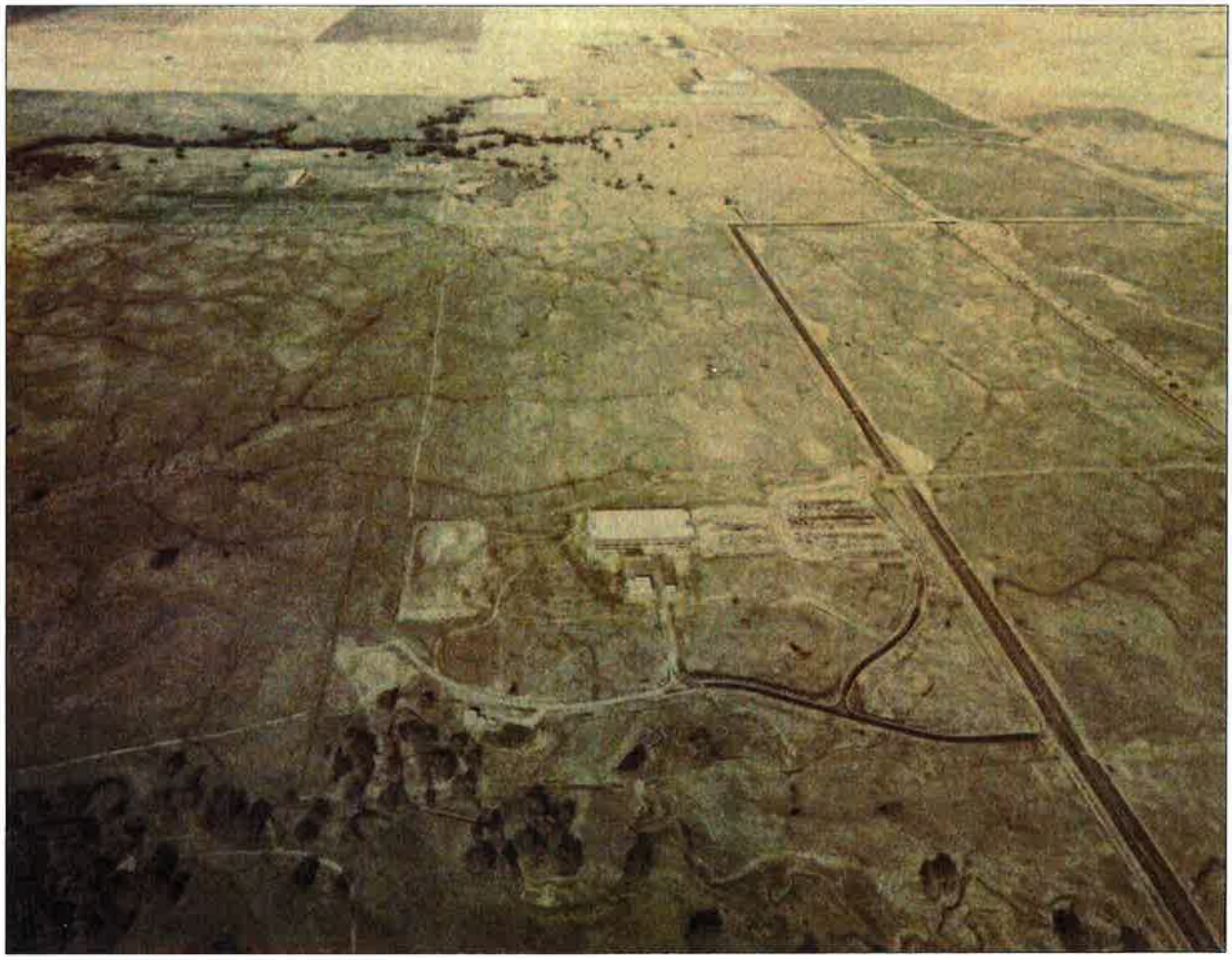



**FIGURE 1-3:** Existing Conditions and Surrounding Uses

## 1.3 History of Thoughtful Planning

The original 500 acre Master Plan Area was initially designated with light industrial land use in 1978. Hewlett-Packard purchased the Master Plan Area in early 1979 and was granted an initial Use Permit approval (UP 79-04) to develop 1.4 million square feet for computer manufacturing and distribution facilities on the southeast corner of the site adjacent to Foothills Boulevard. Construction began in 1981, with Use Permits for reconfiguration and an additional 1 million square feet of development subsequently approved in 1987 (UP 87-39 and SUP 87-40). Combined, a total of 2.4 million square feet of development was approved.

In 1996, the City adopted the *Hewlett-Packard Roseville Campus Master Plan*, including an Environmental Impact Report and Development Agreement, to guide buildout of the Master Plan Area. The Master Plan contained land use and zoning regulations, infrastructure plans, development guidelines, traffic and utility thresholds, and a streamlined development approval process. The objectives of the Master Plan were to accommodate Hewlett-Packard's intended growth and expansion; locate this growth contiguous to the business activities already established on the site; and provide flexibility to respond quickly to changing business conditions in the dynamic markets in which the company competes.



*Hewlett-Packard Roseville Campus Initial Construction, 1981*

The 1996 Master Plan provided for 4,239,000 square feet of light industrial and commercial land uses, as well as establishment of a wetland preserve on the southwest portion of the Plan Area. The Master Plan assumed a 25 year buildout. At the time of Master Plan approval, the Plan Area contained 1.3 million square feet of development in ten manufacturing, distribution, support, maintenance and office buildings on approximately 195 acres. An estimated 4,100 full and part-time workers were employed on the site.

In 2001, the Master Plan was amended to replace all commercial uses within the Plan Area with a light industrial land use, and remove the Woodcreek Oaks right-of-way reducing overall Master Plan Area acreage to 497.7 acres. The City subsequently exercised an option to purchase the southwest corner of the Plan Area to support a 1.5 million gallon recycled water tank and pumping station. This site was also removed from the Master Plan Area, further reducing its size to 492.17 acres.

In 2008, the 45.9 acre wetland preserve was dedicated to the City. Upon acceptance, the City formed a Community Facilities District (CFD) to fund preserve area monitoring, reporting and maintenance. The agreement for the City to accept the preserve included a requirement that Hewlett-Packard back-up the CFD funding mechanism.

In the intervening years, Hewlett-Packard has continued to adjust its facilities needs for the Roseville campus and has divested its ownership of a majority of the Master Plan Area. Despite efforts to promote a single use light industrial campus, a significant portion of the Plan Area has remained undeveloped. Undeveloped industrial properties and vacant built space also exist within the remainder of the North Industrial Planning Area, as well as within the expansive 8,800 acre Sunset Industrial Area to the north within unincorporated Placer County.

The HPCO Master Plan encompasses 375.7 acres of the original 500 acre Master Plan Area. This amendment followed the Hewlett-Packard Foundation's sale of the western 189 acres of the Master Plan Area. In response to updated market opportunities and development preferences, the HPCO Master Plan provides for a revised mix of employment, commercial, residential, park and recreation, open space and public uses. The HPCO Master Plan capitalizes on the unique opportunity to create a mixed use infill community that locates jobs, housing choices, and services in close proximity to one another. The intent is to stimulate mutually supportive land use, economic and social interactions, thereby reenergizing the Master Plan Area.

The history of the Master Plan's entitlements and corresponding development intensities is summarized in Table 1-1.

**TABLE 1-1** Master Plan Entitlement History

| Adoption/ Amendment | Land Use | Existing Development | Future Development | Total Capacity |
|---|---|---|---|---|
| **1996** Master Plan adopted providing for light industrial and commercial uses, and an open space preserve | 425.80 ac Light Industrial<br>28.50 ac Commercial<br>45.90 ac Open Space | 1,300,000 sf Light Industrial | 2,691,000 sf Light Industrial<br>248,000 sf Commercial | 3,991,000 sf Light Industrial<br>248,000 sf Commercial |
| **TOTAL** | **500.2 ac** | **1,300,000 sf** | **2,939,000 sf** | **4,239,000 sf** |
| **2001** Master Plan amended to convert 28.5 acres of commercial to light industrial | 451.80 ac Light Industrial<br>45.90 ac Open Space | 1,580,000 sf Light Industrial | 2,637,000 sf Light Industrial | 4,217,000 sf Light Industrial |
| **TOTAL** | **497.7 ac[1]** | **1,580,000 sf** | **2,637,000 sf** | **4,217,000 sf** |
| **2015** Master Plan amended to incorporate the HPCO Master Plan providing for a revised mix of light industrial, commercial, office, tech/ business park, residential, park and recreation, open space and public uses | ***HPCO PROJECT AREA:***<br>129.24 ac Light Industrial<br>32.85 ac Tech/Business Park (LI)<br>5.54 ac Office<br>19.29 ac Commercial<br>104.33 ac Residential<br>21.69 ac Parks<br>46.35 Open Space<br>16.44 ac Public & Roads<br>***REMAINDER OF MASTER PLAN AREA:***<br>114.74 ac Light Industrial<br>1.70 ac Public & Roads | 1,231,820 sf Light Industrial | 1,468,180 sf Light Industrial<br>300,000 sf Tech/Business Park<br>60,000 sf Office<br>170,000 sf Commercial<br>948 du Residential | 2,700,000 sf Light Industrial<br>300,000 sf Tech/Business Park<br>60,000 sf Office<br>170,000 sf Commercial<br>948 du Residential |
| **TOTAL** | **492.17 ac[2]** | **1,231,820 sf[3]** | **948 du<br>1,998,180 sf** | **948 du<br>3,230,000 sf** |

Source: Hewlett-Packard Roseville Campus Master Plan 1996 and 2001, Hewlett-Packard 2015 and Morton & Pitalo 2015.

1. The reduction in total Master Plan Area acreage between 1996 and 2001 reflects removal of the Woodcreek Oaks Boulevard right-of-way from the Master Plan boundaries, as well as updated survey information.
2. The reduction in total Master Plan Area acreage between 2001 and 2015 reflects City purchase of a recycled water tank and pumping station site and removal of that area from the Master Plan, as well as updated survey information.
3. The reduction in existing development between 2001 and 2015 reflects demolition of Building R2, as well as updated building information provided by Hewlett-Packard.

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# 02 A Blueprint Community

*The HPCO Master Plan provides for an integrated mix of jobs, housing, services, and amenities. The Project Area presents a one of a kind opportunity to create a landmark infill project that furthers the City's commitment to the* ***Sacramento Regional Blueprint*** *and other "smart growth" principles. The HPCO Master Plan builds upon the City's planning documents including the General Plan, Blueprint Implementation Strategies, Communitywide Sustainability Action Plan, Pedestrian Master Plan and Bicycle Master Plan to deliver an environmentally sound project that enhances livability and quality of life, and contributes economic benefits to the community.*

## 2.1 Sacramento Region Blueprint

Since initial construction began on the Hewlett-Packard Campus in 1981, Roseville and the surrounding region have grown substantially. With continued growth, there has been increasing emphasis on the need to develop in smart and responsible ways. Where employers prefer to locate and employees desire to live and work is different today than it was in years past when job centers were planned separate from residential and other uses. As illustrated in the booming Silicon Valley, "campuses" are prospering that provide for an integrated mix of uses and apply smart growth principles. Smart Growth seeks to align housing, employment, services, mobility and other factors to create livable, environmentally sensitive and economically vibrant communities.

Within the Sacramento Region, the key tenets of smart growth are embodied within the Sacramento Area Council of Governments Regional Blueprint Project. Establishing a framework for future growth, the Blueprint focuses on reducing congestion and associated air quality and greenhouse gas emissions, providing for a greater range of housing choices, encouraging reinvestment in already developed areas, and better integrating the proximity of jobs to housing. As a mixed use infill project, the HPCO Master Plan presents a unique opportunity to meaningfully implement the Blueprint's growth principles.

## Sacramento Region Blueprint

Roseville has been a leader in implementing the Sacramento Region Blueprint Project. The City collaborated with the Sacramento Area Council of Governments (SACOG) and its member agencies in the six-county Sacramento region to agree on a policy framework to accommodate growth over the next 50 years. Adopted in 2004, the Blueprint advances seven growth principles:

1 TRANSPORTATION CHOICES. Designing development to encourage people to walk, ride bicycles, use public transit and carpool.

2 MIXED USE DEVELOPMENTS. Establishing places where mixed use development can occur to provide a variety of jobs, residences, goods and services in close proximity.

3 COMPACT DEVELOPMENT. Creating more compactly built environments that use the land in an efficient manner.

4 HOUSING CHOICES. Providing a variety of places where people can live in response to multiple socio-economic needs.

5 USE OF EXISTING ASSETS. Developing vacant or underutilized infill lands that make better use of existing infrastructure and resources.

6 QUALITY DESIGN. Furthering urban design that creates attractive and connected communities with a strong sense of place.

7 NATURAL RESOURCES CONSERVATION. Incorporating public use open space, habitat and agricultural preservation, and environmentally friendly developments practices.

Roseville was the first city in the region to adopt a Blueprint Implementation Strategy, outlining a menu of strategies to achieve Blueprint's growth principles.

# 2.2 Community Form

The HPCO Project Area's physical form is organized into four distinct "districts" each distinguished by its mix of uses and intended built character (see Figure 2-1). While each district has a unique purpose, the districts are interrelated and functionally overlap, creating a mutually supportive mix of uses. These interrelationships are enhanced by the compact development pattern and interconnected street and trail systems that place jobs, housing and services in close proximity to each other.

## EMPLOYMENT CENTER

The Employment Center includes existing and planned light industrial uses within the Hewlett-Packard Campus, as well the Tech/Business Park (LI) uses within Campus Oaks. When combined with other employment uses within the larger Master Plan Area, these uses comprise a major integrated job center in the City providing for 3 million square feet of existing and planned employment uses. The Employment Center addresses the City's desire to retain employment opportunities within the Project Area to support the jobs/housing balance in the City, as well as to continue to position the North Industrial Planning Area as a major employment/industrial center for the South Placer region.

The proximity of a diverse range of housing and available services for employees is one of the first factors considered when businesses contemplate locating in a community. By providing for a closely integrated mix of jobs, housing, services and amenities, the HPCO Master Plan enhances the appeal of the Project Area and nearby industrial uses for employment attraction and retention, further strengthening Roseville's position as the region's community of choice for business investment.

## RESIDENTIAL NEIGHBORHOODS

The Residential Neighborhoods provide for comfortable, well connected and walkable living environments attractive to residents and accommodating the nearby workforce. Included are lower density, medium density and higher density attached and detached housing types within Campus Oaks that support a diversity of living options and lifestyles.

The form and diversity of the neighborhoods furthers the direction of the City's General Plan and Blueprint Implementation Strategies to deliver a variety of housing choices in proximity to jobs and services, address the need for additional housing to support employees and job generation, supply new opportunities for the City to meet its Regional Housing Needs Allocation, and advance the City's goal for a jobs/housing balance.

*"Without the addition of residential opportunities, or the reduction of employment generating land uses within Roseville and/or the adjacent jurisdictions, sufficient employees will not exist to fill potential job generation within reasonable commute distances."*

CITY OF ROSEVILLE GENERAL PLAN 2025

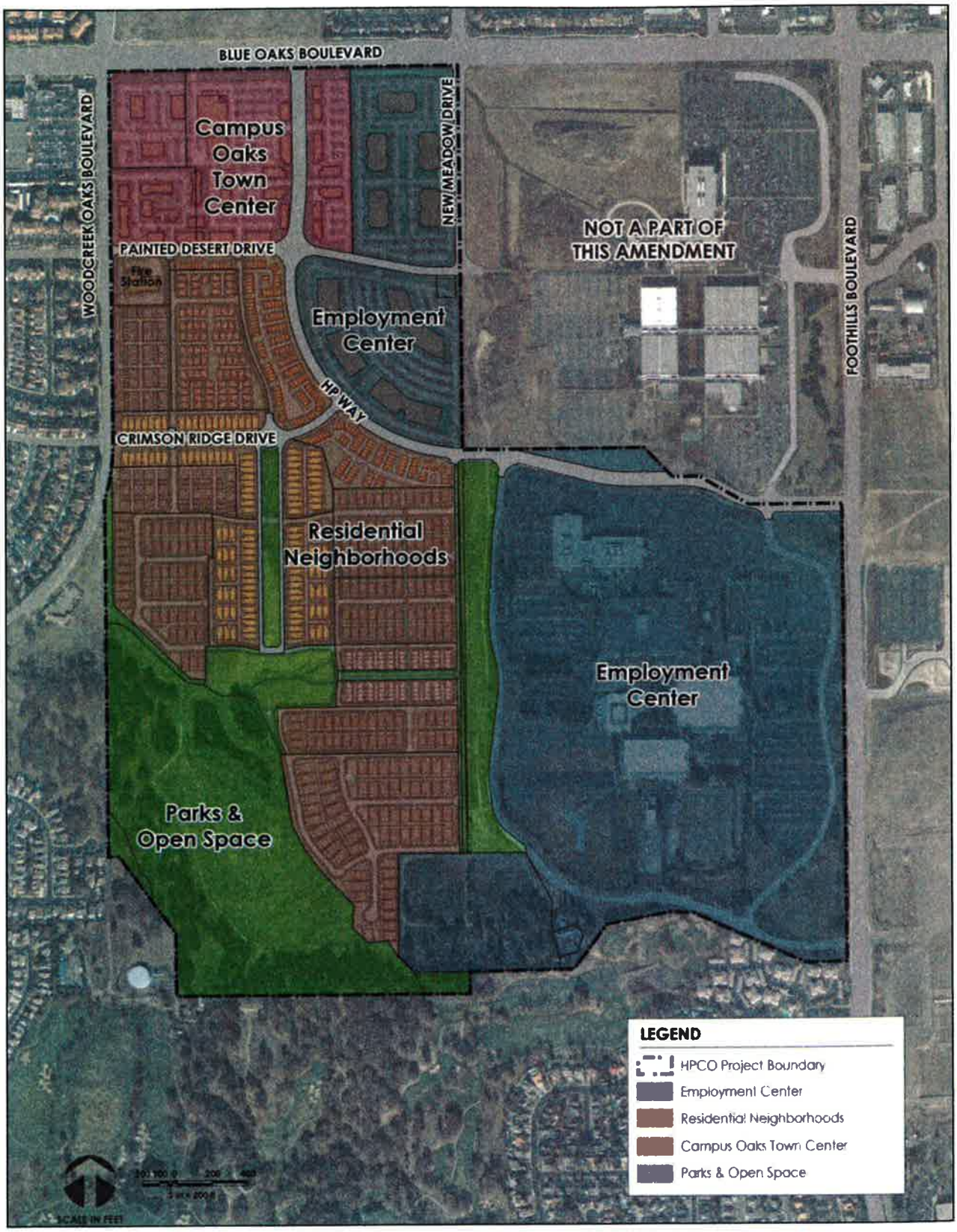


**FIGURE 2-1:** Community Form Districts

## CAMPUS OAKS TOWN CENTER

The Campus Oaks Town Center is envisioned as a destination where residents, employees and passers-by can shop, eat, recreate, obtain services and meet their everyday needs. Integrating an interactive mix of retail, office, and high density residential uses, emphasis is placed on creating a pedestrian friendly environment with easy access between uses and connectivity to the adjacent Residential Neighborhoods and Employment Center.

The Campus Oaks Town Center has been strategically located at the northern entry into the HPCO Project Area to create a sense of arrival and enhance its visibility, access, and standing as an integral and defining component of the community.

## PARKS & OPEN SPACE

Incorporated within the HPCO Project Area is a green network of parks, paseos, open spaces, trails, and active tree-lined streetscapes that enhance community interaction, character and sense of place. Parks and open space in the Project Area provide for passive/informal/self-directed and active/formal/programmable recreational opportunities, serve as gathering places for residents and employees, help to establish a communal sense of identity and ownership, and provide for natural resource protection.

# 2.3 Planning Principles

## REENERGIZE EMPLOYMENT GROWTH

Instill renewed "open for business" energy encouraging new employment growth and investment:

- Open up the Hewlett-Packard Campus by enhancing public access, connectivity and visibility into and through the Master Plan Area
- Accommodate the desire of Hewlett-Packard to build and operate their facilities within 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 in a manner that allows for operational synergies and efficiencies
- Provide for substantial employment development in a consolidated campus setting
- Establish a flexible regulatory structure for businesses to quickly respond to changing conditions, including a streamlined development review process for the Hewlett-Packard Campus

## BUILD UPON EXISTING ASSETS

Capitalize on the HPCO Project Area's central location to efficiently support new development:

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

## PROVIDE DIVERSE HOUSING CHOICES

Create distinct neighborhoods within Campus Oaks that offer socio-economic vitality and support the workforce:

- 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, innovative product types and public amenities that support "urban" living options attractive to a growing market segment
- Contribute to the City's Regional Housing Needs Allocation and affordability goal

## ESTABLISH A MIXED USE TOWN CENTER

Provide for a vibrant mixed use Town Center within Campus Oaks as a destination for residents, employees and visitors:

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

## OFFER MEANINGFUL PUBLIC SPACES

Include an enhanced network of public spaces to inspire community activity, interaction, and identity:

- Provide interconnected 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
- Enhance access to and through the open space preserve to promote passive recreation, and environmental stewardship and education

## MAXIMIZE MOBILITY OPTIONS

Maximize connectivity, walkability and convenience to support a variety of mobility choices:

- 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 interconnected 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 (HP Way) through the Master Plan Area from Foothills Boulevard to Blue Oaks Boulevard
- Designate a Pedestrian District to retain 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

Facilitate healthy lifestyles, resource conservation and efficiency, and a reduced carbon footprint in new development:

- Integrate a mix of land uses, mobility systems and public spaces that encourage walking, biking, and community activity
- Incorporate solar powered homes, encourage LEED or similar green building standards, and include electric vehicle charging stations
- 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
- 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

Ensure attractive and creative urban design that enhances community identity, livability and marketability:

- 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
- Establish gateways to provide a sense of identity and arrival into the Plan Area

## ENABLE EFFICIENT IMPLEMENTATION

Enable implementation in an efficient and flexible manner that maximizes the HPCO Project Area's full potential:

- 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 funding, and fully funds Project Area infrastructure
- Construct infrastructure improvements that compliment and help to complete the City's larger circulation network and utility systems
- Provide for expedited approval of light industrial projects determined consistent with this Master Plan
- Maintain flexibility to adapt to evolving land use, market and other opportunities over time

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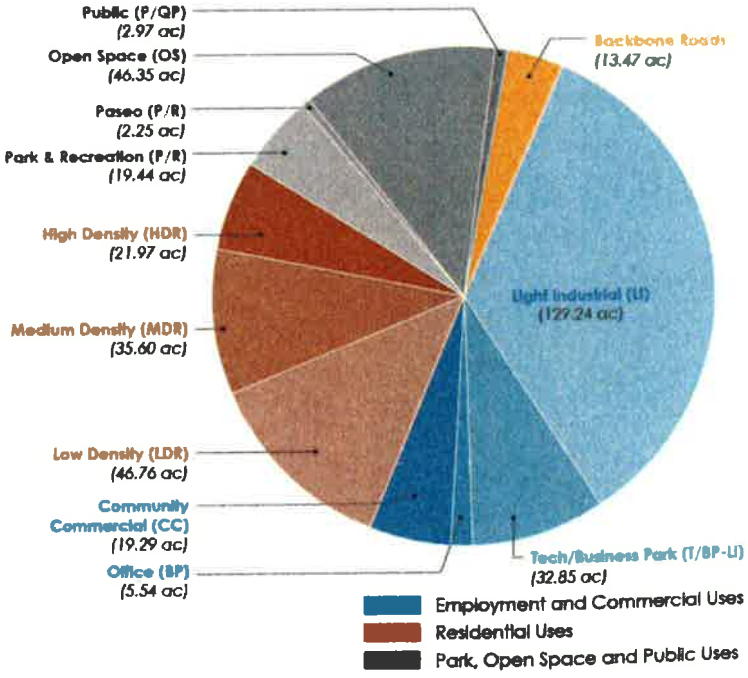
# 03 Project Components

*The HPCO Master Plan provides for the coordinated development of the Hewlett-Packard Campus and Campus Oaks as an integrated community. The intent is to ensure that development, public improvements and other activities successfully realize the project's Planning Principles. The following summarizes Project Area land use, mobility, utilities and public services components that form the overall framework for development. Land use designations, zoning districts, design guidelines and other provisions specific to the Hewlett-Packard Campus and Campus Oaks are included in Section 04, Hewlett-Packard Campus Development Plan, and Section 05, Campus Oaks Development Plan, respectively.*

## 3.1 Land Use

The HPCO Master Plan provides for a broad mix of employment, commercial, residential and public uses. Approximately 50 percent of Project Area acreage is designated for employment and commercial land uses, 28 percent for residential land uses, and 22 percent for parks, open space and public land uses. At buildout, the Project Area will support 1.73 million square feet of non-residential development generating approximately 2,500 to 4,100 jobs[1] depending upon the ultimate composition and operations of employment uses. The Project Area also supports 948 dwelling units providing for approximately 2,474 residents[2].




[1] Based upon 433-750 s.f. per employee for LI & T/BP, 302-333 s.f. per employee for BP, and 400-450 s.f. per employee for CC (Economic Planning Systems and Institute of Transportation Engineers 2015).

[2] Based upon 2.61 persons per household (City of Roseville 2015).

## 3.1.1 SPECIFIC LAND USES

**Employment and Commercial.** The HPCO Master Plan integrates Light Industrial (LI), Tech/Business Park (T/BP -LI), Business Professional (BP) and Community Commercial (CC) land uses. A range of employment, business, office, retail, restaurant, service, entertainment, and related uses are permitted. In addition, the Master Plan supports an integrated mix of retail, office, and high density residential uses within the Campus Oaks Town Center.

**Residential.** The HPCO Master Plan incorporates Low Density Residential (LDR), Medium Density Residential (MDR) and High Density Residential (HDR) land uses within Campus Oaks. This mix of densities provides for a wide array of housing types ranging from both standard and small lot single family residential, cluster housing, attached and detached townhomes, row housing and apartments.

**Park, Open Space and Public.** The HPCO Master Plan includes Park & Recreation (P/R), Open Space (OS) and Public (P/QP) land uses. A variety of uses are provided including parks, recreational facilities, paseos, trails, open space, a fire station, a groundwater well and an electric substation.

## 3.1.2 ZONING

Land uses are implemented through the zoning district applied to each parcel. This includes the application of the Development Standard (DS) and Special Area (SA) overlay districts to customize allowed uses and development standards to address the Project Area's unique opportunities and objectives. Section 04, Hewlett-Packard Campus Development Plan, and Section 05, Campus Oaks Development Plan, define parcel specific land use and zoning regulations.

HPCO Master Plan land uses are illustrated on Figure 3-1 and summarized in Table 3-1. Parcel Specific land use and zoning allocations are included on Table 3-2.

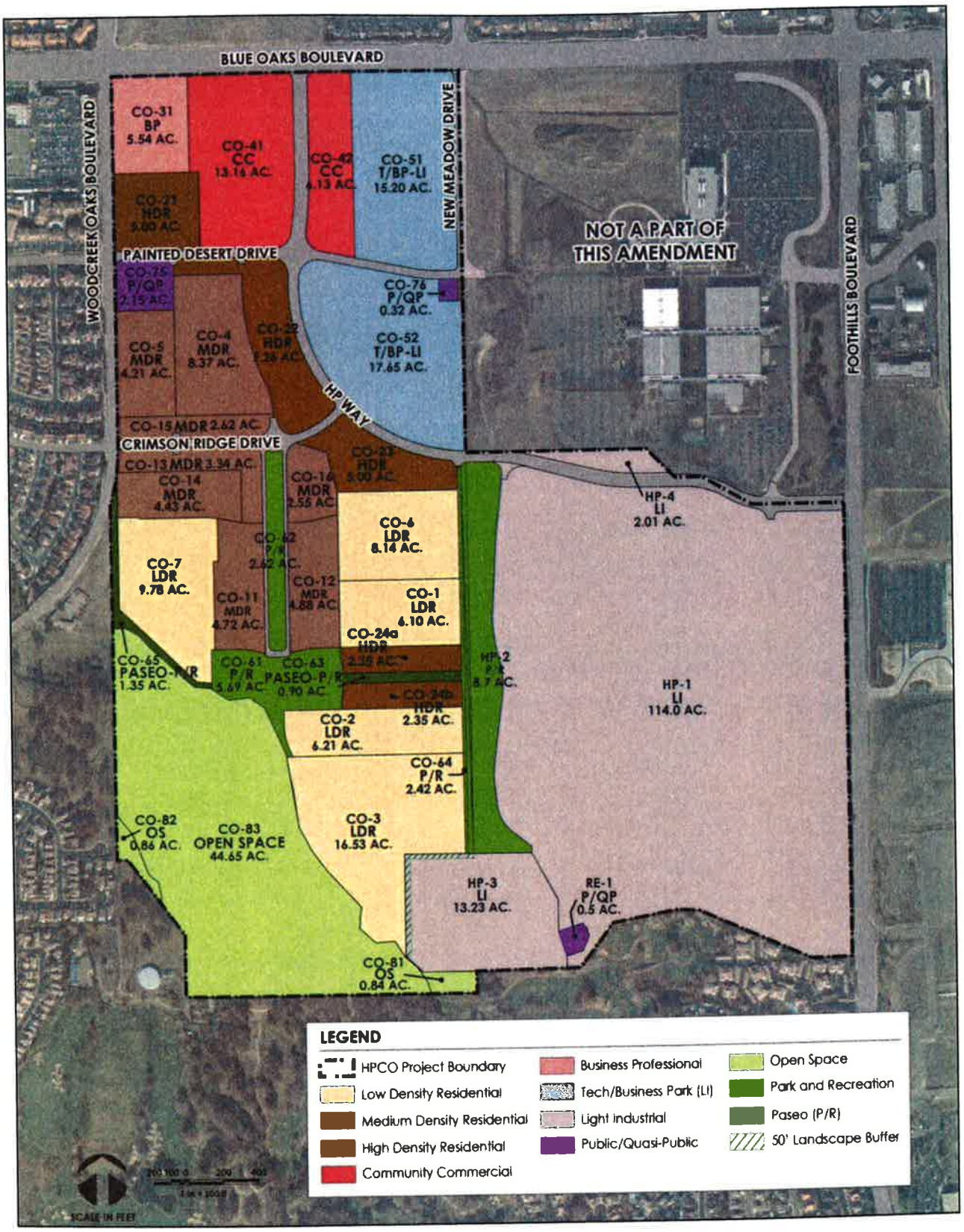



**FIGURE 3-1:** HPCO Project Area Land Use Diagram

**TABLE 3-1:** HPCO Project Area Land Use Summary

| Land Use | Gross Acres | Building Square Feet (sf) | | | | | Dwelling Units (du) | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Existing | Future | Total Capacity | FAR Range | Avg. FAR | Units | du/ac Range | Avg. du/ac |
| **EMPLOYMENT AND COMMERCIAL USES** | | | | | | | | | |
| Light Industrial (LI) | 129.24 ac | 593,820 sf | 606.180 sf | 1,200,000 sf | 20-50% | 21% | | | |
| Tech/Business Park (T/BP-LI) | 32.85 ac | | 300,000 sf | 300,000 sf | 20-40% | 21% | | | |
| Business Professional (BP) | 5.54 ac | | 60,000 sf | 60,000 sf | 20-40% | 25% | | | |
| Community Commercial (CC) | 19.29 ac | | 170,000 sf | 170,000 sf | 20-40% | 20% | | | |
| ***Sub-Total*** | ***186.92 ac*** | ***593,820 sf*** | ***1,136,180 sf*** | ***1, 730.000 sf*** | | ***21%*** | | | |
| **RESIDENTIAL USES** | | | | | | | | | |
| Low Density (LDR) | 46.76 ac | | | | | | 242 du | 0.5-6.9 | 5.2 |
| Medium Density (MDR) | 35.60 ac | | | | | | 310 du | 7.0-12.9 | 8.7 |
| High Density (HDR) | 21.97 ac | | | | | | 396 du | 13.0+ | 18.0 |
| ***Sub-Total*** | ***104.33 ac*** | | | | | | ***948 du*** | | ***9.1*** |
| **PARK, OPEN SPACE AND PUBLIC USES** | | | | | | | | | |
| Park & Recreation (P/R) | 19.44 ac | | | | | | | | |
| Paseo (P/R) | 2.25 ac | | | | | | | | |
| Open Space (OS) | 46.35 ac | | | | | | | | |
| Public (P/QP) | 2.97 ac | | | | | | | | |
| ***Sub-Total*** | ***71.01 ac*** | | | | | | | | |
| Backbone Roads | 13.47 ac | | | | | | | | |
| **TOTAL** | **375.73 ac** | ***593,820 sf*** | ***1,136,180 sf*** | **1,730.000 sf** | | **21%** | **948 du** | | **9.1** |

NOTE: Existing development consists of Buildings R3 (126,220 sf), R4 (131,190 sf), R5 (158,760 sf), and R6 (177,650 sf). See Section 04, Hewlett-Packard Development Plan, for additional detail.

## TABLE 3-2: HPCO Land Use and Zoning by Parcel

| Parcel | Zoning | Gross Acres | Dwelling Units (du) | | Square Feet (sf) | |
|---|---|---|---|---|---|---|
| | | | Allocated Units | Density (du/ac) | Allocated Square Feet | FAR |
| **EMPLOYMENT AND COMMERCIAL USES** | | | | | | |
| **Light Industrial ( LI)** | | | | | | |
| HP-1 | LI/SA | 114.00 ac | | | 1,157,820 sf | 23% |
| HP-3 | LI/SA | 13.23 ac | | | 42,180 sf | 7% |
| HP-4 | LI/SA | 2.01 ac | | | - | - |
| ***Sub-Total*** | | ***129.24 ac*** | | | ***1,200,000 sf*** | ***21%*** |
| **Tech/Business Park (T/BP LI)** | | | | | | |
| CO-51 | MP/SA | 15.20 ac | | | 150,000 sf | 23% |
| CO-52 | MP/SA | 17.65 ac | | | 150,000 sf | 20% |
| ***Sub-Total*** | | ***32.85 ac*** | | | ***300,000 sf*** | ***21%*** |
| **Business Professional (BP)** | | | | | | |
| CO-31 | BP | 5.54 ac | | | 60,000 sf | 25% |
| ***Sub-Total*** | | ***5.54 ac*** | | | ***60,000 sf*** | ***25%*** |
| **Community Commercial (CC)** | | | | | | |
| CO-41 | CC | 13.16 ac | | | 120,000 sf | 21% |
| CO-42 | CC | 6.13 ac | | | 50,000 sf | 19% |
| ***Sub-Total*** | | ***19.29 ac*** | | | ***170,000 sf*** | ***20%*** |
| ***Sub-Total Employment & Comm.*** | | ***57.68 ac*** | | | ***530,000 sf*** | ***21%*** |
| **RESIDENTIAL USES** | | | | | | |
| **Low Density Residential (LDR)** | | | | | | |
| CO-1 | RS/DS | 6.10 ac | 36 du | 5.9 du/ac | | |
| CO-2 | RS/DS | 6.21 ac | 36 du | 5.8 du/ac | | |
| CO-3 | R1/DS | 16.53 ac | 64 du | 3.9 du/ac | | |
| CO-6 | RS/DS | 8.14 ac | 48 du | 5.9 du/ac | | |
| CO-7 | RS/DS | 9.78 ac | 58 du | 5.9 du/ac | | |
| ***Sub-Total*** | | ***46.76 ac*** | ***242 du*** | ***5.2 du/ac*** | | |
| **Medium Density Residential (MDR)** | | | | | | |
| CO-4 | RS/DS | 8.37 ac | 84 du | 10.0 du/ac | | |
| CO-5 | RS/DS | 4.69 ac | 46 du | 9.8 du/ac | | |
| CO-11 | RS/DS | 4.72 ac | 34 du | 7.2 du/ac | | |
| CO-12 | RS/DS | 4.88 ac | 34 du | 7.0 du/ac | | |
| CO-13 | RS/DS | 3.34 ac | 24 du | 7.2 du/ac | | |
| CO-14 | RS/DS | 4.43 ac | 50 du | 11.3 du/ac | | |
| CO-15 | RS/DS | 2.62 ac | 19 du | 7.3 du/ac | | |
| CO-16 | RS/DS | 2.55 ac | 19 du | 7.5 du/ac | | |
| ***Sub-Total*** | | ***35.60 ac*** | ***310 du*** | ***8.7 du/ac*** | | |

**TABLE 3-2:** HPCO Land Use and Zoning by Parcel (continued)

| Parcel | Zoning | Gross Acres | Dwelling Units (du) | | Square Feet (sf) | |
|---|---|---|---|---|---|---|
| | | | Allocated Units | Density (du/ac) | Allocated Square Feet | FAR |
| **RESIDENTIAL USES (cont.)** | | | | | | |
| **High Density Residential (HDR)** | | | | | | |
| CO-21 | R3/DS | 5.00 ac | 125 du | 25.0 du/ac | | |
| CO-22 | R3/DS | 7.26 ac | 119 du | 16.4 du/ac | | |
| CO-23 | R3/DS | 5.00 ac | 72 du | 14.4 du/ac | | |
| CO-24a | R3/DS | 2.36 ac | 40 du | 17.0 du/ac | | |
| CO-24b | R3/DS | 2.35 ac | 40 du | 17.0 du/ac | | |
| ***Sub-Total*** | | ***21.97 ac*** | ***396 du*** | ***18.0 du/ac*** | | |
| ***Sub-Total Residential*** | | ***104.33 ac*** | ***948 du*** | ***9.1 du/ac*** | | |
| **PARKS, OPEN SPACE & PUBLIC USES** | | | | | | |
| **Parks (P/R)** | | | | | | |
| HP-2[1] | PR | 8.70 | | | | |
| CO-61 | PR | 5.70 | | | | |
| CO-62 | PR | 2.62 | | | | |
| CO-64 | PR | 2.42 | | | | |
| ***Sub-Total*** | | ***19.44 ac*** | | | | |
| **Paseos (P/R)** | | | | | | |
| CO-63 | PR (Paseo) | 0.90 | | | | |
| CO-65 | PR (Paseo) | 1.35 | | | | |
| ***Sub-Total*** | | ***2.25 ac*** | | | | |
| **Open Space (OS)** | | | | | | |
| CO-81 | OS | 0.84 ac | | | | |
| CO-82 | OS | 0.86 ac | | | | |
| CO-83 | OS | 44.65 ac | | | | |
| ***Sub-Total*** | | ***46.35 ac*** | | | | |
| **Public (P/QP)** | | | | | | |
| HP-5 | P/QP | 0.50 ac | | | | |
| CO-75 | P/QP | 2.15 ac | | | | |
| CO-76 | P/QP | 0.32 ac | | | | |
| ***Sub-Total*** | | ***2.97 ac*** | | | | |
| ***Sub-Total Parks, OS & Public*** | | ***61.81 ac*** | | | | |
| Backbone Roads | | 13.74 ac | | | | |
| ***TOTAL*** | | ***375.73 ac*** | ***948 du*** | ***9.1 du/ac*** | ***1,730.000 sf*** | ***21%*** |

1. Parcel HP-2 park acreage credited towards Campus Oaks. See Table 3-5.

## 3.2 Mobility

The HPCO Project Area mobility system is designed to maximize connectivity, walkability and convenience. Included is a modified grid street pattern that compliments and helps to complete the City's larger roadway network; a safe and interconnected system of paths, sidewalks and bike lanes; and multiple transit stops. Emphasis is placed upon enhancing access between jobs, homes, services and amenities, allowing residents and employees to walk and bike between uses.

The interconnected mobility system, combined with the Project Area's mixed use development pattern, internalizes trips; reducing trip lengths and the demand for travel outside of the Area for daily needs. As a result, the HPCO Master Plan land uses result in a reduction in external vehicle trips and vehicle miles traveled when compared to the prior land uses.

### 3.2.1 ROADWAYS

The HPCO Master Plan establishes a network of roadways that are safe, functional, aesthetically pleasing, and contribute positively to overall community character. Roadways integrate the concept of "Complete Streets", promoting designs that comfortably provide for pedestrians, bicyclists, transit, and vehicles.

#### *Regional Access*

Three existing arterial roadways provide access to the Project Area: Blue Oaks Boulevard to the north, Foothills Boulevard to the east, and Woodcreek Oaks Boulevard to the west. Blue Oaks Boulevard is a 6 to 8-lane arterial and the primary east-west transportation corridor in the northern portion of the City, linking to Highway 65 just east of the Project Area. Foothills and Woodcreek Oaks Boulevards are key north-south arterial routes planned to eventually extend north into the Sunset Industrial/Placer Ranch Development Area, with Foothills Boulevard connecting to future Placer Parkway.

Direct access to the Project Area consists of several signalized intersections: Two existing along Blue Oaks Boulevard; one existing on Foothills Boulevard; and two planned along Woodcreek Oaks Boulevard. Foothills Boulevard is improved as a 4-lane arterial. Frontage improvements will be installed along Blue Oaks Boulevard. Woodcreek Oaks Boulevard will be widened to 4-lanes adjacent to the Project Area.

#### *Internal Backbone Roadway System*

Internal Project Area backbone roadways consist of a network of public collector streets. Key to the internal and larger citywide roadway system is

the long sought after extension of HP Way as a public road through the Project Area. HP Way links to the future extension of Roseville Parkway at Foothills Boulevard, curving northwest through the Project Area to Blue Oaks Boulevard. Other roadway connections 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 will continue to provide internal access within the Hewlett-Packard Campus.

### *HP Way Pedestrian District*

The Roseville General Plan provides for the establishment of Pedestrian Districts. The intent of a Pedestrian District is to encourage pedestrian activity and safety by incorporating land use and design features that improve walkability and place greater emphasis on the pedestrian rather than the automobile. It is recognized that implementing such design features may result in slowing the speed of vehicle travel and may reduce the vehicle level of service (LOS). Accordingly, intersections within a Pedestrian District are excluded from the City's LOS policy.

As the gateway to and a defining element through the Project Area, the central portion of the HP Way corridor has been designated as a Pedestrian District. HP Way is planned as a multi-modal mobility facility that directly links employment, commercial and residential uses within the Project Area. Its designation as a Pedestrian District allows for the central stretch of the roadway to be improved and maintained as a pedestrian and bicycle friendly 2-lane facility. To enhance the convenience, safety and comfort for pedestrians and cyclists, the HP Way corridor is planned to include sidewalks separated from the street by tree lined landscaped parkways; bike lanes buffered from vehicle travel; pedestrian bulb outs and enhanced intersection crossings; and, roundabouts and other traffic calming measures.

### *Neighborhood Electric Vehicles*

A majority of the streets in the Project Area may 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.

The backbone roadway system is reflected on Figure 3-2, with lane capacity, right-of-way, and landscape requirements summarized in Table 3-3. Typical roadway design sections are illustrated in Figures 3-2 through 3-10, with corresponding landscaping standards and related design details included in Section 04, Hewlett-Packard Campus Development Plan, and Section 05, Campus Oaks Development Plan.

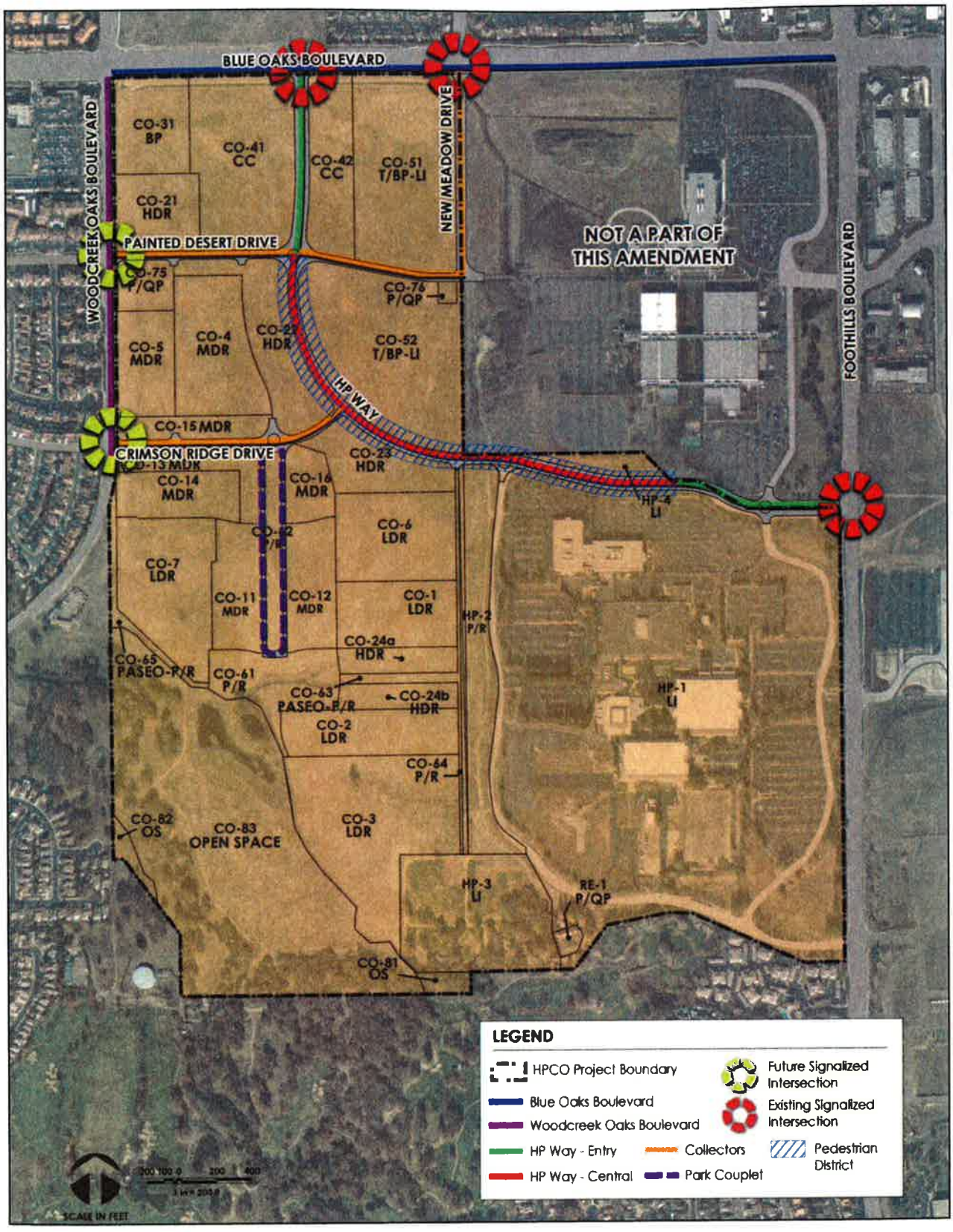



**FIGURE 3-3:** Backbone Roadway System

## TABLE 3-3: Roadway Summary

| Roadway Type/Name | Roadway | | Landscape Corridor | | Landscape Median | On-Street Parking | Figure Number |
|---|---|---|---|---|---|---|---|
| | Reserved Lane Capacity | Right-of-Way | Adjacent to LDR & MDR | Adjacent to Other Uses | | | |
| **ARTERIAL ROADWAYS[1]** | | | | | | | |
| Blue Oaks Boulevard | 8 lanes | 130 ft | NA | 50 - 70 ft[2] | 22 ft | None | 3-3 |
| Woodcreek Oaks Boulevard | 4 lanes | 76 ft | 35 ft[3] | 35 ft | 14 ft | None | 3-4 |
| **COLLECTOR ROADWAYS[1]** | | | | | | | |
| HP Way - Entry | 4 lanes | 81 ft | NA | 25 ft | 13 ft | None | 3-5 |
| HP Way - Central[4] | 2 lanes | 59 ft | 25 ft | 30 ft | 13 ft | None | 3-6 |
| Painted Desert Drive, New Meadow Drive & Crimson Ridge Drive | 2 lanes | 48 ft | NA[5] | 25 ft[5] | NA | Both Sides | 3-7 |
| **LOCAL ROADWAYS** | | | | | | | |
| Park Couplet | 2 lanes | 60 ft[6] | NA[5] | NA[5] | 100 ft[7] | Res. Side | 3-8 & 3-11 |
| Primary Residential Street[8] | 2 lanes | 60 ft | NA[5] | NA[5] | NA | Both Sides | 3-9 & 3-11 |
| Minor Residential Street[9] | 2 lanes | 54 ft | NA[5] | NA[5] | NA | Both Sides | 3-10 & 3-11 |
| Alley | 2 lanes | 22 ft | NA | NA | NA | NA | 3-12 |
| **ROUNDABOUTS, PRIVATE DRIVES AND OTHER FACILITIES** | | | | | | | |
| To be designed and constructed per City standards and Campus Oaks Design Guidelines | | | | | | | |

1. Auxiliary lanes, turn lanes, bus turn-outs, and standard tapers are permitted reductions to the landscape corridors (PUE/LSE). Minimum landscape corridor width of 15' shall be maintained behind bus shelters.
2. Landscape Corridor along Blue Oaks Boulevard to be 70 feet wide where open drainage channel exists/planned.
3. Landscape corridors adjacent to LDR and MDR along Woodcreek Oaks Boulevard will be incorporated within the right-of-way.
4. Consistent with the Pedestrian District designation, the central portion of HP Way is planned to incorporate design elements to enhance pedestrian and bicyclist convenience, safety and comfort. Such elements shall include sidewalks separated from the street by tree lined landscaped parkways; bike lanes buffered from vehicle travel; enhanced intersection crossings; and, roundabouts and other traffic calming measures.
5. Residential units will front on roadways. Street frontage setbacks from back of walk to be established as part subdivision map and/or design review approval as applicable.
6. 30 feet on both sides of Couplet.
7. 100 foot wide neighborhood park.
8. Primary Residential Streets will have separated sidewalks with landscaped parkways. Primary Residential Streets are used to accommodate higher traffic volumes and are placed adjacent to schools and parks, consistent with the City's roadway improvement standards.
9. Minor Residential Streets will have separated sidewalks with landscaped parkways. Minor Residential Streets are used to carry lower traffic volumes than Primary Residential Streets, consistent with the City's roadway improvement standards.

Note: Standard signalized intersections will have dedicated turns and through lanes resulting in wider cross sections in those areas.

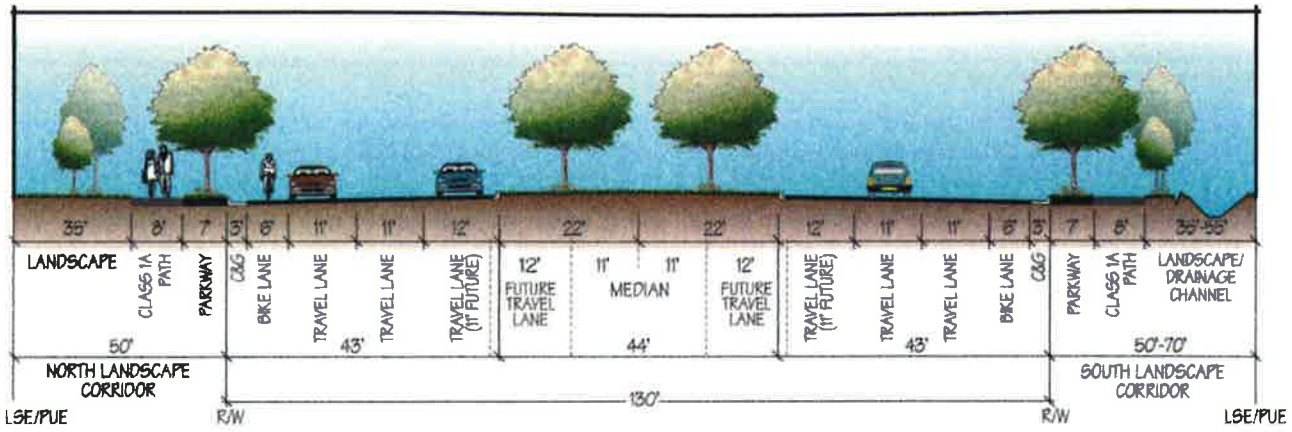



**FIGURE 3-3:** Blue Oaks Boulevard (Arterial)

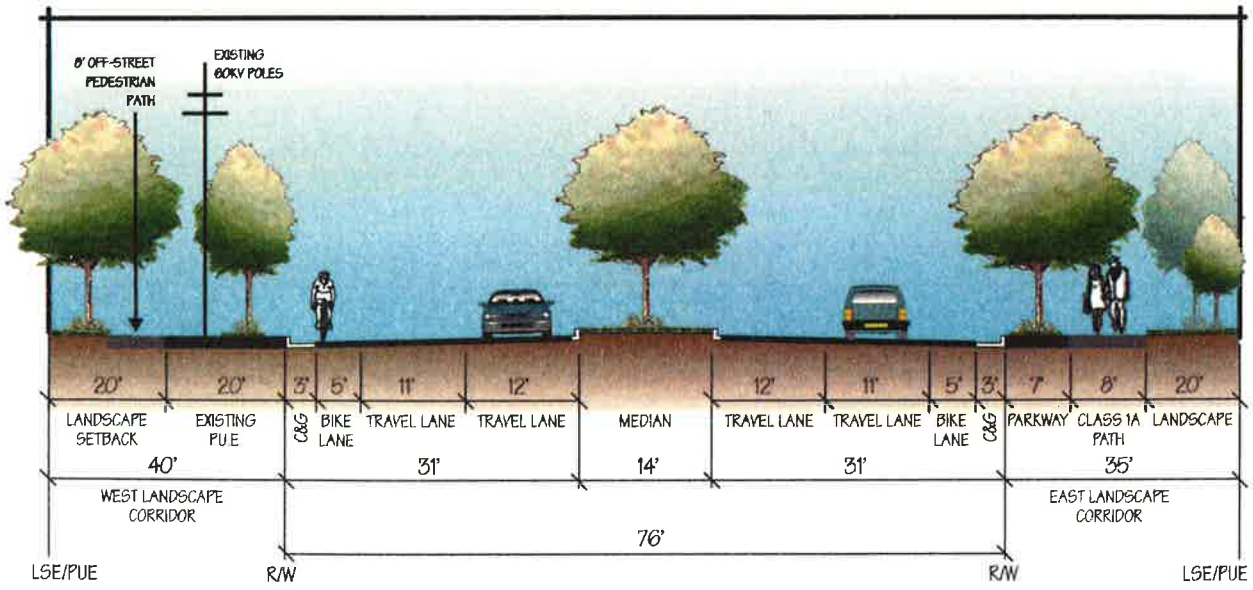



**FIGURE 3-4:** Woodcreek Oaks Boulevard (Arterial)

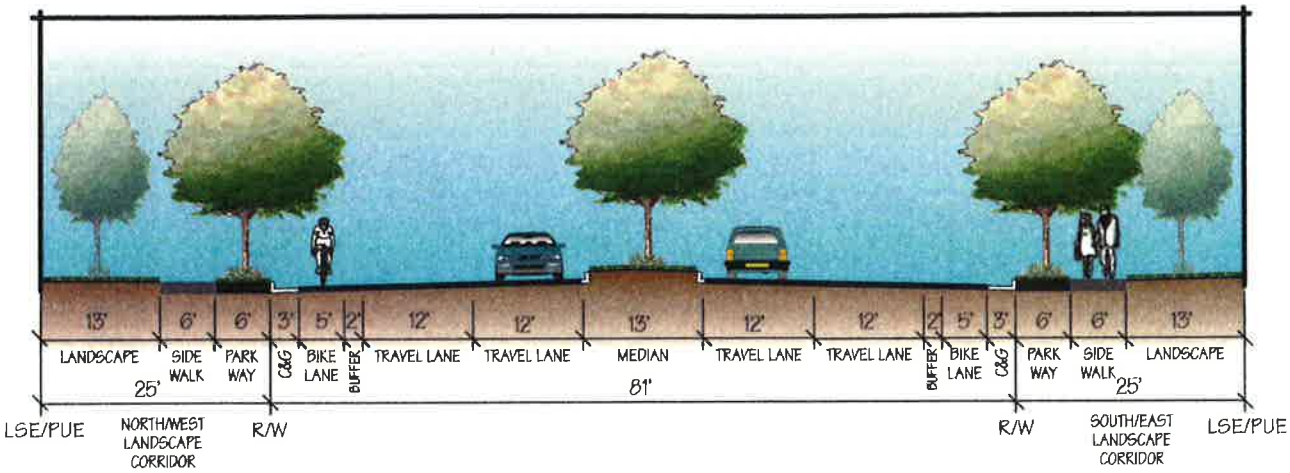



**FIGURE 3-5:** HP Way - Entry (Modified Collector)

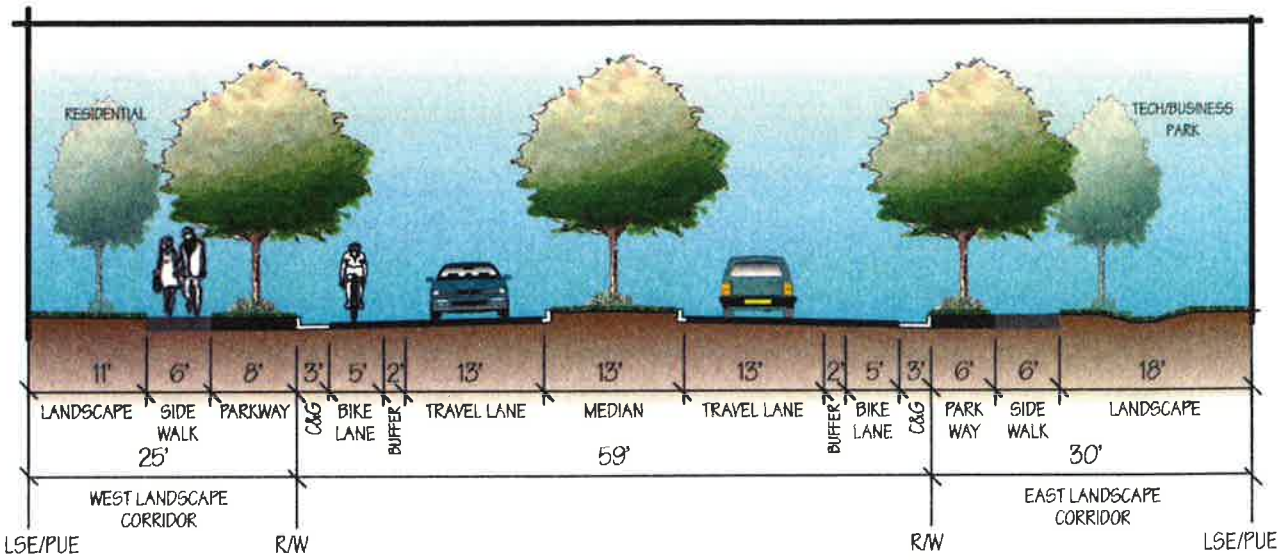
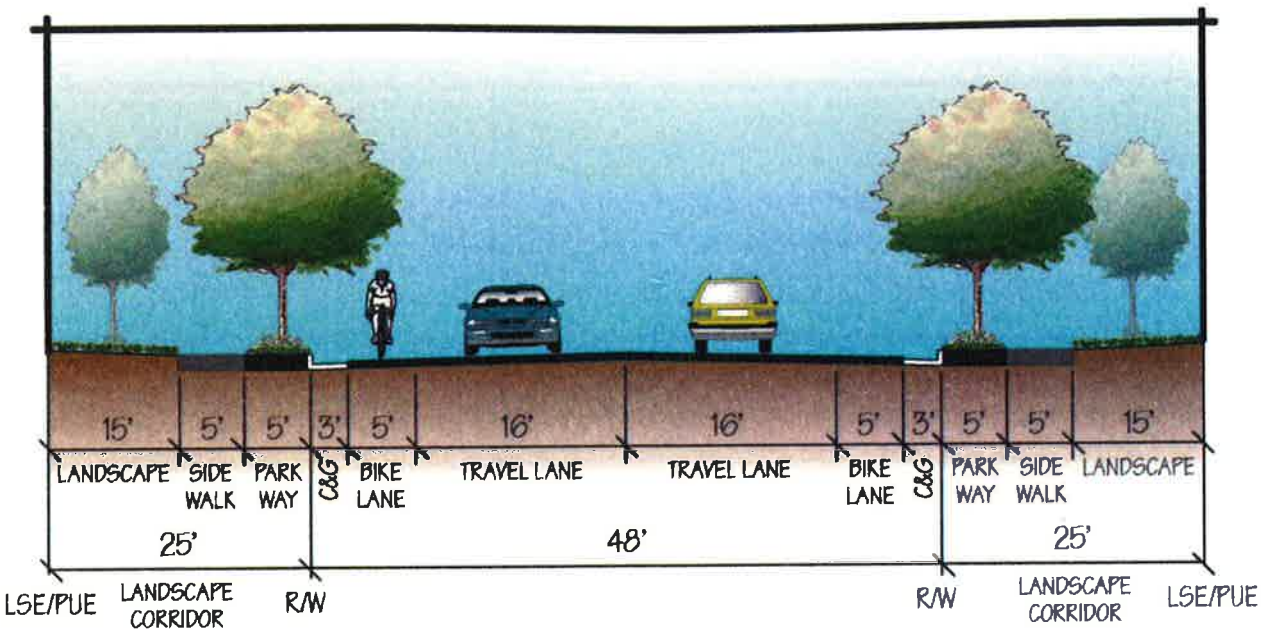
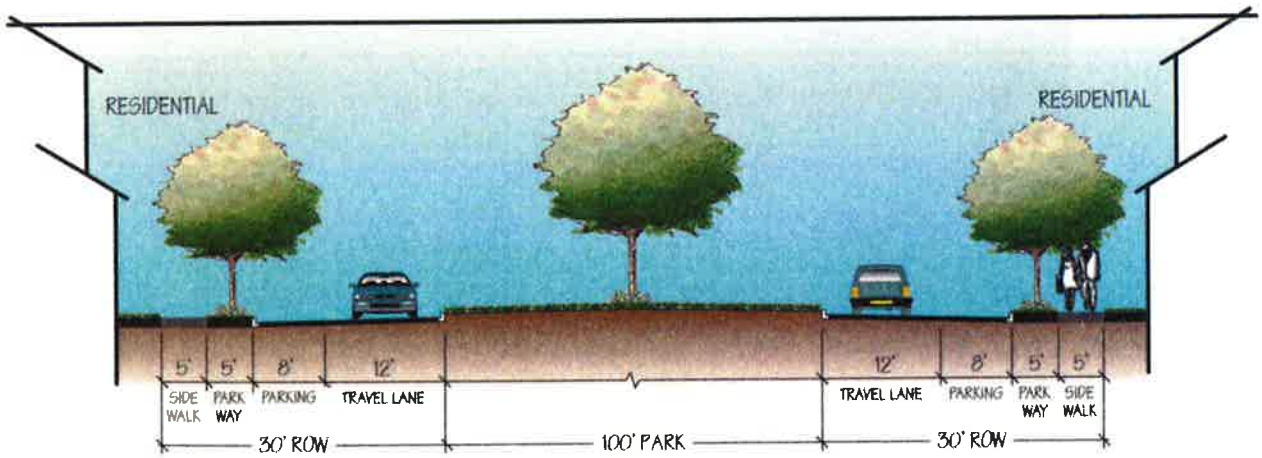



**FIGURE 3-6:** HP Way - Central (Modified Collector)



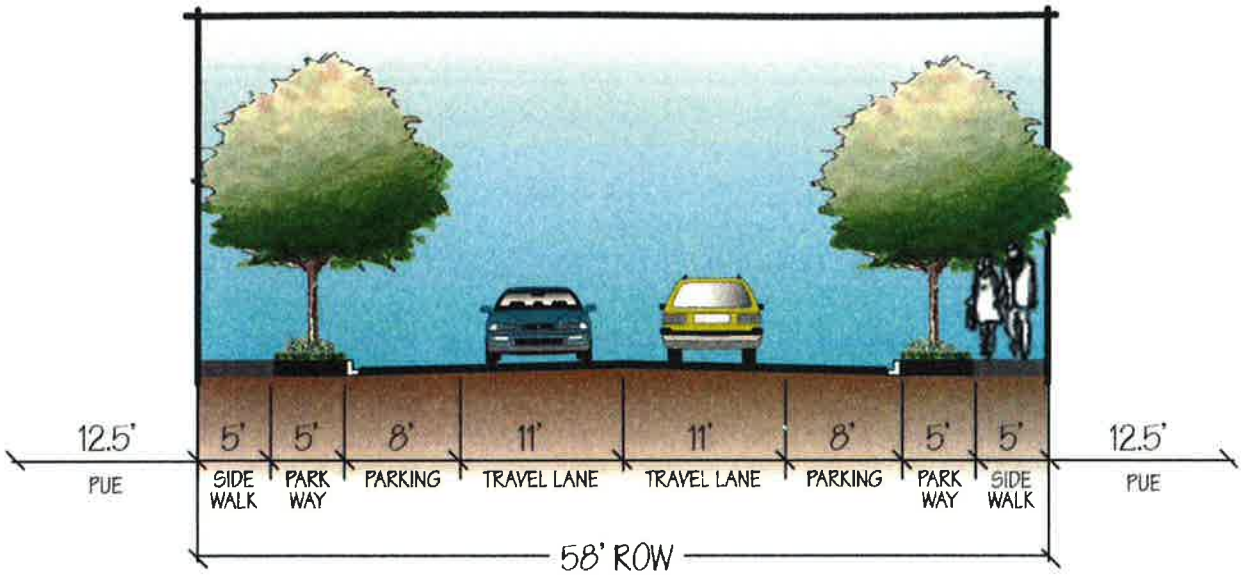

Note: Residential units will front on Collectors. Street frontage setbacks from back of walk to be established as part subdivision map and/or design review approval as applicable.

**FIGURE 3-7:** Painted Desert Drive, New Meadow Drive & Crimson Ridge Drive (Collectors)



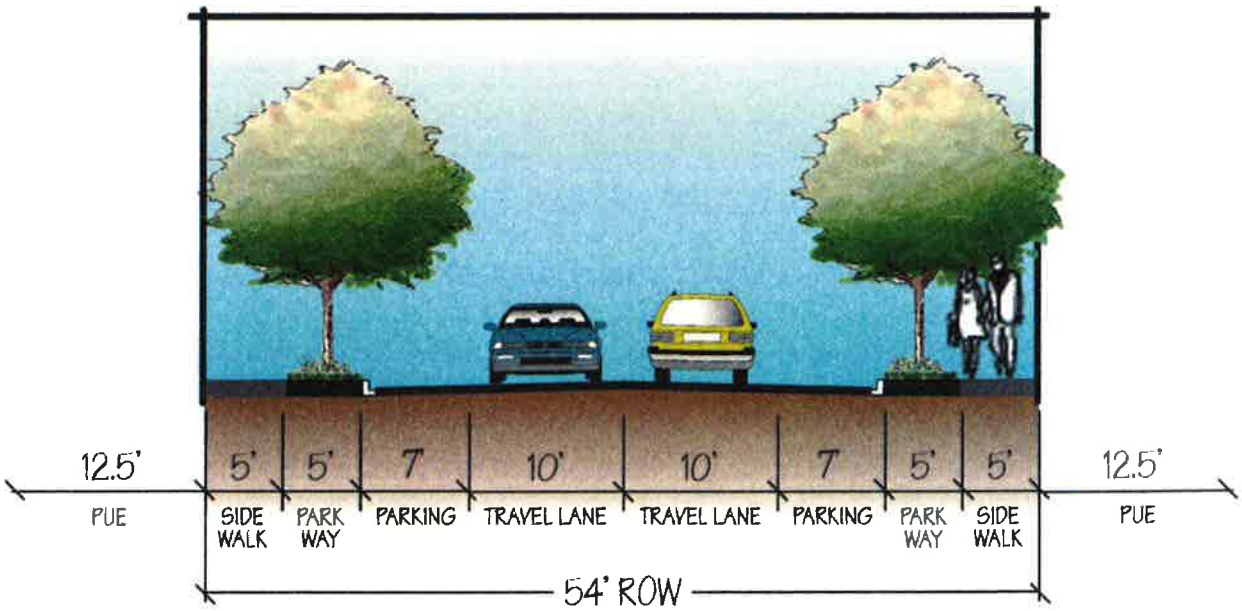

Note: Residential units will front on Park Couplet. Street frontage setbacks from back of walk to be established as part subdivision map and/or design review approval as applicable.

**FIGURE 3-8:** Park Couplet (Local Street)




Note: Residential units will front on primary residential streets. Street frontage setbacks from back of walk to be established as part subdivision map and/or design review approval as applicable.

**FIGURE 3-9:** Primary Residential Street (Local Street)




Note: Residential units will front on minor residential streets. Street frontage setbacks from back of walk to be established as part subdivision map and/or design review approval as applicable.

**FIGURE 3-10:** Minor Residential Street (Local Street)

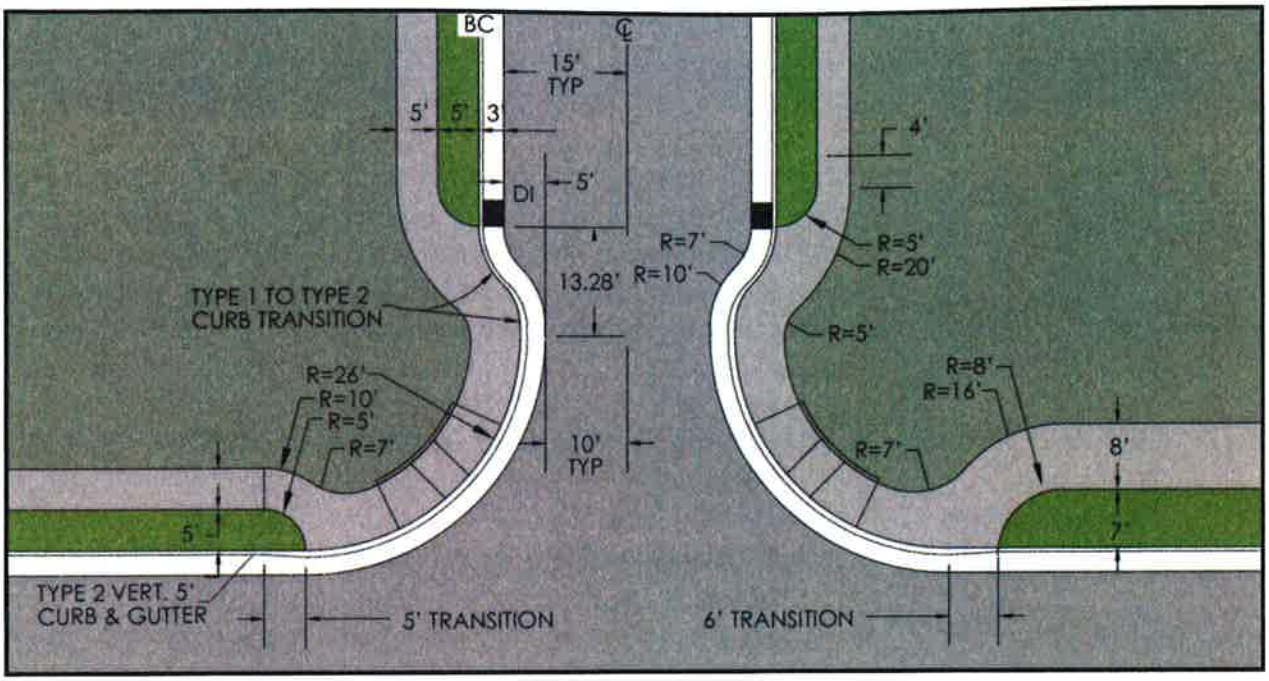



**FIGURE 3-11:** Bulb-Out (Local Street)

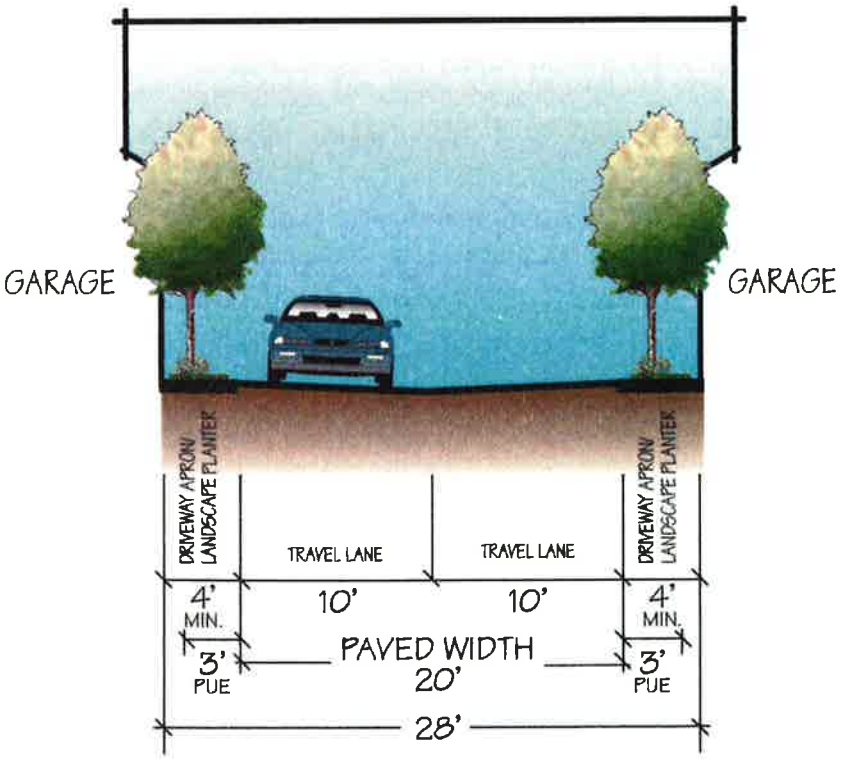



**FIGURE 3-12:** Alley (Local Street)

## 3.2.2 PEDESTRIAN and BICYCLE NETWORK

The HPCO Master Plan provides for a safe and interconnected network of paths, sidewalks and bike lanes to allow residents and employees to easily walk and bike to meet their daily needs. The pedestrian and bicycle network is designed to enhance connectivity between jobs, homes and services. This enhanced connectivity supports alternative modes of travel; reduces vehicle trips and associated air quality and greenhouse gas emissions; promotes community activity, health and well-being; and contributes to the character and desirability of the Project Area as a place to live, work, recreate and invest.

The pedestrian and bicycle network provides for multiple looped routes, as well as connections to the larger citywide system. Key components of the network include:

- **Class I Paths** consist of shared bicycle and pedestrian paths completely separated from motor vehicle traffic. Class 1 path connections are provided within parks, paseos and open space areas. Connections are included to the existing City bike trail along the South Branch of Pleasant Grove Creek. It is intended that paths within paseos will be visible and accessible from adjacent development, with a minimum of 50 percent of the paseo edge open via a single-loaded streets, open cul-de-sac heads/street terminations, or other features. No paths may be located within Parcel CO-83, the City owned open space preserve, beyond those allowed by the Hewlett-Packard Preserve O&M Plan, deed restrictions, the City's Open Space Preserve Overarching Management Plan, and as shown on Figure 3-13. Class I facilities are 10-foot wide and paved with lane striping and 2-foot decomposed granite/gravel shoulders on each side.

- **Class IA Paths** are 8-foot wide multi-use concrete pedestrian paths within the landscape corridors along arterial roadways. Class IA path connections are provided along the edges of the Project Area adjacent to Blue Oaks, Foothills and Woodcreek Oaks Boulevards.
- **Class II Bikeways** are striped and signed one-way lanes included on all arterial and collector roadways within and adjacent to the Project Area. Consistent with the Pedestrian District designation, and to enhance cyclist comfort and safety, the Class II bike lanes along HP Way include enhanced pavement delineations and 2-foot wide demarcated buffers from the adjacent travel lanes.
- **Sidewalks** are included on all improved public streets in the Project Area. Ranging from 5 to 6-feet in width, sidewalks are typically

separated from the street by a landscaped parkway to create a more comfortable corridor for pedestrian mobility.

- **Walking Paths** consist of decomposed granite recreational walking and jogging trails. Walking paths may be included within some park areas.

The backbone pedestrian and bicycle network including all Class I bikeway segments shown on Figure 3-13 will be constructed concurrent with other backbone infrastructure and adjacent development. Connections to the network will be required to be made from individual development projects. Barriers (bollards, rail fence, vertical curbs, post and cable, posts, etc.) will be used along Class I paths to separate the pathways from the open space preserve (Parcel CO-83). Such barriers shall comply with the 404 permit regarding use of the preserve area, and with City design, maintenance and public safety requirements. On the Hewlett-Packard Campus, an internal pedestrian and bicycle network exists. Connections will be made from this internal system to each individual building on the Campus and to the adjacent backbone network where feasible.

To enhance internal connectivity and the convenient use of alternative transportation modes, the project proponents may explore opportunities to establish a bike share program. Bike Share programs allow users to borrow "pool" bicycles for local trips. This may include use by residents to travel to local jobs, or use by employees during the lunch hour to easily access restaurants and services. The bikes are checked out and returned to designated docking stations. Bike share programs can be funded through available grants, memberships, public-private partnerships and other mechanisms.

The bicycle and pedestrian network is illustrated on Figure 3-13.

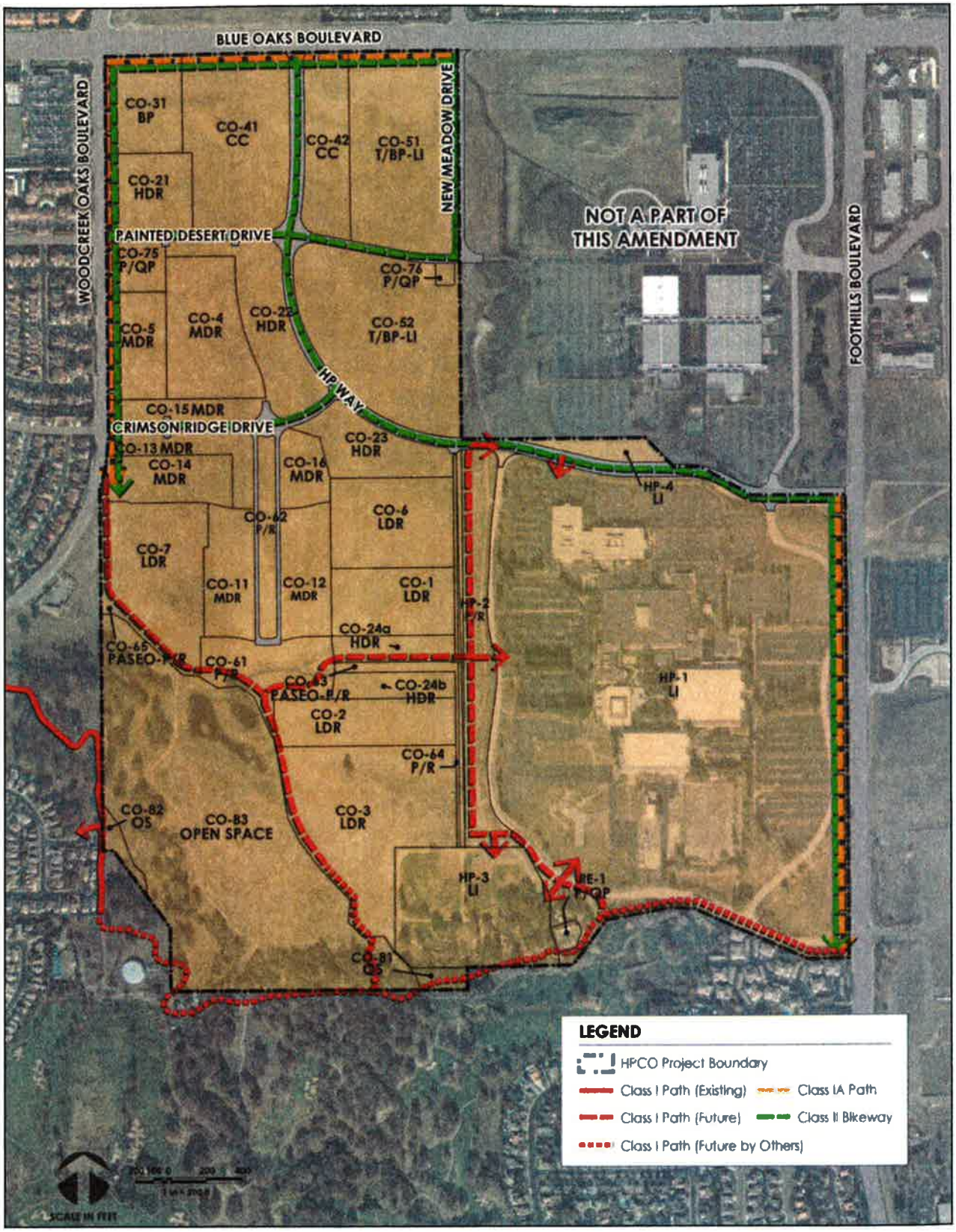



**FIGURE 3-13:** Pedestrian and Bicycle Network

### 3.2.3 TRANSIT

Bus service to the Project Area will be provided by Roseville Transit with connections to Sacramento Regional Transit and Placer County Transit as demand for service occurs and as funding allows. These services will utilize the roadway system to provide local and regional transit connections for community residents and employees.

Roseville Transit provides fixed route and Dial-A-Ride services within the City, as well as fixed route commuter services between Roseville and downtown Sacramento. The fixed route local and commuter systems operate on regularly scheduled routes, with the Dial-A-Ride system providing shared ride transit service to ADA paratransit customers and the general public within the City limits.

The Project Area supports the development of bus turnouts and transit shelters along arterial and collector roadways including Blue Oaks Boulevard, Foothills Boulevard, Woodcreek Oaks Boulevard and HP Way. Bus shelters are located near and will be conveniently connected to adjacent employment, commercial and higher density residential uses to facilitate transit use. Transit services will be extended to the Project Area as the demand for such services occur and funds are available as determined by the City.

Existing and planned bus turnouts and transit shelters are illustrated on Figure 3-14.

### 3.2.4 PARK and RIDE

Park and ride lots provide parking for commuters to leave their vehicles to meet carpools, vanpools or access transit services. In the Project Area, a park and ride lot is planned within the Campus Oaks Town Center on commercial Parcel CO-41 located along Blue Oaks Boulevard. The park and ride facility will include twenty (20) park and ride spaces of which two spaces will provide electric car charging stations.

The park and ride lot is intended to be made available to commuters during normal commute hours on a daily basis. Park and ride spaces will be provided in addition to the minimum required parking spaces for the project development and maintained by the project developer. Additional information regarding the obligations for the construction of the park and ride lot, including related facilities such as accessible parking and pedestrian paths and signs, is included in the Campus Oaks Development Agreement.

**FIGURE 3-14:** Transit Facilities and Park & Ride Lot

### 3.2.5 TRANSPORTATION SYSTEM 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. Any project site, common work location, or employer with ten or more employees is required to comply with the City's TSM Ordinance. In addition, any project site, common work location, or employer with fifty 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 Plan and Agreement shall comply with the City of Roseville TSM Ordinance and shall incorporate TSM measures to the degree required by the Ordinance.

## 3.3 Utilities

The HPCO Master Plan identifies the backbone utility infrastructure necessary to accommodate full build-out of the Project Area. Water, recycled water, wastewater, drainage, electric, natural gas, and telecommunications infrastructure exist within and/or adjacent to the Project Area. Since initial adoption of the Master Plan in 1996, substantial development and associated infrastructure improvements have been constructed in the vicinity of the Project Area. The HPCO Master Plan accounts for these changed conditions to define an updated and efficient backbone utility infrastructure program. Project Area utility providers are summarized in Table 3-4.

**TABLE 3-4:** Utility Providers

| Utility | Provider |
|---|---|
| Potable Water | City of Roseville |
| Recycled Water | City of Roseville |
| Wastewater | City of Roseville |
| Drainage and Flood Control | City of Roseville |
| Electric Service | City of Roseville |
| Natural Gas | Pacific Gas and Electric |
| Communications | AT&T, Comcast, Consolidated Communications, and Wave Broadband |
| Solid Waste Disposal | City of Roseville |

Adequate capacity for development of the Project Area has been/will be accounted for in the City's infrastructure planning and, where applicable, funding programs. In general, the HPCO Master Plan land uses result in an

overall reduction in utility demands when compared to the prior land uses. Infrastructure will be constructed consistent with this Master Plan, the Project Area Utility Master Plans, then current City improvement standards, and the project Development Agreements.

## 3.3.1 POTABLE WATER

### *Water Supply and Conservation*

The City of Roseville provides water service (supply, treatment, storage and conveyance) to the Project Area. The City currently uses multiple sources of water to serve customers including surface water, groundwater and recycled water. Potable water demand is typically met by surface water supplies. Surface water is obtained from Folsom Lake and the American River via contracts with the United States Bureau of Reclamation, Placer County Water Agency, and the San Juan Water District. Roseville has access to groundwater for use during an emergency, as a back-up supply during dry years, and to provide operational flexibility through implementing a conjunctive use program.

In accordance with Senate Bill 610, a Water Supply Assessment (WSA) was performed in conjunction with the HPCO Master Plan. The WSA includes an evaluation of the sufficiency of citywide water supplies over a 20-year horizon addressing the availability of adequate water supplies to meet existing and anticipated future demands, including the demand associated with the Project Area during normal, single-dry and multiple-dry years.

The Project Area's build out potable water demand is estimated at 1,004.60 acre-feet per year (AFY). This demand includes 414.63 AFY for the Hewlett-Packard Campus and 589.97 AFY for Campus Oaks. The estimated water demand for Campus Oaks is reduced to 414.69 AFY when applying savings in potable water use resulting from implementing water conservation best management practices and the use of recycled water for irrigation. Water conservation measures to be incorporated include turf reductions and water efficient landscaping; smart irrigation controllers; and, re-circulating hot water systems for residential units. These measures were selected because they can be cost-effectively implemented and have the highest potential for achieving water saving through conservation.

Water demands for the Project Area were included in the City's 2010 Urban Water Management Plan (UWMP) and the City's long-term water projections. In addition, the 2015 HPCO Master Plan (specifically the Campus Oaks land uses) results in an overall reduction in water demand of 253.31 AFY (surplus) when compared to the prior land uses. Accordingly, no additional water supplies are needed to accommodate buildout of the Project Area, nor are any improvements to the City's water treatment plant.

### *Backbone Potable Water Distribution System*

Water is delivered to the Project Area via the City's existing distribution system. This consists of existing and planned connection points to 12-inch and 24-inch mains within Blue Oaks Boulevard, Woodcreek Oaks Boulevard, and Foothills Boulevard. Water distribution within the Project Area includes a looped system of 12 to 16-inch backbone pipes that generally parallel collector and arterial roadways. In-tract improvements are required at a project level.

A groundwater well is planned within the Project Area (Parcel CO-76) adding to the City's network of wells that provide back-up water supply and aquifer storage and recovery (ASR). The backbone water distribution system and well location are illustrated on Figure 3-15.

## 3.3.2 RECYCLED WATER

### *Recycled Water Use*

The City of Roseville provides the Project Area with recycled water from the Pleasant Grove Wastewater Treatment Plan (PGWWTP) and the Dry Creek Wastewater Treatment Plant (DCWWTP). Both plants produce Title 22 quality effluent that is available for recycled water applications. The City currently provides recycled water to several locations on the west side of Roseville.

Campus Oaks will utilize recycled water for irrigating parks, non-residential and high density attached residential landscaping, as well as publicly landscaped areas (including roadway landscape corridors and medians). On the Hewlett-Packard Campus, recycled water may be extended to serve existing campus irrigation or other uses. Upon issuance of a building permit for any designated parcel on the Hewlett-Packard Campus, on site-improvements that are reasonably necessary to convert landscape irrigation facilities to make use of recycle water for that parcel may be installed.

The Project Area's annual recycled water demand is 99.02 AFY. The use of recycled water will further offset potable water demand.

**FIGURE 3-15:** Backbone Potable Water Distribution System and Well Location

### *Backbone Recycled Water Distribution System*

A recycled water storage tank and pump station is located near the southwest corner of the Project Area. The Project Area connects to existing 16-inch and 30-inch recycled water mains located in Woodcreek Oaks Boulevard, Blue Oaks Boulevard, and Foothills Boulevard. A system of 6 to 8-inch on-site backbone recycled water lines will be constructed within street rights-of-way and easements to serve the Project Area. Included will be stubs to the landscape median in Blue Oaks Boulevard. In-tract recycled water improvements will be required at a project level.

The backbone recycled water distribution system is illustrated on Figure 3-16.

## 3.3.3 WASTEWATER

### *Wastewater Treatment*

Sanitary sewer service is provided to the Project Area by the City of Roseville. Wastewater flows from the Project Area will be directed to the PGWWTP. The Project Area is estimated to generate approximately 0.3 million gallons per day (mgd) average dry weather wastewater flow. The HPCO Master Plan (specifically the Campus Oaks land uses) results in an overall reduction in wastewater demand of 0.06 mgd when compared to the prior land uses and generation rates from the 1996 Master Plan. Capacity at the PGWWTP is adequate to accommodate projected flows.

### *Backbone Wastewater Collection System*

Wastewater flows are conveyed to the PGWWTP by a network of existing sewer pipes ranging in size from 30-inch to 78-inches within street rights-of-way or easements. Points of connection exist or are planned to sewer pipes within Blue Oaks Boulevard, Woodcreek Oaks Boulevard, and Foothills Boulevard.

Portions of the Hewlett-Packard Campus may continue to discharge to an existing 10-inch sewer line in Foothills Boulevard that flows to the south, or to an alternate 10-inch sewer lines that flow west through Campus Oaks to the existing 42-inch wastewater transmission line in Woodcreek Oaks Boulevard. Backbone sewer collection pipes within the Project Area will range in size from 10 to 12-inches. In-tract improvements are required at a project level.

The backbone wastewater collection system is illustrated on Figure 3-17.

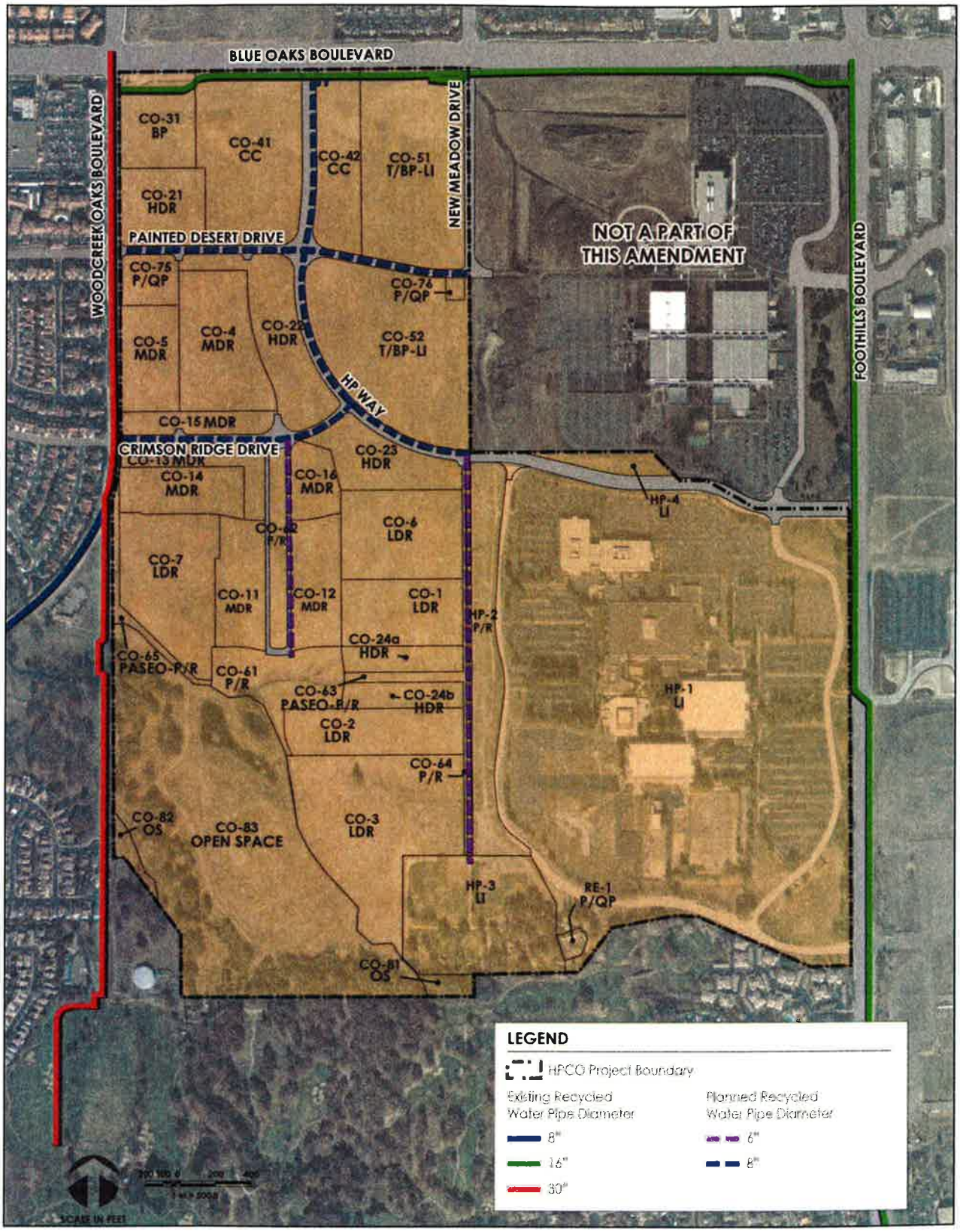



**FIGURE 3-16:** Backbone Recycled Water Distribution System

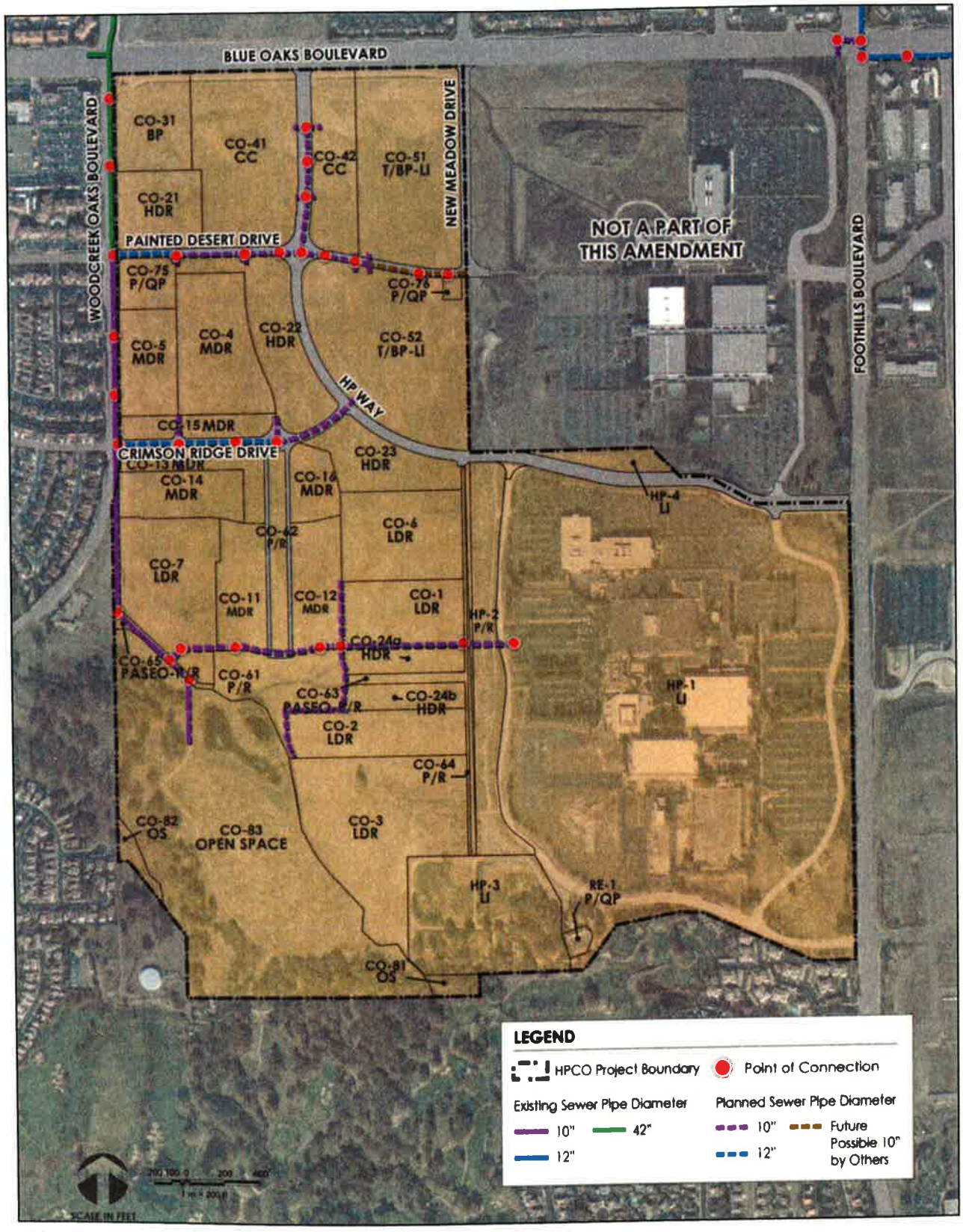



**FIGURE 3-17:** Backbone Wastewater Collection System

## 3.3.4 DRAINAGE and FLOOD CONTROL

### *Site Hydrology*

The Project Area is within the Pleasant Grove Creek watershed located within the larger Natomas Cross Canal watershed of northwestern Placer County and southeastern Sutter County. The Pleasant Grove Creek watershed drains to the Pleasant Grove Canal, then to the Natomas Cross Canal, and ultimately to the Sacramento River.

Project Area topography is gently rolling, generally sloping from east to west and is broken into a northern drainage shed and a larger southern drainage shed. The South Branch of Pleasant Grove Creek traverses the southwest portion of the Project Area within the Open Space Preserve (Parcel CO-83) and drains the southern shed. A perennial stream, Pleasant Grove Creek flows east to west conveying storm water flows during the wet season and irrigation runoff during the dry season. Within the Project Area, the limits of the 100-year floodplain for the South Branch of Pleasant Grove Creek are fully contained within the Open Space Preserve.

An unnamed tributary to the South Branch of Pleasant Grove Creek crosses the southeastern portion of the Hewlett-Packard Campus (Parcel HP-1). A small segment of this tributary is piped under the main Hewlett-Packard loop road. The tributary then continues west crossing the southern boundary of the Hewlett-Packard Campus, returns onto the Campus within the existing employee recreation area, and ultimately connects to the South Branch of Pleasant Grove Creek within the Open Space Preserve.

### *Backbone Drainage Improvements*

On-site backbone drainage improvements consist of a full complement of storm water quality BMP's and 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 will be upgraded to include a concrete pan and access ramps for future maintenance equipment. Culverts will be utilized to cross over the existing channel at street and driveway locations and will be designed to accommodate the passage of maintenance utility vehicles (bobcat front loaders). Backbone subsurface drainage includes a series of 12 to 48-inch pipes connecting to existing and planned pipes within Woodcreek Oaks Boulevard, and Foothills Boulevard. Project Area conveyance systems discharge drainage through outfalls that eventually drain to the South Branch of Pleasant Grove Creek. Drainage facilities are to 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.

Based upon the Project Area's location within the watershed, and given that projected runoff from the Project Area will not exceed the flow rates shown on the North Roseville Specific Plan Area (Phase 1) Drainage Shed Map, no on-site stormwater detention is required. The Project Area will contribute toward construction of the Reason Farms Retention Basin project through payment of the Pleasant Grove Watershed Mitigation Fee. This regional stormwater retention facility provides volumetric mitigation for waters entering the Sacramento River Basin. Additional detailed drainage analysis will be required at time of improvement plan review to ensure that all City requirements are being met.

### *Water Quality*

Best management storm water management practices consisting of site development Storm Water Pollution Prevention Plans (SWPPP) and post development source control, low impact development (LID) practices, treatment, full capture trash for priority land uses, and detention will be utilized throughout the Project Area for stormwater quality treatment and hydromodification management. The intent of both site development and post construction storm water management is to minimize the adverse impacts from storm water per applicable State and Federal NPDES Permitting mandates.

Post construction source control and LID features are woven into the fabric of a community to mimic the hydrologic function of the undeveloped site by capturing, slowing, treating, and infiltrating storm water as close to the source as possible through use of decentralized small scale features. Techniques such as tree plantings, infiltration galleries, disconnected roof drains, separated sidewalks, bio-retention facilities, rain gardens, bioswales, soil amendments, impervious surface reduction and other strategies can provide a LID "treatment train" which attempts to reproduce the predevelopment hydrologic system improving the quality and reducing the quantity of urban runoff. Additional controls such as bio-retention basins or end of the pipe treatment BMP's when required will further treat storm water before it enters the natural drainage system.

The City of Roseville has a Municipal Separate Storm Sewer System (MS4) Permit from the Regional Water Quality Control Board, which requires hydromodification mitigation to be addressed for all new discharges to waters of the State. Hydromodification control measures are intended to mitigate the artificial acceleration of erosion and sedimentation resulting from increased runoff flows and durations associated with urbanization. Hydromodification measures will be required to attenuate, infiltrate, and disperse increased runoff should LID measures not achieve infiltration and/or reuse runoff goals.

Water quality design standards shall comply with the adopted State MS4 permit requirements; the then approved City Stormwater Quality Design Manual; and, the Hewlett-Packard Preserve O&M Plan, recorded deed restrictions, and City of Roseville Open Space Preserve Overarching Management Plan. Sizing of volume based treatment control measures (water quality basins) shall follow the Roseville Volume Based Design Method.

Backbone drainage improvements are illustrated on Figure 3-18.

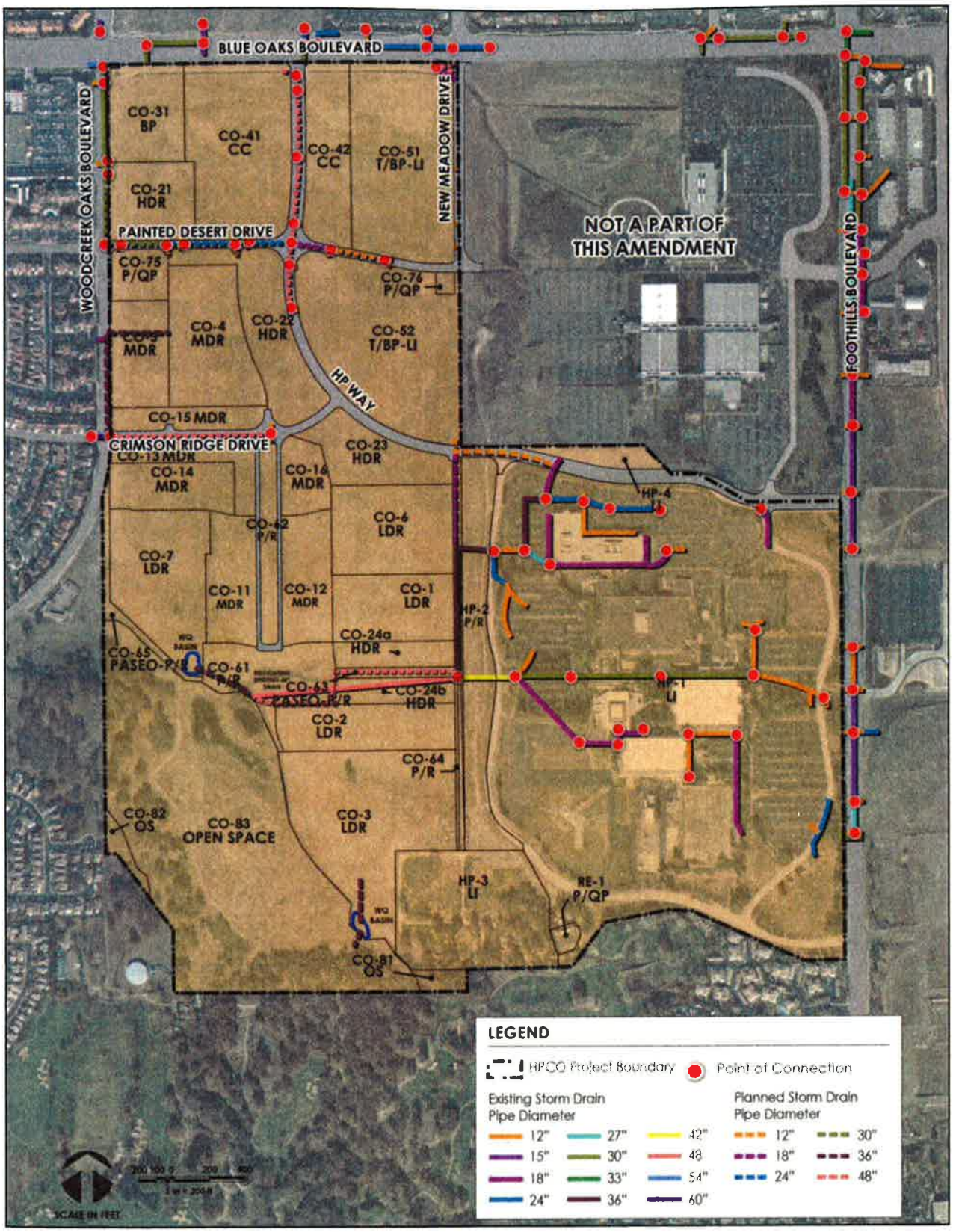



**FIGURE 3-18:** Backbone Drainage Improvements

## 3.3.5 DRY UTILITIES

### *Electric Service*

Roseville Electric supplies electricity to the Project Area, with peak electric demand estimated to be 19.1 Megawatts (MW). Additional electricity resources needed to serve the Project Area, including state and federal mandated renewable electricity resources, will be purchased from outside sources or generated by City-owned facilities at the Roseville Energy Park. As required by state regulations, Roseville Electric will use cost-efficient energy efficiency, load management and renewable resources programs to meet electricity demand before acquiring new electricity sources. It is a goal within Campus Oaks that a minimum of 50 percent of all homes be solar powered, that electric vehicle charging stations be included at all homes, and that LEED or similar green building standards be encouraged.

Electrical service is provided to the Project Area from the electric substation on the southern portion of the Hewlett-Packard Campus (Parcel RE-1) and from the Blue Oaks Substation located to the north adjacent to Woodcreek Oaks Boulevard. Underground electrical distribution will be extended to individual parcels in conjunction with roadway improvements. Included will be the undergrounding of existing overhead electrical lines along the south side of Blue Oaks Boulevard. In addition, street lighting will be provided along all public streets as part of the roadway frontage improvements. All electric and street light facilities will be constructed to the City's standards and specifications at the time of construction.

### *Natural Gas*

A Pacific Gas and Electric Company (PG&E) 16-inch high-pressure natural gas transmission pipeline bisects the middle of the Project Area from north to south. Natural gas will be provided by PG&E on request and in accordance with the rules and tariffs of the California Public Utilities Commission. Service will be provided via the extension of existing gas lines within and adjacent to the Project Area. Delivery of gas service to individual projects will be reviewed by PG&E at the time of proposal.

### *Voice/Data Communication*

The Project Area is within the service areas of AT&T, Comcast, Consolidated Communications (formerly Surewest), and Wave Broadband. Together, these providers offer both voice and data communication services. Distribution lines to individual parcels will be extended from existing infrastructure within and adjacent to the Project Area. The providers will review delivery of services to individual projects at the time of proposal. All telecommunication lines and associated facilities will be installed underground.

## 3.3.6 SOLID WASTE DISPOSAL

Solid waste collection for the Hewlett-Packard Campus is provided through a private solid waste hauling service. Should this service be terminated, the City of Roseville will make municipal solid waste hauling service available to all or a portion of the Campus. The City will provide solid waste services to Campus Oaks.

Solid waste is collected and delivered to the Western Placer Waste Management Authority facility located north of the City at the intersections of Athens Avenue and Fiddyment Roads. The Authority owns 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 Authority's Western Regional Sanitary Landfill for disposal.

At full buildout, the Project Area is anticipated to generate approximately 7,020.49 tons of solid waste annually. Campus Oaks will contribute 4,020 tons of solid waste per year, and the Hewlett-Packard Campus 3,000.49 tons per year. The Project Area's solid waste contribution will not reduce the life of the landfill or operational capacity of the MRF at buildout.

Development within the Project Area will work with the City to maximize recycling and other programs to reduce or divert the solid waste stream to the landfill in compliance with AB 939.

# 3.4 Parks, Schools and Libraries

## 3.4.1 PARKS & OPEN SPACE

The HPCO Master Plan incorporates an interconnected network of accessible public parks, paseos, and open space areas to support recreational activities, encourage community interaction, expand trail connections, preserve sensitive resources and enhance sense of place. Park and open space facilities are provided within both the Hewlett-Packard Campus and Campus Oaks to meet the active/formal/programmable and passive/informal/self-directed recreational needs of residents and employees.

### *City Parks & Recreation Requirements*

Roseville's General Plan requires new development to provide nine acres of public parkland for every 1,000 residents. This requirement is satisfied through three land dedication components: three acres each of neighborhood park, citywide park and open space. The City maintains flexibility in applying the above standards to best meet the parks and recreation needs of the community.

The 948 dwelling units within Campus Oaks will generate an estimated population of 2,474 residents based on an average of 2.61 persons per household. In accordance with the General Plan, 22.3 acres of credited parkland is required based upon 7.43 acres each of neighborhood park, citywide park and open space. The HPCO Master Plan provides for a total of 66.74 net acres of parks and open space (including the City open space preserve), of which 41.35 acres of credit are granted. As summarized in Table 3-5, neighborhood and citywide parks are granted full credit, and open space partial credit, based upon their differing recreational contributions to the community consistent with General Plan policy.

Table 3-6 summarizes how the HPCO Master Plan satisfies the City's parkland dedication requirements.

## TABLE 3-5: Park and Open Space Credit

| Parcel | Total Net Acreage[1] | Credit Ratio | Credited Acreage |
|---|---|---|---|
| **NEIGHBORHOOD PARKS** | | | |
| CO-61[2] | 5.04 ac | 1:1 | 5.04 ac |
| CO-62[2] | 2.62 ac | 1:1 | 2.62 ac |
| CO-64[2] & HP-2[4](portion of) | 2.16 ac[3] | 1:1 | 2.16 ac[2] |
| ***Sub-Total*** | ***9.82 ac*** | | ***9.82 ac*** |
| **CITYWIDE PARK** | | | |
| CO-64[2] & HP-2[4] (portion of) | 8.38 ac[5] | 1:1 | 8.38 ac[4] |
| ***Sub-Total*** | ***8.38 ac*** | | ***8.38 ac*** |
| **PASEO** | | | |
| CO-63[2] (Paseo) | 0.84 ac | 0:1 | 0 ac. |
| CO-65[2] (Paseo) | 1.35 ac | 0:1 | 0 ac |
| ***Sub-Total*** | ***2.19 ac*** | | ***0ac*** |
| **OPEN SPACE** | | | |
| CO-81[2] (Open Space) | 0.84ac | 0.5:1 | 0.42 ac |
| CO-82[2] (Open Space) | 0.86 ac | 0.5:1 | 0.43 ac |
| CO-83[2] (Open Space) | 44.65 ac | 0.5:1 | 22.33 ac |
| ***Sub-Total*** | ***46.35 ac*** | | ***23.15 ac*** |
| **TOTAL** | **66.74 ac** | | **41.35 ac** |

1. Acreage excludes adjacent roadways inside curb.
2. See Table 5-2 for parcel specific land use information.
3. Includes planned open turf play, tot lot, plaza seating/game tables, small seating area, and landscaping/walkways/plazas.
4. Parcel HP-2 park acreage credited towards Campus Oaks. See Table 4-1 for parcel specific land use information.
5. Includes planned futsal/tennis courts (lighted), pickleball/badminton courts (lighted), dog park, ninja warrior course, basketball court (lighted), skate park, amphitheater, restrooms, parking stalls, group picnic grove, Class I path and landscaping/walkways/plazas.

## TABLE 3-6: Park Credit Summary

| Park Type | Credited Acreage Required | Total Acreage Provided | Credited Acreage Provided | Credit Balance |
|---|---|---|---|---|
| Neighborhood | 7.43 ac | 9.82 ac | 9.82 ac | + 2.39 ac |
| Citywide | 7.43 ac | 8.38 ac | 8.38 ac | + 0.95 ac |
| Open Space | 7.43 ac | 46.35 ac | 23.15 ac | + 15.72 ac |

## *Parks and Open Space System*

Key components of the HPCO Master Plan parks and open space system are illustrated on Figure 3-19. Parks and open space lands include:

**Neighborhood Parks.** The Master Plan integrates two neighborhood parks, Campus Oaks Park (Parcel CO-61) and the Park Couplet (Parcel CO-62). In addition, a portion of the Hewlett-Packard Greenway (Parcels CO-64 and HP-2) is dedicated to neighborhood serving facilities. Totaling 9.82 net acres, the neighborhood parks support the local recreational needs of residents through incorporation of a variety of ball fields, sports courts, informal turf areas, play structures, picnic areas, pavilions and other gathering spaces.

**Citywide Park.** The HPCO Master Plan incorporates a citywide park, the remainder of the Hewlett-Packard Greenway. Located between the residential uses in Campus Oaks and the employment uses on the Hewlett-Packard Campus, the Greenway provides a unique opportunity to integrate resident and employee interactions and activity. Facilities provided could include a skate park, trail connections, a dog park, and facilities that support performance arts, farmers markets, arts and craft shows and other activities.

**Paseos.** The HPCO Master Plan includes 2.19 net acres of Paseos (Parcels CO-63 and CO-65). The Paseos are linear open space features that provide physical and visual linkages between uses incorporating landscaping, seating areas, trail connections and other open space elements that enhance the Area's recreation and mobility systems.

**Open Space.** The HPCO Master Plan incorporates 46.35 net acres of open space including the City owned preserve (Parcel CO-83) as well as new additions adjacent to the preserve (Parcels CO-81 and CO-82). The open space lands encompass a portion of the South Branch of Pleasant Grove Creek, natural and created wetlands, oak woodlands, and annual grasslands. The Master Plan proposes to implement existing open space preserve planned and approved trails as well as develop new trails proposed immediately adjacent to and outside the preserve boundaries (as shown in Figure 3-13). The trails outside the preserve boundaries may include seating and viewing areas that will increase public visibility and appreciation of the Project Area's preserved natural resources.

**FIGURE 3-19:** Parks and Open Space System

Concept plans for each park and open space site are illustrated in Figures 3-20 through 3-24. Park concept plans are subject to change based on funding or other factors. Final park designs shall be approved by the City.

In addition to public parks and open space, the Project Area contains private recreation facilities accessible to employees on the Hewlett-Packard Campus. Included are baseball fields, a pavilion and related amenities. While these private recreation facilities supplement parks and recreation opportunities within the Project Area, they are currently not granted credit towards meeting the City's park and open space requirements.

Active recreational areas will be designed to reduce potable water demand by providing recycled water for irrigation, limiting turf, incorporating water conserving plants, and using water efficient irrigation systems.

The funding for public park and open space facilities is assigned to residential uses (Campus Oaks). Parks, paseos and trails will be constructed through a combination of developer turn-key and City park fee programs. The open space preserve (Parcel CO-83) is already owned by the City with associated monitoring, reporting and maintenance costs currently funded by Community Facilities District Annexation 4 (CFD4). All other public parks, paseos and open space areas will be dedicated to and maintained by the City. Maintenance will be funded through the Campus Oaks Community Facilities District – Public Services (Services CFD) to the extent permitted as specified in the project Development Agreements.

LEGEND

A. Focal Point in Plaza
B. Plaza Area
C. Shade Shelters
D. Adventure Play Features
E. Hillside Slide
F. Youth Soccer Practice Field
G. Plaza with Seating/Tables
H. ½ Court Basketball
I. Shrub and Groundcover Area
J. Picnic Area & Game Tables
K. Sticks and Stones Creek Play
L. Existing Swale (to Remain)
M. Accent Planting and Seating
N. Park Couplet
O. Class I Bike Path
P. Water Quality Feature
Q. Bermed Turf
R. Retaining Wall
S. Walking Path with Benches
T. Enhanced Vehicular Paving
U. Mounded Grassy Play

*Campus Oaks Park is envisioned as a family oriented active neighborhood park. The park's geometrics are responsive to the sites rolling topography, with formal landscape/hardscape designs complimenting the Park Couplet to the north and Paseo to the east, and more naturalistic undulating forms as the park unfolds to the south and west towards the Open Space Preserve. A tree lined plaza with a focal point act as the southern terminus of the Park Couplet. A sticks and stones creek play area and a hillside slide compliment the opportunities for creative play. The westerly edge of the park incorporates a youth soccer field and/or open turf practice area. Shade shelters and seating areas are integrated into the northern plaza. A smaller shade sail picnic area and game tables are placed at the east end overlooking the entire park. Trial connections are provided to the west and south.*

***NOTE:** Park concept plans are subject to change based on funding or other factors. Final park designs shall be approved by the City.*

**FIGURE 3-20:** Campus Oaks Park Concept Plan (Parcel CO-61)

*The 100-foot wide Park Couplet is envisioned for primarily passive neighborhood recreational uses with the potential for limited small scale activity areas. Pedestrian circulation is enhanced by a series of plaza gathering spaces with formal connections using a central promenade within the northerly space and a dual walkway system located toward the east and west edges within the southern space. A life-size chess board along with an open turf play area provides the community with active spaces. A plaza with a specimen tree and accent plantings is located in the southern area. Enhanced pavements, decorative fenced planters, seating areas and focal points are integrated to give this space a rich texture.*

***NOTE:*** *Park concept plans are subject to change based on funding or other factors. Final park designs shall be approved by the City.*

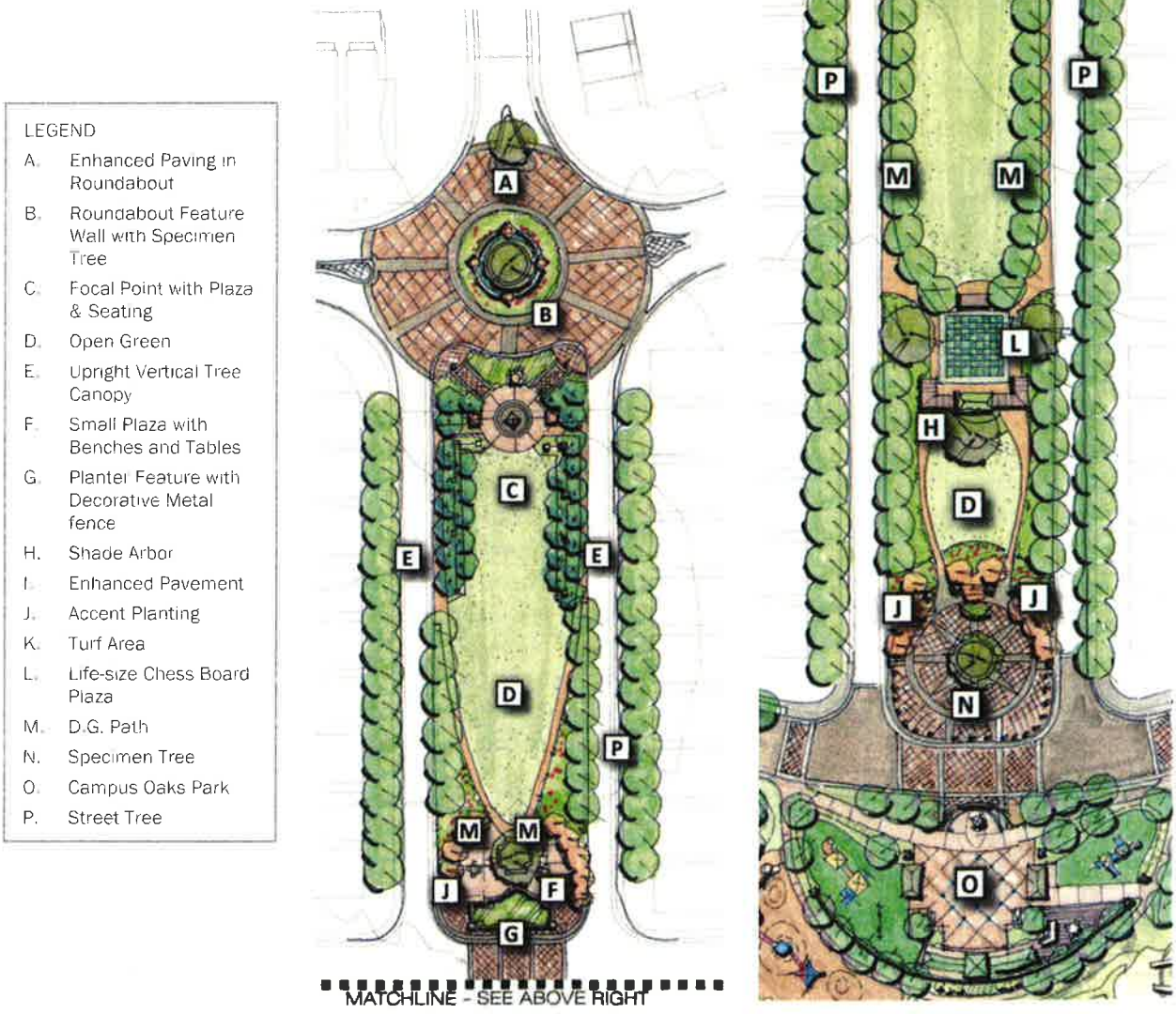



**FIGURE 3-21:** Park Couplet Concept Plan (Parcel CO-62)

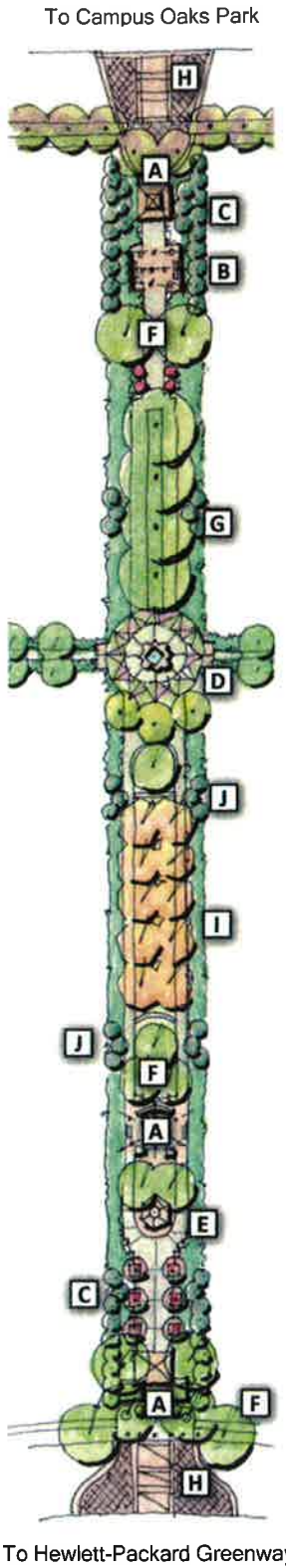
*The Hewlett-Packard Greenway is envisioned as a primarily active park providing for a variety of neighborhood and citywide recreational opportunities. Included are a BMX or skate park, Ninja warrior facility, open turf areas, as well as bocce, pickleball/badminton, futsal/tennis and full basketball courts. A Class I multi-use path runs the entire length of the Greenway. The intersection of the path at the east-west paseo includes a plaza area with a fruitless olive grove, picnicking, and tot lot aligned with the main entry of Hewlett-Packard. This space can accommodate performance arts, farmers markets, arts and craft shows, and other events. The Park geometrics allow for the integration of the sites rolling terrain, with flat areas and vertical evergreen trees creating visual linkages between Hewlett-Packard and Campus Oaks. A small amphitheater and dog park are included. Focal points are created at the eastern roundabout and the termination of each adjacent east west vehicular access. Parking is provided along the western edge of the site.*

***NOTE:** Park concept plans are subject to change based on funding or other factors. Final park designs shall be approved by the City.*

LEGEND

- A. Entry Structure and Sign Wall
- B. Mounded Turf with Specimen Trees
- C. Open Turf (flat)
- D. Amphitheater
- E. Lighted Pickleball/Badminton Courts
- F. Lighted Futsal/Tennis Court
- G. Ninja Warrior Course
- H. Tot Lot
- I. Plaza with Game Tables
- J. Restroom
- K. Bocce Courts
- L. Grove and Group Picnic Area
- M. Lighted Full Basketball Court
- N. Picnic Structure and BBQs
- O. Drought Tolerant Plantings
- P. Skate or BMX Park
- Q. Parking
- R. Dog Park Separated by Size
- S. Enhanced Paving at HP Entry
- T. Class I Bike Path

**FIGURE 3-22:** Hewlett-Packard Greenway Concept Plan (Parcels CO-64 & HP-2)




*Two Paseos are included within Campus Oaks, one providing a connection adjacent to the Open Space Preserve and up to Crimson Ridge Drive, and the other creating a link between Campus Oaks Park and the Hewlett-Packard Greenway. Both Paseos include Class I multi-use paths and select passive use elements. The Paseo adjacent to the Open Space Preserve will have an informal character, integrating natural grades and incorporating native plant materials transitioning to the open space. The Paseo linking Campus Oaks Park and the Hewlett-Packard Greenway will incorporate more formal landscaping incorporating elements such as arbors and seating areas. Tree alleys will be used to enhance visual linkages between the parks, as well as to frame the physical and visual connection between Hewlett-Packard and Campus Oaks. It is intended that the paseos will be visible and accessible from adjacent development, with a minimum of 50 percent of the edge of each paseo open via single-loaded streets, open cul-de-sac heads/street terminations, or other features.*

***NOTE:** Park concept plans are subject to change based on funding or other factors. Final park designs shall be approved by the City.*

LEGEND

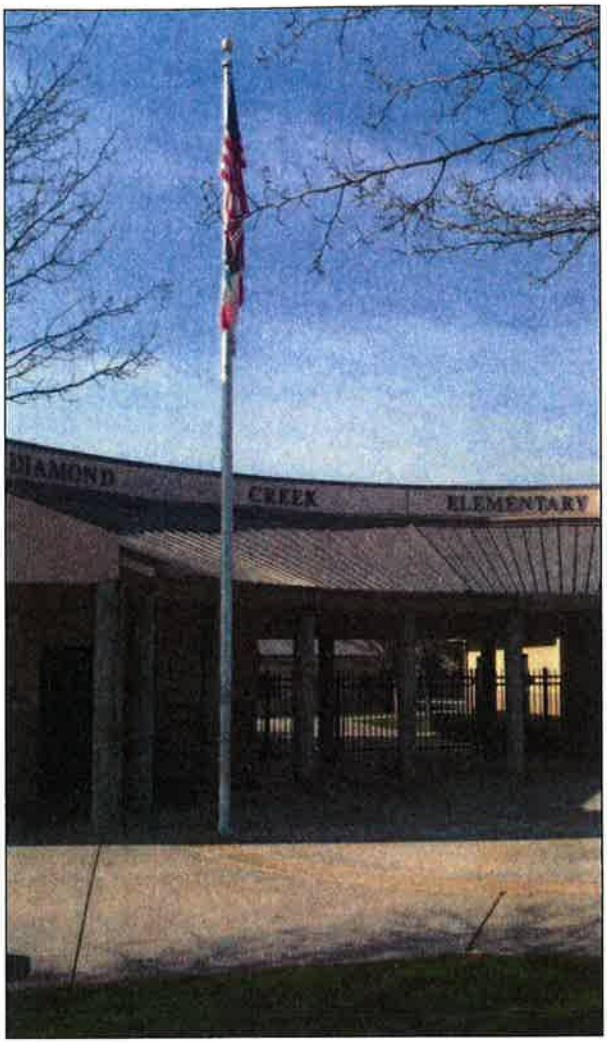
A. Arbor Structure Seating
B. Small Seating Area
C. Evergreen Tree Alley
D. Seating Area
E. Focal Element
F. Specimen Tree
G. Shade Tree Promenade
H. Enhanced Paving
I. Deciduous Tree Alley
J. Vertical Evergreen Accent Trees

**FIGURE 3-23:** Paseo Concept Plan (Parcels CO-63 & CO-65)

*The Open Space Preserve is envisioned as a passive amenity complementing the active parks within the Project Area. Nestled along the South Branch of Pleasant Grove Creek, the Preserve incorporates Oak Woodlands as well as natural and created wetland habitats. Opportunities exist to enhance community appreciation of the natural terrain, plants and animals. The City's existing Pleasant Grove Creek Trail (Northern Section) currently is improved off of Cedar Springs Court and feeds northwesterly to Woodcreek Oaks Boulevard. The intent is to provide access from the southern end of this existing trail and the City's planned off-site trail to the south adjacent to Woodcreek Oaks Golf Course to Campus Oaks Park at its southern boundary, and then continue eastward into the Hewlett-Packard Greenway. A new trail connection to Woodcreek Oaks Boulevard is also planned from the western end of Campus Oaks Park northwest through the planned paseo (Parcel CO-65). All activities are required to be in compliance with the Hewlett-Packard Preserve O&M Plan, deed restrictions, and the City's Open Space Preserve Overarching Management Plan. Parcel CO-82 may accommodate reburial of Native American cultural artifacts that have been repatriated to the United Auburn Indian Community.*

***NOTE:*** *Park concept plans are subject to change based on funding or other factors. Final park designs shall be approved by the City.*

**FIGURE 3-24:** Open Space Preserve Concept Plan (Parcels CO-81, CO-82 & CO-83)




## 3.4.2 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 Area is the Martha Riley Community Library at Mahany Park, a joint use facility that includes a community TV studio and Utility Exploration Center. The Project Area will offset its contribution to library services through payment of the City's Public Facilities Fee.

## 3.4.3 SCHOOLS

The Project Area 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 generated within the Project Area does not create sufficient demand for new school facilities (see Table 3-7). Students will be served at existing schools including Oakmont High School, Robert C. Cooley Middle School, and Blue Oaks Elementary School. The High School District will study potential enrollment boundary changes upon future construction of the new high school within West Roseville. Campus Oaks will enter into mutual benefit impact fee agreements to fully mitigate school impacts in accordance with its Development Agreement and Funding Agreements with the school districts.

**TABLE 3-7:** Student Generation

| | Single Family[1] | Multi-Family Detached[2] | Multi-Family Attached[3] | Students Generated | School Capacity | Schools Required |
|---|---|---|---|---|---|---|
| **ROSEVILLE CITY SCHOOL DISTRICT** | | | | | | |
| Grades K-5 | 0.3329 | 0.2200 | 0.1118 | 193 | 600 | 0.32 |
| Grades 6-8 | 0.1164 | 0.0776 | 0.0352 | 66 | 1,000 | 0.07 |
| **ROSEVILLE JOINT UNION SCHOOL DISTRICT** | | | | | | |
| Grades 9-12 | 0.161 | 0.036 | 0.036 | 64 | 1,800 | 0.04 |

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.

# 3.5 Public Safety

## 3.5.1 FIRE & EMERGENCY SERVICES

The Roseville Fire Department (RFD) provides fire protection, suppression, emergency medical services, fire life and safety, along with hazardous materials management to the Project Area. At the time of HPCO Master Plan approval, the Project Area was within the service district of Station #2, located at 1398 Junction Boulevard. Fire Station 5, at 1565 Pleasant Grove Boulevard, was the closest fire station to the project site. However, the locations of these two exiting fire stations would not meet the national standard of response time for emergency responders upon total build out, which is why a new fire station is proposed.

A 2.15 acre fire station site (Station No. 8) is designated within Campus Oaks at the southeast corner of Woodcreek Oaks Boulevard and Painted Desert Drive (Parcel CO-75). This site has been located In accordance with the RFD's risk assessment model to meet the City's response times, and has been configured to allow for efficient access, accommodate the City's planned facilities needs and allow flexibility for future growth. A concept plan of the fire station site is included as Figure 3-25. Once constructed, the Campus Oaks station will provide first response to the Project Area. Stations located in adjacent portions of the City will provide interim and secondary response.

Development within the Project Area will comply with applicable City fire protection standards and regulations.

## 3.5.2 POLICE PROTECTION

The Roseville Police Department provides primary law enforcement, crime prevention, traffic enforcement and animal control services to the Project Area. The Police Department provides all operations and patrols out of its central station located at 1051 Junction Boulevard. In addition, private security services are provided within the Hewlett-Packard Campus. Development will comply with applicable City safety and security standards.

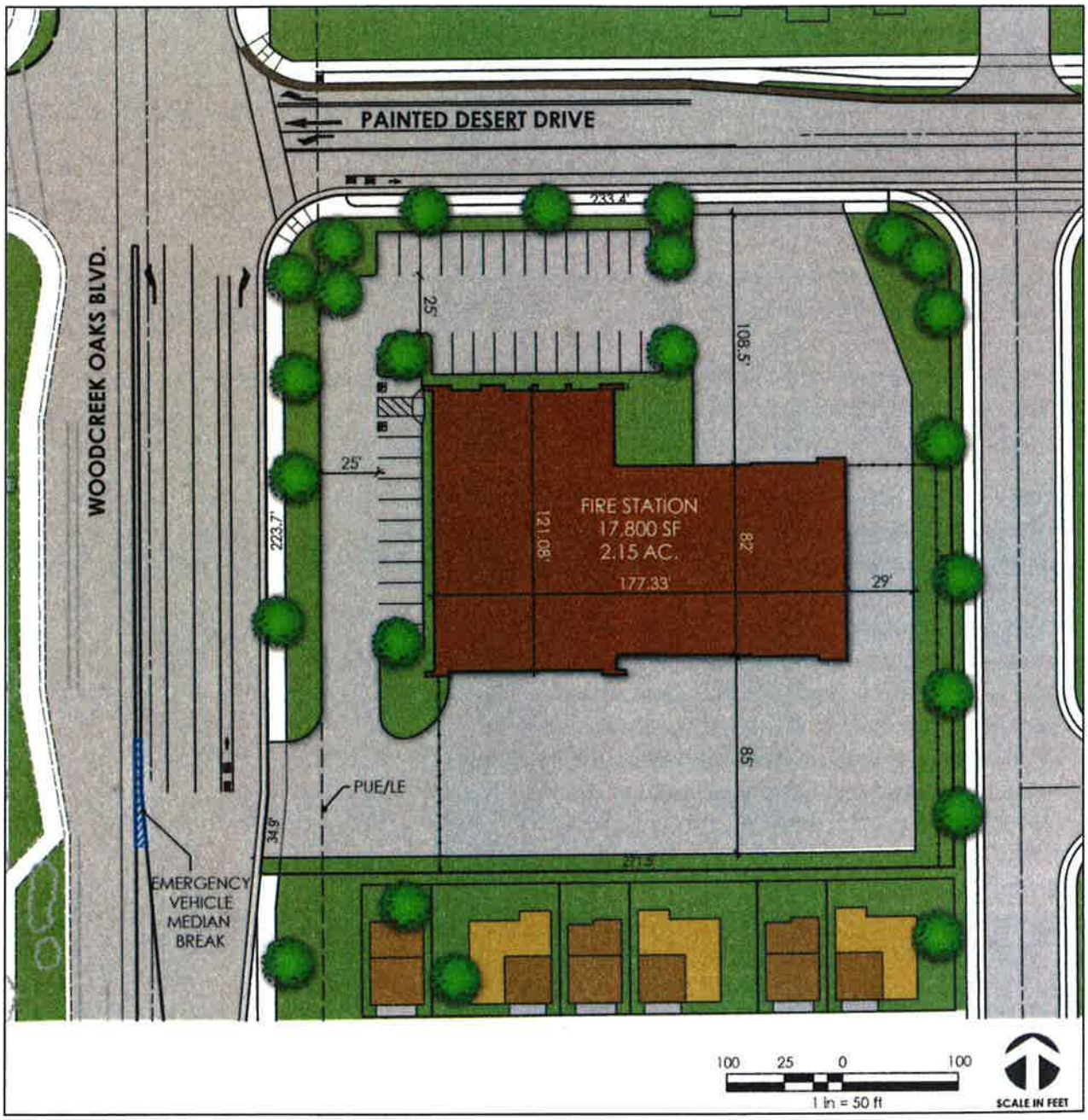



**FIGURE 3-25:** Fire Station Concept Plan (Parcel CO-75)

# Hewlett-Packard Campus Development Plan

CITY OF ROSEVILLE

A BLUEPRINT COMMUNITY

# 04 Hewlett-Packard Campus Development Plan

*The following establishes land use, zoning, infrastructure, intensity threshold, development guideline and development review provisions for the Hewlett-Packard Campus. Covering the eastern 141.2 acres of the Project Area, the Hewlett-Packard Campus is planned for continued light industrial, private recreation and related development. A portion of the Campus is also designated for development as a City park. All development projects within the Hewlett-Packard Campus will be reviewed by the City to ensure compliance with applicable Master Plan, General Plan, Zoning Ordinance and Development Agreement requirements.*

## 4.1 Land Use and Zoning

The Hewlett-Packard Campus is partially developed with existing light industrial and office uses, along with parking lots, internal roadways, private recreation facilities, and a Roseville Electric substation. Capacity exists for additional development on vacant properties within the Campus, as well as potential intensification of existing buildings/uses. At buildout, total development on the Hewlett-Packard Campus is estimated to support approximately 1,200,000 square feet of Light Industrial use, as well as 8.7 acres of City park.

Land uses for the Hewlett-Packard Campus are summarized in Table 4-1 and reflected on Figure 4-1. The overall square footage allocation reflected on Table 4-1 is vested with the Hewlett-Packard property, as further regulated by the intensity threshold allocations described in Section 4.3 and the Hewlett-Packard Development Agreement.

## TABLE 4-1: Hewlett-Packard Campus Land Use and Square Footage Allocations

| Parcel | Land Use | Gross Acres | Building Square Feet (sf) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Existing | Future | Total Allocation | FAR Range | Avg. FAR |
| HP-1 | Light Industrial (LI) | 114.00 ac | 593,820[1] sf | 564,000 sf | 1,157,820 sf | 20-50% | 23% |
| HP-2 | Park & Recreation (P/R) | 8.70 ac[2] | | | | | |
| HP-3 | Light Industrial (LI) | 13.23 ac | | 42,180 sf | 42,180 sf | 20-50% | 7% |
| HP-4 | Light Industrial (LI) | 2.01 ac | | | | | |
| HP-5 | Public (P/QP) | 0.50 ac | | | | | |
| | Backbone Roads | 2.76 ac | | | | | |
| TOTAL | | 141.20 ac | 593,820 sf | 606,180 sf | 1,200,000 sf | | 21% |

1. Existing development consists of Buildings R3 (126,220 sf), R4 (131,190 sf), R5 (158,760 sf) and R6 (177,650 sf).
2. Parcel HP-2 park acreage credited towards Campus Oaks. See Table 3-5.

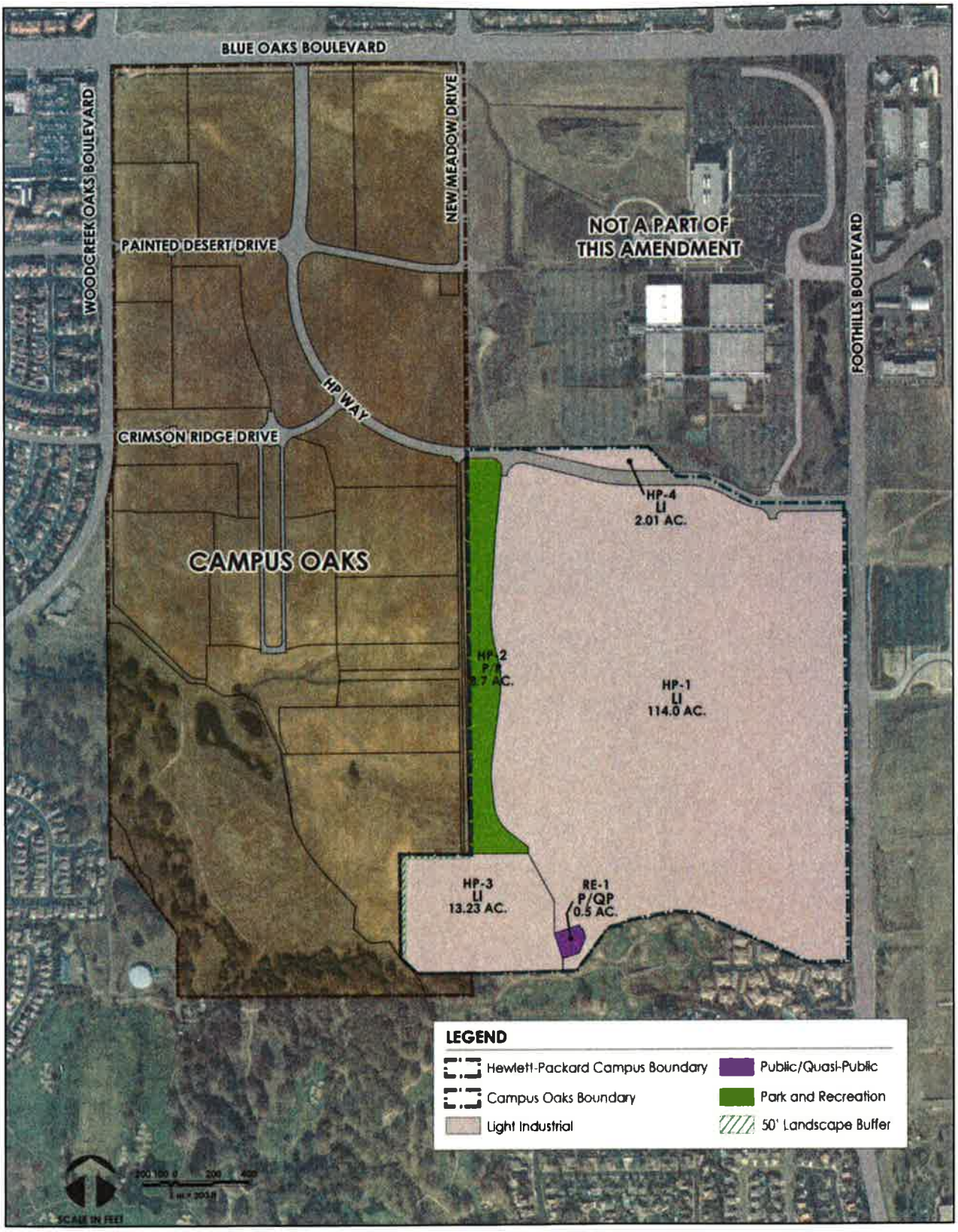



**FIGURE 4-1:** Hewlett-Packard Campus Land Use Diagram

## 4.1.1 SPECIFIC DESIGNATIONS & DISTRICTS

With the exception of the Roseville Electric Substation, all properties within the Hewlett-Packard Campus are designated with either the Light Industrial/Special Area Overlay (M-1/SA) or Parks & Recreation (PR) zoning district. Permitted uses within the PR District are consistent with the City's Zoning Ordinance general district regulations.

Permitted uses within the M1/SA District are modified from the Zoning Ordinance by the provisions of the Special Area Overlay District. This overlay allows for modification of the underlying general district regulations (including both permitted use types and development standards) to meet the unique needs of the site. This Master Plan contains all modifications to the general district regulations and is incorporated into the ordinance establishing the M1/SA District for the Hewlett-Packard Campus.

Use types listed in the Master Plan M1/SA and PR districts are defined in Section 19.08 of the Roseville Zoning Ordinance.

*Hewlett Packard Campus*

## LIGHT INDUSTRIAL

### Land Use Designation

Light Industrial (LI)

### Zoning District

*Light Industrial-Special Area Overlay (M1/SA)*

### Purpose

The M1/SA district is applied to the majority of the Hewlett-Packard Campus. This district identifies areas appropriate for industrial and related uses such as manufacturing, processing, assembly, high technology, research and development, office, and storage uses. These uses are intended to be compatible operating in relatively close proximity to adjacent commercial and residential uses.

### Permitted Uses

Table 4-2 identifies the permitted M1/SA use types and required approvals. Use types identified as principally permitted are subject only to the streamlined review and approval requirements contained in Section 4.5 of this Master Plan. Use types identified as administratively or conditionally permitted also require approval of an Administrative or Conditional Use Permit as specified in Article V of the Zoning Ordinance. Use types not listed as principally, administratively or conditionally permitted are prohibited.

The M1/SA district modifies permitted use types to limit those that have the potential to conflict with internal or adjacent uses, and/or are considered inconsistent with the desired campus character of the project. In general, all permitted industrial and transportation and communication use types have been retained. The use types permitted within the M1/SA District do not include outdoor manufacturing, but may include limited outdoor storage and the emission of a limited amount of noise, vibration, odor, dust, smoke, light, or other pollutants. Truck and other vehicle storage related to the primary industrial activity is permitted in designated storage areas. Uses prohibited include some civic, all residential and several commercial use types.

### Development Standards and Design Guidelines

As specified in Section 4.4 of this Master Plan. If a development standard is not specifically addressed in Section 4.4, it shall be governed by the applicable standards in Chapter 19.14 of the Roseville Zoning Ordinance or as established through Site Review approval pursuant to the Development Approval Process, Section 4.5.

**TABLE 4-2:** Light Industrial/Special Area Overlay (M1/SA) Permitted Uses

| Use Type | M1/SA |
|---|---|
| **Agricultural and Open Space Use Types** | |
| Agricultural | P |
| Resource Protection & Restoration | P |
| Resource Related Recreation | P |
| **Civic Use Types** | |
| Community Assembly | CUP |
| Community Services | P |
| Essential Services | P |
| Public Parking Services | P |
| **Commercial Use Types** | |
| Automotive & Equipment | |
| Automotive Rentals | P |
| Commercial Parking | P |
| Broadcasting & Recording Studios | P |
| Business Support Services | P |
| Commercial Recreation | |
| Indoor Sports & Recreation | P |
| Outdoor Entertainment | P |
| Outdoor Sports & Recreation | P |
| Offices, Professional | P |
| Personal Services | A |
| Specialized Education & Training | |
| Vocational Schools | P |
| Specialty Schools | P |
| Storage, Personal Storage Facility | A |

| Use Type | M1/SA |
|---|---|
| **Industrial Use Types** | |
| Day Care Center (employees only) | A |
| Equipment & Material Storage Yards | CUP |
| General Industrial | CUP |
| Hazardous Materials Handling | CUP |
| Light Manufacturing | P |
| Recycling, Scrap, Dismantling (Enclosed) | P |
| Research Services | P |
| Specialized Industrial | CUP |
| Wholesale and Distribution | |
| Light | P |
| Heavy | A |
| **Transportation & Communication Use Types** | |
| Antennas & Communication Facilities I & II | P |
| Heliport | CUP |
| Intermodal Facilities | P |

| | |
|---|---|
| M1/SA | Light Industrial/Special Area Overlay |
| P | Principally Permitted |
| A | Administratively Permitted |
| CUP | Conditionally Permitted |

## PARK & RECREATION

### Land Use Designation

Park & Recreation (P/R)

### Zoning District

Park & Recreation (PR)

### Purpose

The Park and Recreation (P/R) district is applied to Parcel HP-2 which, in combination with adjacent Parcel CO-64, is planned as the Hewlett-Packard Greenway park. While within the Hewlett-Packard Campus, the development of Parcel HP-2 will be led by Campus Oaks in coordination with the City and Hewlett-Packard. Located between the employment uses on the Hewlett-Packard Campus and residential uses in Campus Oaks, the Hewlett-Packard Greenway provides a unique opportunity to integrate resident and employee interactions and activity. Facilities that may be provided include a skate park, dog park, trail connections, and facilities that support performance arts, farmers markets, arts and craft shows and other activities. Parcel HP-2 will be dedicated to and maintained by the City. Maintenance will be funded through a Community Facilities District – Public Services (Services CFD) to the extent permitted. Park credit will be applied to Campus Oaks (see Table 3-5).

### Permitted Uses

As specified in Chapter 19.16 of the Roseville Zoning Ordinance.

### Development Standards and Design Guidelines

As specified in Chapter 19.16 of the Roseville Zoning Ordinance and Section 3.4.1. of this Master Plan.

## 4.2 Infrastructure Components

Backbone mobility and utility systems are described in Sections 3.2 and 3.3 of this Master Plan. Included are provisions for roadways, the pedestrian and bicycle network, transit, potable water, recycled water, wastewater, drainage and flood control, electric, natural gas, voice/data communication and solid waste disposal. All proposed development projects within the Hewlett-Packard Campus will be reviewed to ensure compliance with the infrastructure and sequencing provisions described in this Master Plan, then current City improvement standards, and the project Development Agreement(s).

As development of the Hewlett-Packard Campus has occurred, much of the infrastructure required to support Campus development has already been constructed. Each component of the infrastructure system is designed/ constructed to accommodate development anticipated at buildout of the Project Area. For the Hewlett-Packard Campus, anticipated development is based on the square footage allocation defined in Sections 4.1 and 4.3.

Parcel specific improvements will continue to be constructed over time to coincide with the construction of the individual buildings within the Hewlett-Packard Campus. When an individual development project is submitted for City review, each infrastructure component will be evaluated for adequacy to serve the proposed project and for compatibility with the overall system, as outlined in the Hewlett-Packard Development Agreement.

Since the infrastructure components may be constructed incrementally, individual permits may be conditioned to require improvements needed to build an additional connection to directly serve an individual building.

## 4.3 Intensity Thresholds

The following identifies buildout traffic and utility demand thresholds and monitoring provisions for new development within the Hewlett-Packard Campus. These thresholds apply to Hewlett-Packard's parcels with designated Light Industrial land use, and exclude park parcel HP-2. The thresholds affect infrastructure and environmental analysis needs, as well as the ultimate limits of development. All proposed development projects within the Hewlett-Packard Campus will be reviewed to ensure compliance with the identified thresholds.

### 4.3.1 BUILDOUT INTENSITY THRESHOLDS

Buildout square footage estimates have been generated for new development within the Hewlett-Packard Campus (See Table 4-1). The projected square footage or acreage, as appropriate, has been multiplied by generation/demand factors for each of the key service/infrastructure components to identify buildout needs. For the purposes of this Master Plan, these key components include traffic, water, wastewater and electricity. The generation/demand factors utilized are a combination of standard demand rates and actual rates based on existing site development at the time of initial Master Plan approval (1996), as well as the thresholds identified in the project Development Agreement(s).

While the square footage estimates provide a general base for monitoring purposes, it is the traffic and utility demand factors that dictate the buildout development thresholds and infrastructure/service requirements for the project. Inconsistency with the thresholds could modify infrastructure and resource needs, as well as trigger the requirement for additional environmental analysis.

Table 4-3 provides the projected generation/demand factors and buildout intensity thresholds for development within the Hewlett-Packard Campus. These intensities are vested and run with the property. Any unused square footage and intensity assigned to the Hewlett-Packard Campus shall revert to the City upon termination of the project Development Agreement. The City, at its discretion, may allocate any unused intensity elsewhere within the larger Master Plan Area.

**TABLE 4-3:** Estimated Buildout Intensity Threshold Allocations

| | Light Ind. Gross Acres | Light Ind. Gross Square Feet | Traffic | | Water | | Wastewater | | Electric | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Trip Rate (Total PM Peak Hour trips per 1,000 sf) | PM Peak Hour Trips | Demand Factor (gallons/ day/acre) | Max Daily Demand | Demand Factor (gallons/ day/acre | Peak Daily Flow | Demand Factor (MW/ acre) | Peak Annual Demand |
| **Hewlett-Packard** | **129.24 ac** | **1,200,000 sf** | **1.14[1]** | **1,368 trips** | **2,598[2]** | **0.67 mgd** | **1,700[3]** | **0.63 mgd** | **0.079[4]** | **8.08 MW** |

1. Standard Light Industrial trip rates have been adjusted upwards based on actual traffic counts of existing Hewlett-Packard development (10/95).
1. Standard Light Industrial water demand factors and a max day factor of 2.0.
2. Standard Light Industrial wastewater generation factors with a factor of safety of 2.0 and Peaking Factor of 2.85.
4. Standard Light Industrial electricity demand factor has been adjusted upwards to reflect existing and anticipated demand.

## 4.3.2 THRESHOLD MONITORING

As individual development projects are submitted, project square footage or acreage will be multiplied by the average generation/demand factors and monitored to ensure that it falls within the cumulative thresholds for new development within the Hewlett-Packard Campus as identified on Table 4-3.

It is recognized that the generation/demand factors are averages. Development projects may be above or below the average factor depending on the composition and operations of the uses proposed. It is also recognized that, over time, the mix of uses may vary and shift. The average factors take into account a general mix of uses and, in most cases, should provide an adequate overall long-term measure of project generation/demand rates and impacts.

Should a development project be proposed that has an unusually high generation/demand rate, additional analysis may be required. This analysis will include consideration of cumulative demand within the Hewlett-Packard Campus. If monitoring indicates that actual cumulative factors are above or below the estimated averages included on Table 4-3, these average factors may be adjusted subject to City approval.

Development projects that place a higher than anticipated demand on service capacity could result in attaining a particular service threshold prior to reaching the total anticipated buildout square footage. This could impact improvement needs or limit the projected square footage of development. Conversely, uses that place a lower demand than anticipated on service capacity could result in excess capacity or the ability to develop square footage over and above estimated buildout levels.

While it is not possible to predict the specific operational characteristics of each circumstance, the following general parameters can be used as a guide to help identify when additional analysis may be required. Actual determinations and specific analysis requirements will be made by the City on a case by case basis as development projects are submitted.

### *Traffic*

Additional short term site specific traffic analysis may be required for all new development of the project site. Long term analysis may be required when a development project's total PM peak hour traffic generation exceeds the total allocated threshold (Table 4-3) trip generation based on the average PM trip rate for the combined site by 50 trips or more. When determining whether a short or long term traffic study is required, the City shall consider the following criteria:

- Roadway volumes on streets adjacent to the Project Area;
- Impacts to local or other signalized intersections;
- Existing and projected levels of service at site access points;
- Existing and projected queue lengths at driveways, right turn lanes and left turn pockets; and
- Impacts to safe and efficient traffic operations.

When a traffic study is required, the analysis shall include, but not be limited to, the following:

- Ingress and egress queue lengths at existing and proposed security gates (if applicable);
- Level of service determinations at select intersections;
- Levels of service at existing and proposed access points;
- Roadway volumes on streets adjacent to the site and other local roadways that may be affected;
- Estimated trip generation rates;
- A comparison to the traffic analysis in the Master Plan EIR, subsequent Master Plan Addendum, and City's Capital Improvement Program; and,
- Impacts on required improvements including the timing of planned improvements.

The traffic study shall identify mitigation measures that can be implemented by the landowner to achieve General Plan levels of service and efficient circulation on roadways in the vicinity of the Project Area.

### *Water/Wastewater*

Additional analysis and/or information regarding the water and wastewater service requirements of a proposed project may be required when any of the following occur:

- A proposed development project's maximum daily water or wastewater demand exceeds the demand factor;
- A significant industrial user/discharger applies for connection to either the water or wastewater system; or,

- An industrial user proposes to locate within the Hewlett-Packard Campus with water demands of 2,598 gallons per acre per day or more (average) and/or wastewater generation rates of 2,000 gallons per acre per day or more (average).

Additional water and wastewater analysis will include the following information:

**Water**

- Average day demand, maximum day demand, and peak hour demand;
- Hydraulic analysis of the proposed demands and their impacts to the City water distribution system; and,
- Required improvements necessary to accommodate new demands and proposed timelines for implementation.

**Wastewater**

- Average day demand, maximum day demand, and peak hour demand;
- Impacts of additional wastewater on collection and treatment facilities;
- Compliance with the Regional Wastewater Master Plan;
- Required improvements necessary to accommodate additional demands and timelines for implementation; and,
- Anticipated level of chemical or biological demand, and impacts to the biological processes at the wastewater treatment plant.

## *Electric*

Additional analysis and/or information regarding the electric service requirements of a proposed project may be required when any of the following occurs:

- A proposed development project's total annual electric demand exceeds the peak demand of the prior year by 5% or more; or,
- Unique or unusual reliability requirements are identified in the project proposal.

Additional analysis and/or information required to be submitted may include:

- Peak demand and total energy consumption;
- Timely notice and details of any special equipment or infrastructure needs;
- Reliability requirements; and,
- Cost of outage information.

# 4.4 Development Guidelines

The following development guidelines will be applied to new development within the Hewlett-Packard Campus. A discussion of existing design guidelines is followed by a discussion of additional guidelines, standards, or conditions specific to the Hewlett-Packard Campus. All proposed development projects within the Campus will be reviewed to ensure compliance with the objectives of the applicable design guidelines and development standards.

## 4.4.1 RELATIONSHIP TO EXISTING GUIDELINES

Two existing documents contain design guidance applicable to development within the Hewlett-Packard Campus. They are:

- North Roseville Area Design Guidelines – Adopted June 22, 1992
- Community Design Guidelines – Amended March 18, 2008

These documents establish design goals and provide an indication of the type of treatment that is desired. The documents address 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 circulation, parking, and access
- On-site landscaping and irrigation
- Architectural guidelines
- Signage guidelines
- Lighting guidelines

## 4.4.2 ADDITIONAL STANDARDS & GUIDELINES

### *Roadways*

Cross sections and required landscaped setbacks along public roadways are specified in Section 3.2 of this Master Plan. All private roads shall be designed and constructed to City standards.

### *Bikeways and Pathways*

Bikeways are an integral component of the existing Campus and will be extended to each new building as they develop. Bikeways will avoid truck traffic routes and other high traffic areas where feasible. Bikeways will be planned as a primary element of site circulation to provide direct access to

the primary entry of each building and employee recreation area. Security gates may be used to control access to the light industrial areas. The design of the bikeway and pedestrian security gates is an internal design consideration to be addressed by the Campus users. Where bikeways are located away from streets, but in the public right of way, they will meet the standards of a Class I bikeway as defined in the City Bikeway Master Plan.

## *Landscaping*

The landscaping of Foothills Boulevard is addressed in the North Roseville Area Design Guidelines. Landscaping along HP Way will be coordinated with landscaping in Campus Oaks to promote consistent treatment along these roadways.

In addition to landscaping along roads, it is intended that the Hewlett-Packard Campus be distinguished by an internal landscaping theme. The theme includes broad canopy trees in parking areas and in the open spaces between buildings to provide shade and a distinctive character to the Campus. In addition the distinctive double rows of tall upright trees in the existing Campus may be extended to establish a strong linear form traversing the Campus to serve as a visual landmark and orientation feature.

## *Developed Edge Adjacent to Residential*

The majority of the existing and planned light industrial uses within the Hewlett-Packard Campus are separated from planned residential uses within Campus Oaks by the Hewlett-Packard Greenway Park (Parcels CO-64 and HP-2). A small portion of the Campus (Parcel HP-3) is immediately adjacent to planned residential uses. While this portion of the Campus is currently developed with private recreational uses, the potential exists that it could be redeveloped with light industrial uses in the future.

To ensure adequate buffering should light industrial development be approved, the land use diagram (Figure 4-1) reflects a 50 foot landscape buffer on Parcel HP-3, adjacent to residential uses within Campus Oaks. This buffer may include a solid masonry wall, dense evergreen landscaping, berming and other screening/buffering elements consistent with Sections 2.3 and 4.6.5.1 of the North Roseville Area Design Guidelines. The precise treatment of the buffer and location/orientation of development would be defined as part of the design review process for the potential future light industrial use.

## Developed Edge Adjacent to Open Space

The open space areas contiguous to formal landscaped or paved areas present a special condition. The transition between formal areas and open space should be visually pleasing. The formal landscaping, utilizing native materials, should provide a gentle transition by using low ground covers rather than tall, dense shrubs. A tree line is permissible, but should have an open canopy and spacing between trees that permits a view toward the open space. Dense conifers and similar massing of trees should be avoided except to frame or block a particular view. A post and cable fence will demarcate the edge of the open space area and discourage vehicle entry to the open space.

Surface run-off drainage from the landscaped areas can be detrimental to the natural conditions in the open space. Surface water will be controlled through the design of the planting, irrigation and drainage systems in the landscape areas adjacent to open space. Native, drought tolerant plants are required to limit the amount of irrigation required and to provide a transition between the natural open space areas and the more formal landscaping near buildings. Any outfalls that direct stormwater to the preserve shall comply with the Hewlett-Packard Preserve O&M Plan, deed restrictions, and the City of Roseville Open Space Preserve Overarching Management Plan as required by the Clean Water Act Section 404 permit, and the then applicable MS4 permit.

## Conceptual Grading

Earthwork operations within the Hewlett-Packard Campus are expected to follow existing terrain. Generally, no more than an average two or three feet of cut or fill will occur within the Campus boundaries. Gentle slopes of one to two percent will be created to allow for adequate drainage improvements and still allow for minor grading at level building pad sites.

Private road grades within the existing Campus are constructed with less than a three percent centerline gradient. All proposed drives are planned to continue this standard. Minor changes in the standard may occur to accommodate local drainage conditions.

## 4.5 Streamlined Development Review Process

Measures have been incorporated into the HPCO Master Plan to allow for a streamlined City administrative review and approval process for development projects within the Light Industrial-Special Area (M1/SA) zone district. Separate permits may be required by other agencies such as the US Army Corps of Engineers, California Dept. of Fish and Wildlife, and the Air Pollution Control District (See Section 6 of this Master Plan for additional details).

### 4.5.1 ADMINISTRATIVE DESIGN REVIEW PERMIT

The Administrative Design Review Permit process will be used to review and approve development of permitted uses within the M1/SA District. Evaluation and approval of the administrative Design Review Permit will be performed in accordance with the procedures outlined in Article V of the City Zoning Ordinance and as described here.

The decision to issue an administrative Design Review Permit will be based on a determination of a development proposal's consistency with this Master Plan. This determination shall be made by the approving authority (Development Services Director), and will be based on the following factors:

- Land Use and Zoning
- Master Plan Components
- Intensity Thresholds and Infrastructure Sequencing
- Design Guidelines and Development Standards
- EIR/Addendum Mitigation Measures
- Development Agreement Provisions

### 4.5.2 DIRECTOR REFERRAL

If the Development Services Director determines that the proposal is inconsistent with or gives rise to issues that were not addressed by this Master Plan, the proposed project may be referred to the Planning Commission as the appropriate approving authority.

# Campus Oaks Development Plan

CITY OF ROSEVILLE

A BLUEPRINT COMMUNITY

# 05 Campus Oaks Development Plan

*The following establishes land use, zoning, design guidelines, affordable housing and density transfer provisions for Campus Oaks. Covering the western 234.53 acres of the Project Area, Campus Oaks is currently undeveloped and planned for a mix of tech/business park (LI), office, commercial, residential, park and recreation, open space and public uses. All development projects within Campus Oaks will be reviewed by the City to ensure compliance with applicable Master Plan, General Plan, Zoning Ordinance and Development Agreement requirements.*

## 5.1 Land Use and Zoning

Campus Oaks is organized as an integrated mixed use community accommodating:

- A range of new business and employment opportunities
- A diversity of comfortable, well connected and walkable neighborhoods
- A vibrant Town Center where residents, employees and passers-by can shop, eat, and meet their everyday needs
- A network of parks and open spaces that enhance community interaction, recreation, and sense of place

The inclusion of Campus Oaks within the larger Master Plan Area supports the desires of Hewlett-Packard to locate, build and operate its business within a community that provides for convenient relationships between employees and nearby housing opportunities, commercial services, and open-space and recreational amenities.

Campus Oaks land uses are summarized in Table 5-1 and illustrated on Figure 5-1. A breakdown of land use and zoning by parcel is identified in Table 5-2.

## TABLE 5-1: Campus Oaks Land Use Summary

| Land Use | Gross Acres | Dwelling Units (du) | | Square Feet (sf) | |
|---|---|---|---|---|---|
| | | Allocated Units | Density (du/ac) | Allocated Square Feet | FAR |
| **EMPLOYMENT AND COMMERCIAL USES** | | | | | |
| Tech/Business Park (T/BP-LI) | 32.85 ac | | | 300,000 sf | 21% |
| Business Professional (BP) | 5.54 ac | | | 60,000 sf | 25% |
| Community Commercial (CC) | 19.29 ac | | | 170,000 sf | 20% |
| ***Sub-Total*** | ***57.68 ac*** | | | ***530,000 sf*** | ***21%*** |
| **RESIDENTIAL USES** | | | | | |
| Low Density Residential (LDR) | 46.76 ac | 242 du | 5.2 du/ac | | |
| Medium Density Residential (MDR) | 35.60 ac | 310 du | 8.7 du/ac | | |
| High Density Residential (HDR) | 21.97 ac | 396 du | 18.0 du/ac | | |
| ***Sub-Total*** | ***104.33 ac*** | ***948 du*** | ***9.1 du/ac*** | | |
| **PARK, OPEN SPACE & PUBLIC USES** | | | | | |
| Parks (P/R) | 10.74 ac | | | | |
| Paseo (P/R) | 2.25 ac | | | | |
| Open Space (OS)[1] | 46.35 ac | | | | |
| Public (P/QP) | 2.47 ac | | | | |
| ***Sub-Total*** | ***61.81 ac*** | | | | |
| Backbone Roads | 10.71 ac | | | | |
| ***TOTAL*** | ***234.53 ac*** | ***948 du*** | ***9.1 du/ac*** | ***530,000 sf*** | ***21%*** |

1. Includes City Open Space Preserve.

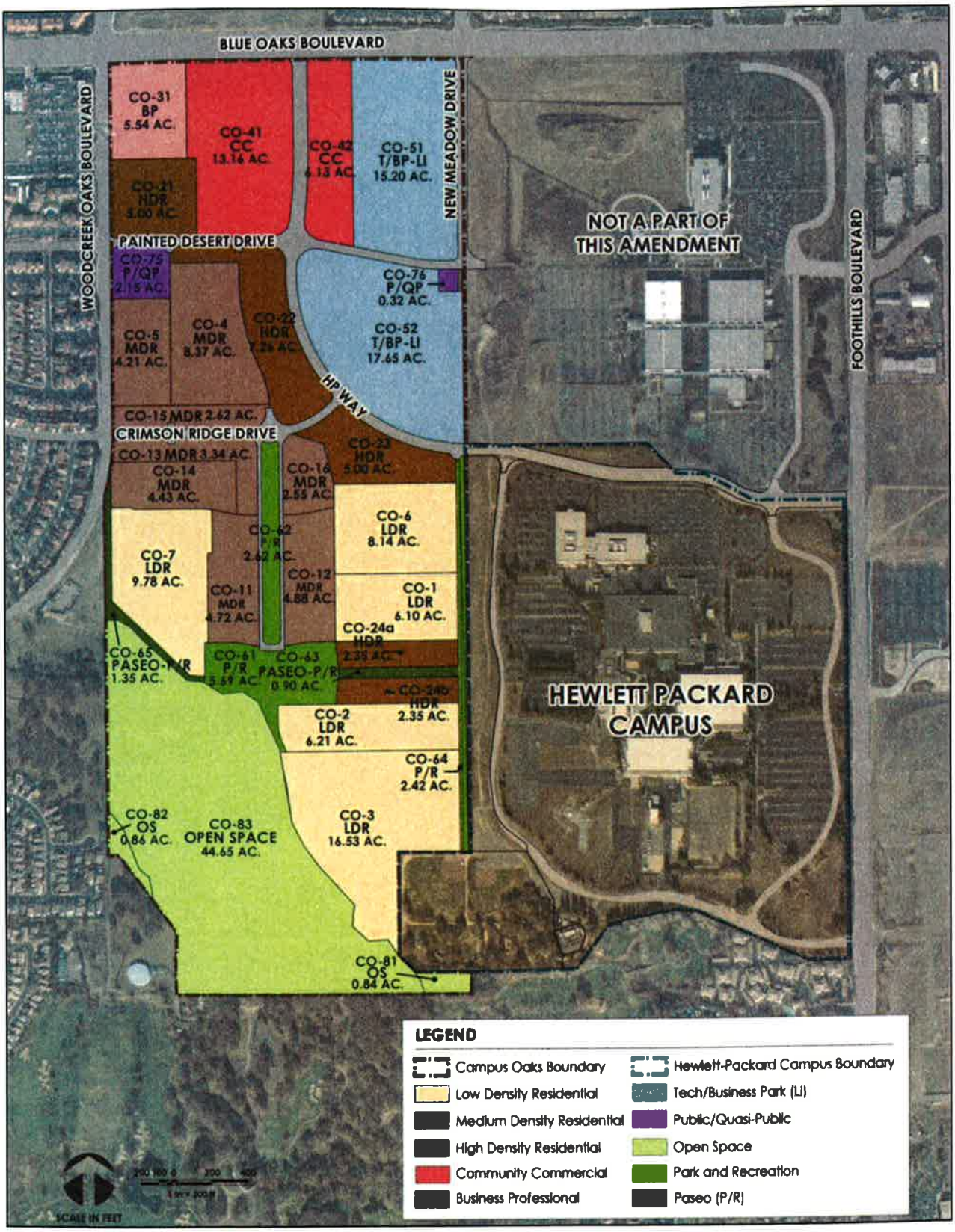



**FIGURE 5-1:** Campus Oaks Land Use Diagram

**TABLE 5-2:** Campus Oaks Land Use and Zoning by Parcel

| Parcel | Zoning | Gross Acres | Dwelling Units (du) | | Square Feet (sf) | |
|---|---|---|---|---|---|---|
| | | | Allocated Units | Density (du/ac) | Allocated Square Feet | FAR |
| **EMPLOYMENT AND COMMERCIAL USES** | | | | | | |
| **Tech/Business Park (T/BP LI)** | | | | | | |
| CO-51 | MP/SA | 15.20 ac | | | 150,000 sf | 23% |
| CO-52 | MP/SA | 17.65 ac | | | 150,000 sf | 20% |
| ***Sub-Total*** | | ***32.85 ac*** | | | ***300,000 sf*** | ***21%*** |
| **Business Professional (BP)** | | | | | | |
| CO-31 | BP | 5.54 ac | | | 60,000 sf | 25% |
| ***Sub-Total*** | | ***5.54 ac*** | | | ***60,000 sf*** | ***25%*** |
| **Community Commercial (CC)** | | | | | | |
| CO-41 | CC | 13.16 ac | | | 120,000 sf | 21% |
| CO-42 | CC | 6.13 ac | | | 50,000 sf | 19% |
| ***Sub-Total*** | | ***19.29 ac*** | | | ***170,000 sf*** | ***20%*** |
| ***Sub-Total Employment & Comm.*** | | ***57.68 ac*** | | | ***530,000 sf*** | ***21%*** |
| **RESIDENTIAL USES** | | | | | | |
| **Low Density Residential (LDR)** | | | | | | |
| CO-1 | RS/DS | 6.10 ac | 36 du | 5.9 du/ac | | |
| CO-2 | RS/DS | 6.21 ac | 36 du | 5.8 du/ac | | |
| CO-3 | R1/DS | 16.53 ac | 64 du | 3.9 du/ac | | |
| CO-6 | RS/DS | 8.14 ac | 48 du | 5.9 du/ac | | |
| CO-7 | RS/DS | 9.78 ac | 58 du | 5.9 du/ac | | |
| ***Sub-Total*** | | ***46.76 ac*** | ***242 du*** | ***5.2 du/ac*** | | |
| **Medium Density Residential (MDR)** | | | | | | |
| CO-4 | RS/DS | 8.37 ac | 84 du | 10.0 du/ac | | |
| CO-5 | RS/DS | 4.69 ac | 46 du | 9.8 du/ac | | |
| CO-11 | RS/DS | 4.72 ac | 34 du | 7.2 du/ac | | |
| CO-12 | RS/DS | 4.88 ac | 34 du | 7.0 du/ac | | |
| CO-13 | RS/DS | 3.34 ac | 24 du | 7.2 du/ac | | |
| CO-14 | RS/DS | 4.43 ac | 50 du | 11.3 du/ac | | |
| CO-15 | RS/DS | 2.62 ac | 19 du | 7.3 du/ac | | |
| CO-16 | RS/DS | 2.55 ac | 19 du | 7.5 du/ac | | |
| ***Sub-Total*** | | ***35.60 ac*** | ***310 du*** | ***8.7 du/ac*** | | |

| Parcel | Zoning | Gross Acres | Dwelling Units (du) | | Square Feet (sf) | |
|---|---|---|---|---|---|---|
| | | | Allocated Units | Density (du/ac) | Allocated Square Feet | FAR |
| **RESIDENTIAL USES (cont.)** | | | | | | |
| **High Density Residential (HDR)** | | | | | | |
| CO-21 | R3/DS | 5.00 ac | 125 du | 25.0 du/ac | | |
| CO-22 | R3/DS | 7.26 ac | 119 du | 16.4 du/ac | | |
| CO-23 | R3/DS | 5.00 ac | 72 du | 14.4 du/ac | | |
| CO-24a | R3/DS | 2.36 ac | 40 du | 17.0 du/ac | | |
| CO-24b | R3/DS | 2.35 ac | 40 du | 17.0 du/ac | | |
| ***Sub-Total*** | | ***21.97 ac*** | ***396 du*** | ***18.0 du/ac*** | | |
| ***Sub-Total Residential*** | | ***104.39 ac*** | ***948 du*** | ***9.1 du/ac*** | | |
| **PARKS, OPEN SPACE & PUBLIC USES** | | | | | | |
| **Parks (P/R)[1]** | | | | | | |
| CO-61 | PR | 5.70 | | | | |
| CO-62 | PR | 2.62 | | | | |
| CO-64 | PR | 2.42 | | | | |
| ***Sub-Total*** | | ***10.74 ac*** | | | | |
| **Paseos (P/R)** | | | | | | |
| CO-63 | PR (Paseo) | 0.90 | | | | |
| CO-65 | PR (Paseo) | 1.35 | | | | |
| ***Sub-Total*** | | ***2.25 ac*** | | | | |
| **Open Space (OS)** | | | | | | |
| CO-81 | OS | 0.84 ac | | | | |
| CO-82 | OS | 0.86 ac | | | | |
| CO-83 | OS | 44.65 ac | | | | |
| ***Sub-Total*** | | ***46.35 ac*** | | | | |
| **Public (P/QP)** | | | | | | |
| CO-75 | P/QP | 2.15 ac | | | | |
| CO-76 | P/QP | 0.32 ac | | | | |
| ***Sub-Total*** | | ***2.47 ac*** | | | | |
| ***Sub-Total Parks, OS & Public*** | | ***61.81 ac*** | | | | |
| Backbone Roads | | 10.71 ac | | | | |
| ***TOTAL*** | | ***234.53*** | ***948 du*** | ***9.1 du/ac*** | ***530,000 sf*** | ***21%*** |

1. Parcel HP-2 park acreage credited towards Campus Oaks. See Tables 4-1 and 3-5.

## 5.1.1 SPECIFIC LAND USE DESIGNATIONS & ZONING DISTRICTS

Land uses are implemented through the zoning district applied to each parcel. This includes the select application of the Development Standard (DS) and Special Area (SA) overlay districts to customize development standards and allowed use types to address Campus Oaks' unique opportunities and objectives.

### *Employment and Commercial Uses*

**TECH/BUSINESS PARK (T/BP-LI)**

**Floor Area Ratio Range**

20% to 50% gross floor area to gross site area

**Land Use Description**

The Tech/Business Park (T/BP-LI) land use designation is a variant of the LI designation unique to Campus Oaks. The intent of this district is to enhance the ability of the Project Area to attract a range of employment uses, including corporate users, in a highly amenitized business park setting. The T/BP-LI designation provides for a mix of uses that are compatible with, and act as a transition between, the light industrial uses on the Hewlett-Packard Campus and the commercial and residential uses within Campus Oaks. Allowed use types include professional offices, light manufacturing, research services, and light wholesale and distribution.

**Applied Zoning District**

MP/SA - Industrial/Business Park/Special Area Overlay.

**Permitted Use Types**

As specified in Section 5.2. The Special Area (SA) overlay district has been applied to ensure a compatible mix of employment generating uses.

**Development Standards**

As specified in the City of Roseville Zoning Ordinance for the Business Professional (BP) District.

**Design Guidelines**

As specified in the Community Design Guidelines and the Campus Oaks Design Guidelines (Section 5.4).

## COMMUNITY COMMERCIAL (CC)

### Floor Area Ratio Range

20% to 40% gross floor area to gross site area

### Land Use Description

The Community Commercial (CC) land use designation provides a broad range of retail goods and services to meet resident's and employee's daily needs. Uses may include grocery stores, restaurants, entertainment venues, retail sales, lodging and personal services. All CC uses are located within the Campus Oaks Town Center. Oriented along both sides of HP Way at Blue Oaks Boulevard, the CC uses help to create an entry into the Project Area.

### Applied Zoning District

CC – Community Commercial.

### Permitted Use Types

As specified in the City of Roseville Zoning Ordinance.

### Development Standards

As specified in the City of Roseville Zoning Ordinance.

### Design Guidelines

As specified in the Community Design Guidelines and the Campus Oaks Design Guidelines (Section 5.4).

## BUSINES PROFESSIONAL (BP)

### Floor Area Ratio Range

20% to 40% gross floor area to gross site area

### Land Use Description

The Business Professional (BP) land use designation provides for new employment and service opportunities. BP uses are sited at the southeast corner of Woodcreek Oaks and Blue Oaks Boulevards to maximize visibility and access. Uses may include professional offices, medical services, and business support services. All BP uses are located within the Campus Oaks Town Center.

### Applied Zoning District

BP – Business Professional.

### Permitted Use Types

As specified in the City of Roseville Zoning Ordinance.

### Development Standards

As specified in the City of Roseville Zoning Ordinance.

### Design Guidelines

As specified in the Community Design Guidelines and the Campus Oaks Design Guidelines (Section 5.4).

## *Residential Uses*

### LOW DENSITY RESIDENTIAL (LDR)

**Density Range**

0.5 to 6.9 dwelling units per gross acre

**Land Use Description**

The Low Density Residential (LDR) land use designation supports detached single-family homes on conventional and small lots. Lot sizes typically range from 4,500 to 6,000 square feet and could be smaller or larger depending on site configuration/constraints and neighborhood design upon approval by the City. A variety of detached, single-family residential housing types are encouraged in this density range.

**Applied Zoning Districts**

R1/DS - Single Family Residential/ Development Standard Overlay; and, RS/DS - Small Lot Residential/ Development Standard Overlay.

**Permitted Use Types**

As specified in the City of Roseville Zoning Ordinance.

**Development Standards**

As specified in the City of Roseville Zoning Ordinance and in Section 5.3. The Development Standard (DS) overlay district has been applied to all LDR uses to allow for variation in development standards and inspire a wide range of innovative residential product types.

**Design Guidelines**

As specified in the Community Design Guidelines and the Campus Oaks Design Guidelines (Section 5.4).

## MEDIUM DENSITY RESIDENTIAL (MDR)

### Density Range

7.0 to 12.9 dwelling units per gross acre

### Land Use Description

The Medium Density Residential (MDR) land use designation accommodates both single-family detached and attached residential units. Lot sizes typically range from 1,500 to 4,500 square feet and could be smaller or larger depending on site configuration/constraints and neighborhood design upon approval by the City. Within this density range, a wide range of front and alley loaded product types are encouraged including varied small lot, court oriented, cluster, duet/half-plex and townhome designs.

### Applied Zoning District

RS/DS - Small Lot Residential/ Development Standard Overlay.

### Permitted Use Types

As specified in the City of Roseville Zoning Ordinance.

### Development Standards

As specified in the City of Roseville Zoning Ordinance and Section 5.3. The Development Standard (DS) overlay district has been applied to all MDR uses to allow for variation in development standards and inspire a wide range of innovative residential product types.

### Design Guidelines

As specified in the Community Design Guidelines and the Campus Oaks Design Guidelines (Section 5.4).

## HIGH DENSITY RESIDENTIAL (HDR)

### Density Range

13.0+units per acre gross Acre

### Land Use Description

The High Density Residential (HDR) land use designation accommodates both detached and attached residential units. Within this density range, a wide range of front and alley loaded product types are encouraged including varied small lot, townhome, row house, courtyard, apartment and condominium designs.

### Applied Zoning District

R3/DS – Attached Housing /Development Standard Overlay; and,

### Permitted Use Types

As specified in the City of Roseville Zoning Ordinance.

### Development Standards

As specified in the City of Roseville Zoning Ordinance and Section 5.3. The Development Standard (DS) overlay district has been applied to all HDR uses to allow for variation in development standards and inspire a wide range of innovative residential product types.

### Design Guidelines

As specified in the Community Design Guidelines and the Campus Oaks Design Guidelines (Section 5.4).

## Park, Open Space and Public Uses

### PARK (P/R)

#### Land Use Description

The Parks and Recreation (P/R) land use designation is applied where developed parks/paseos are planned. An integrated network of accessible active/formal/programmable and passive/informal/self-directed facilities is provided to support recreational activities and social gathering. Included are two neighborhood parks (Campus Oaks Park and Park Couplet), a citywide/ neighborhood park (HP Greenway) and two improved paseos. Parks and recreation facilities are further described in Parks, Open Space and Schools (Section 3.4). Land use for the eastern portion of the HP Greenway (Parcel HP-2) is discussed in Section 4.1.1 of this Master Plan.
Maintenance will be funded through a Community Facilities District – Public Services (Services CFD) to the extent permitted.

#### Applied Zoning District

PR – Parks and Recreation.

#### Permitted Use Types

As specified in the City of Roseville Zoning Ordinance.

#### Development Standards

As specified in the City of Roseville Zoning Ordinance.

#### Design Guidelines

As approved by the City for individual parks. Conceptual park plans are shown in Sections 3.4 of this Master Plan.

## OPEN SPACE (OS)

### Land Use Description

The Open Space (OS) land use designation is applied to lands which are environmentally sensitive or otherwise significant due to habitat, floodplain or other natural features. Campus Oaks incorporates the City owned Open Space Preserve (Parcel CO-83) as well as new additions adjacent to the Preserve (Parcels CO-81 and CO-82). The open space encompasses a portion of the South Branch of Pleasant Grove Creek, its associated floodplain, natural and created wetlands, oak woodlands, and annual grasslands. The expansion of trails is proposed through the open space to allow for off-site trail connections and promote passive recreation, environmental stewardship and education as allowed by the 404 permit. Open space is further described in Parks, Open Space and Schools (Section 3.4).

### Applied Zoning District

OS – Open Space

### Permitted Use Types

As specified in the City of Roseville Zoning Ordinance and as allowed by the existing 404 permit.

### Development Standards

As specified in the City of Roseville Zoning Ordinance.

### Design Guidelines

As approved by the City in compliance with applicable deed restrictions, the Hewlett-Packard Preserve O&M Plan, and the City of Roseville Open Space Preserve Overarching Management Plan. A conceptual plan for the Open Space Preserve is shown in Section 3.4 of this Master Plan.

## PUBLIC (P/QP)

### Land Use Description

The Public/Quasi-Public (P/QP) land use designation accommodates public serving uses and facilities. Campus Oaks includes two P/QP sites: Parcel CO-75 housing a planned fire station; and Parcel CO-76 for a planned groundwater pump back/blending station. The pump station is discussed in more detail in Utilities (Section 3.3) and the fire station (including a concept plan) in Public Safety (Section 3.5).

### Applied Zoning District

P/QP – Public/Quasi-Public

### Permitted Use Types

As specified in the City of Roseville Zoning Ordinance.

### Development Standards

As specified in the City of Roseville Zoning Ordinance.

### Design Guidelines

As approved by the City and as specified in the Campus Oaks Design Guidelines (Section 5.4).

## 5.2 Permitted Use Types

Permitted use types within Campus Oaks are generally consistent with those allowed for by the corresponding general zone districts as defined by the City of Roseville Zoning Ordinance. The exception is for the Industrial/Business Park (MP) district where the SA overlay district has been applied. The SA overlay district allows the permitted use types and development standards to be modified from those specified by the underlying general zone district.

The Industrial/Business Park/Special Area Overlay (MP/SA) district is intended to provide for a unique transitional employment center between the light industrial uses on the Hewlett-Packard Campus, and the commercial and residential uses planned within Campus Oaks. Allowed use types are refined to support new employment and business opportunities, while ensuring compatibility with adjacent uses. The MP/SA district has eliminated those use types that have the potential to conflict with adjacent uses, and/or are inconsistent with the desired business park setting. Consistent with the City's Zoning Code, allowed MP/SA use types will 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".

Table 5-3 identifies allowed use types within the Campus Oaks MP/SA district.

## TABLE 5-3: MP/SA Permitted Uses

| Use Type | MP/SA |
|---|---|
| **Civic Use Types** | |
| Community Assembly | CUP |
| Community Services | P |
| Essential Services | P |
| College and University | CUP |
| **Residential Use Types** | |
| Caretaker/Employee Housing | CUP |
| **Commercial Use Types** | |
| Broadcasting/Recording Studios | P |
| Business Support Services | P |
| Eating & Drinking Establishments | |
| Convenience | P[1] |
| Offices, Professional | P |
| Specialized Education & Training | |
| Vocational Schools | P |
| Specialty Schools | P |
| **Industrial Use Types** | |
| Day Care Center, Secondary (employee only) | CUP |
| Light Manufacturing | P |
| Printing & Publishing | P |
| Research Services | P |
| Wholesaling & Distribution, Light | P |
| **Transportation and Communication Use Types** | |
| Intermodal Facilities | CUP |
| Telecommunication Facilities | P/A/ CUP |

| | |
|---|---|
| MP/SA | Industrial/Business Park/Special Area Overlay District |
| P | Principally Permitted |
| A | Administratively Permitted |
| CUP | Conditionally Permitted |

1. Permitted as an ancillary use to the primary T/BP-LI uses.

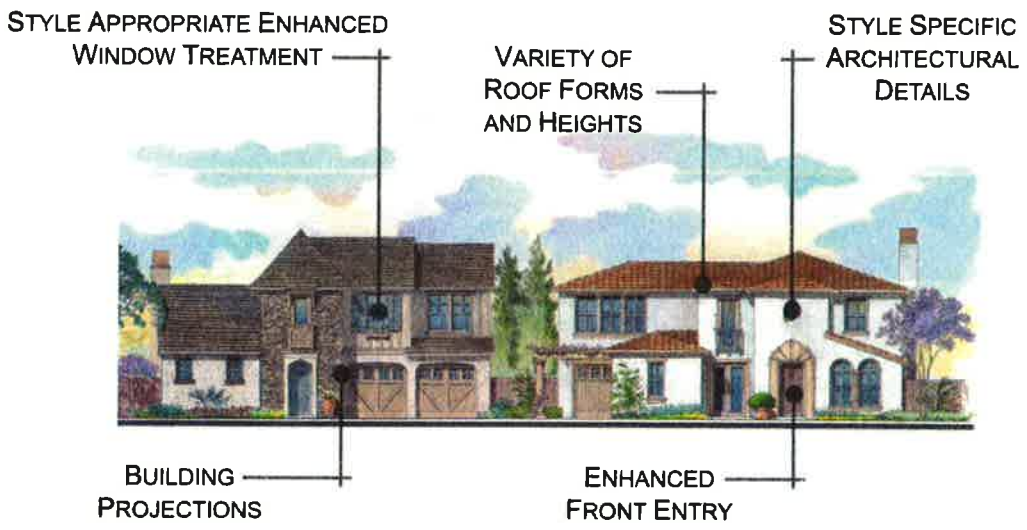
## 5.3 Development Standards

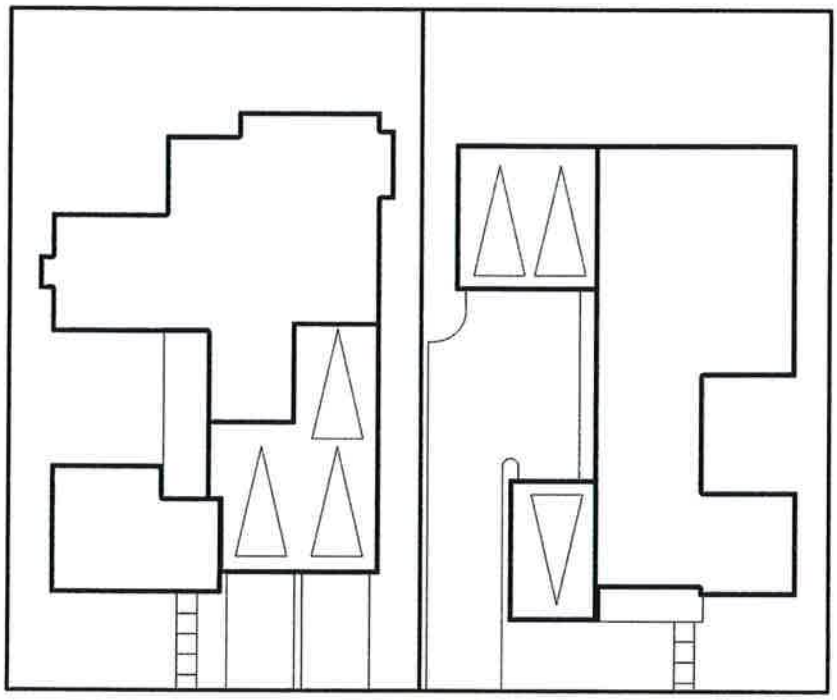
The DS overlay has been applied in combination with the general zone districts to all LDR, MDR and HDR land uses within Campus Oaks. The DS overlay allows the development standards (e.g., lot area, setbacks and building heights) to be modified from those specified by the underlying general zone districts. For Campus Oaks, the intent is to allow flexibility to accommodate and encourage a wide range of residential building types and innovative designs appealing to different economic and life-style segments.

Precise development standards for the Single Family Residential/Development Standard Overlay (R1/DS), Small Lot Residential/Development Standard Overlay (RS/DS) and Attached Housing/ Development Standard Overlay (R3/DS) districts will be established as part of the subsequent Campus Oaks Design Guidelines discussed in Section 5.4. A Design Review for Residential Subdivision (DRRS) is required for all Compact Residential Development projects at 7 dwelling units per acre and above as specified by the City Zoning Ordinance.

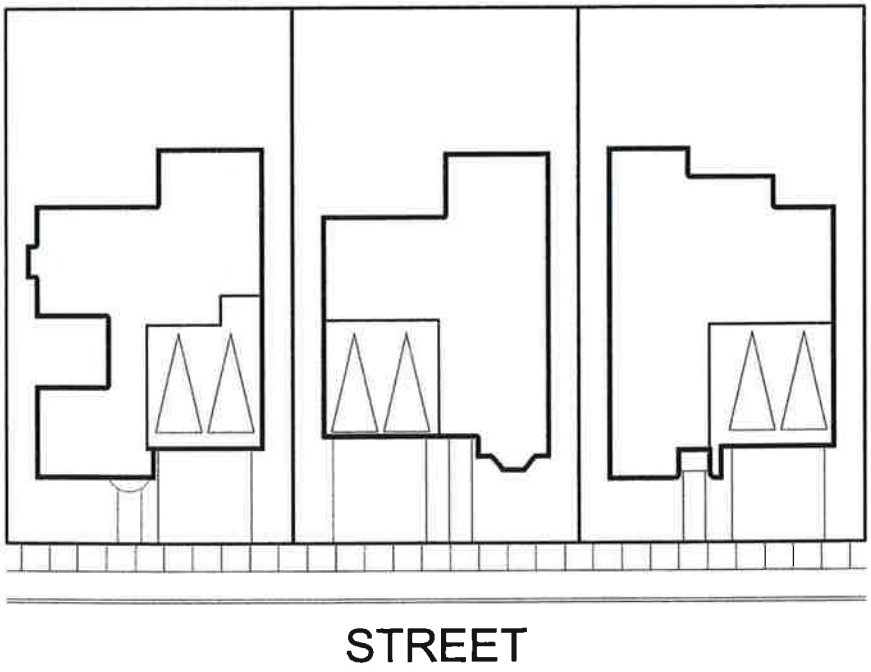
Included in this section are conceptual elevations, lot sizes and plot plans to illustrate the character and layout of potential building types that could be constructed within Campus Oaks subject to approval by the City during the DRRS and small lot tentative map stage. Figure 5-2 provides an illustrative of how the varied building types may be applied. The building types and illustratives are examples and are conceptual. It is anticipated that Campus Oaks will also accommodate additional building types.

**FIGURE 5-2:** Campus Oaks Illustrative Plan (Conceptual Only)

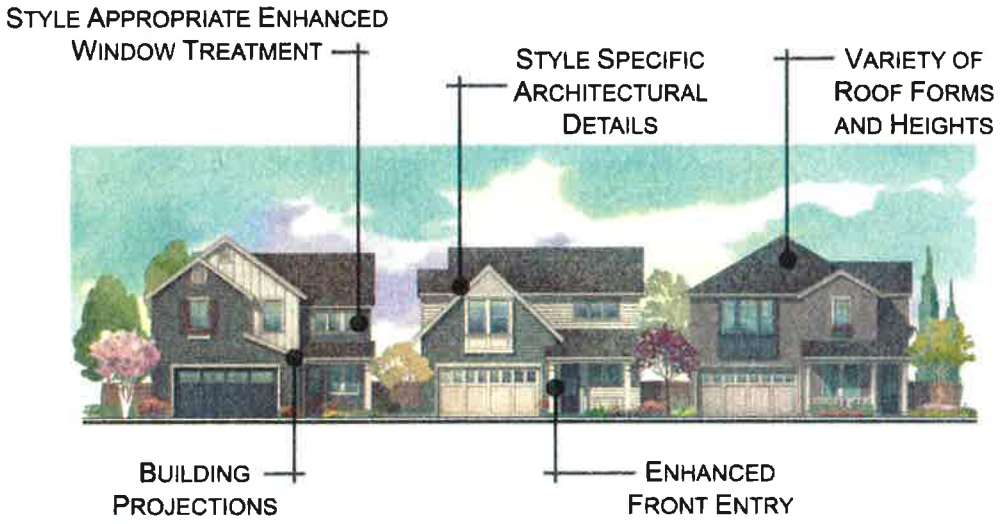


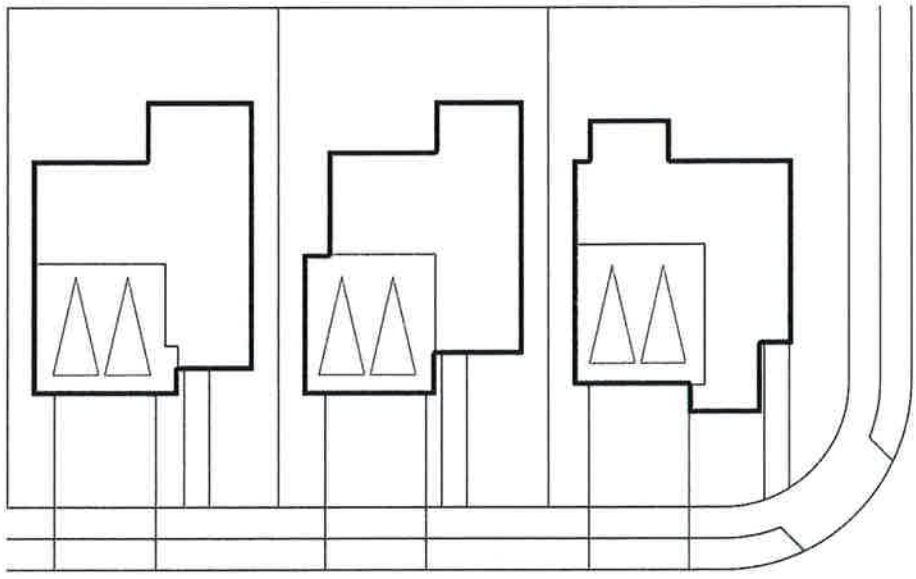




**CONCEPTUAL BUILDING TYPE A:** Single-Family Detached Front Loaded (60'x100')

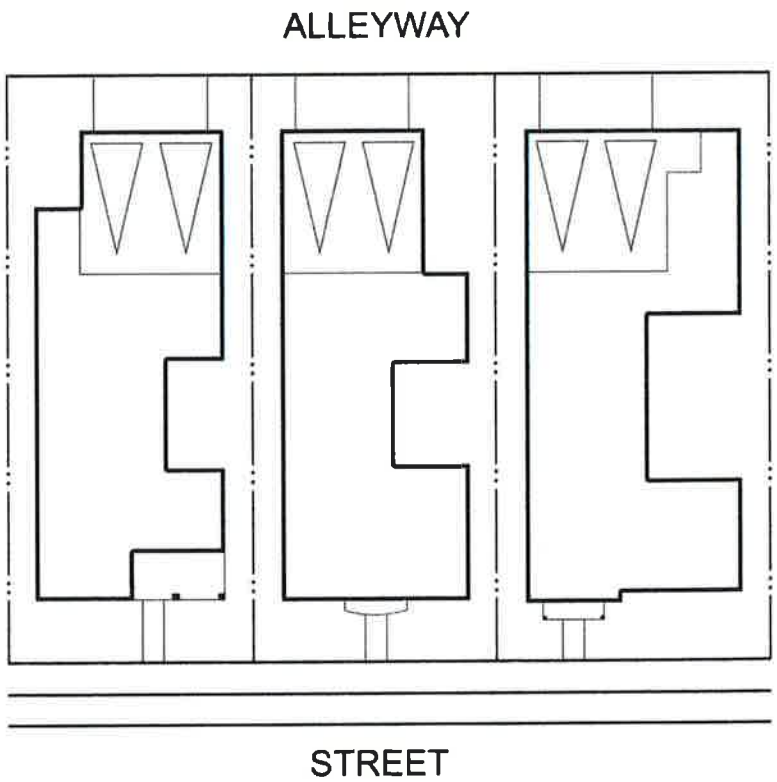



**CONCEPTUAL BUILDING TYPE B:** Single-Family Detached Front Loaded (50'x100')

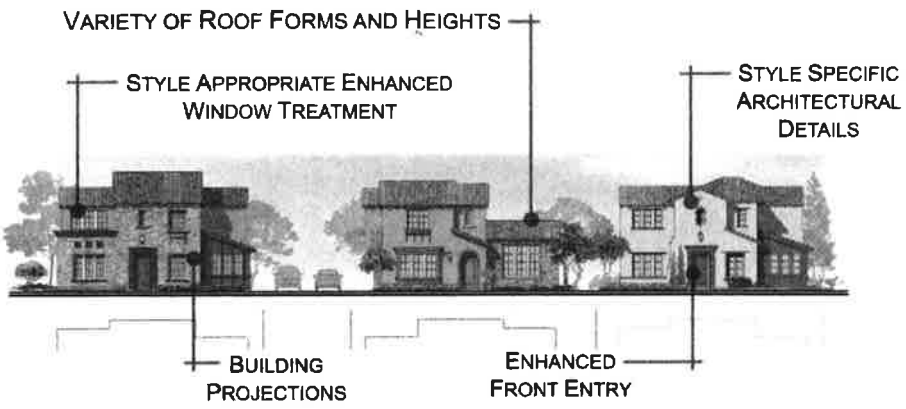


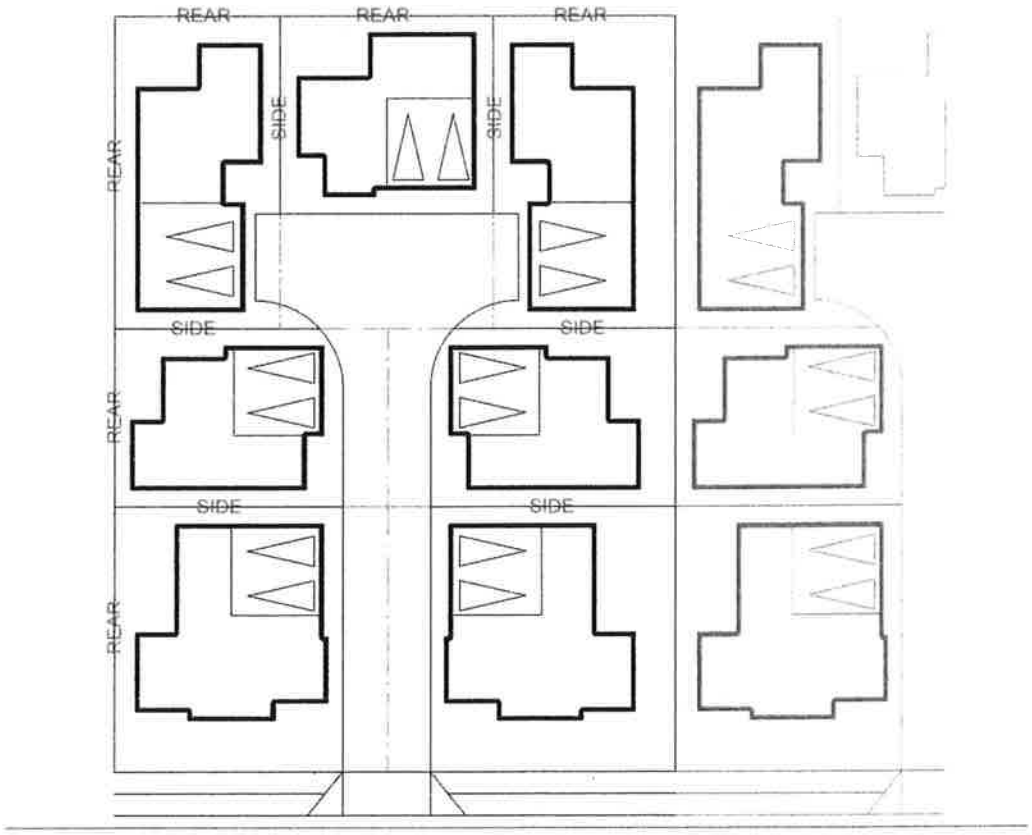




**CONCEPTUAL BUILDING TYPE C:** Single-Family Detached Front Loaded (40'x80')



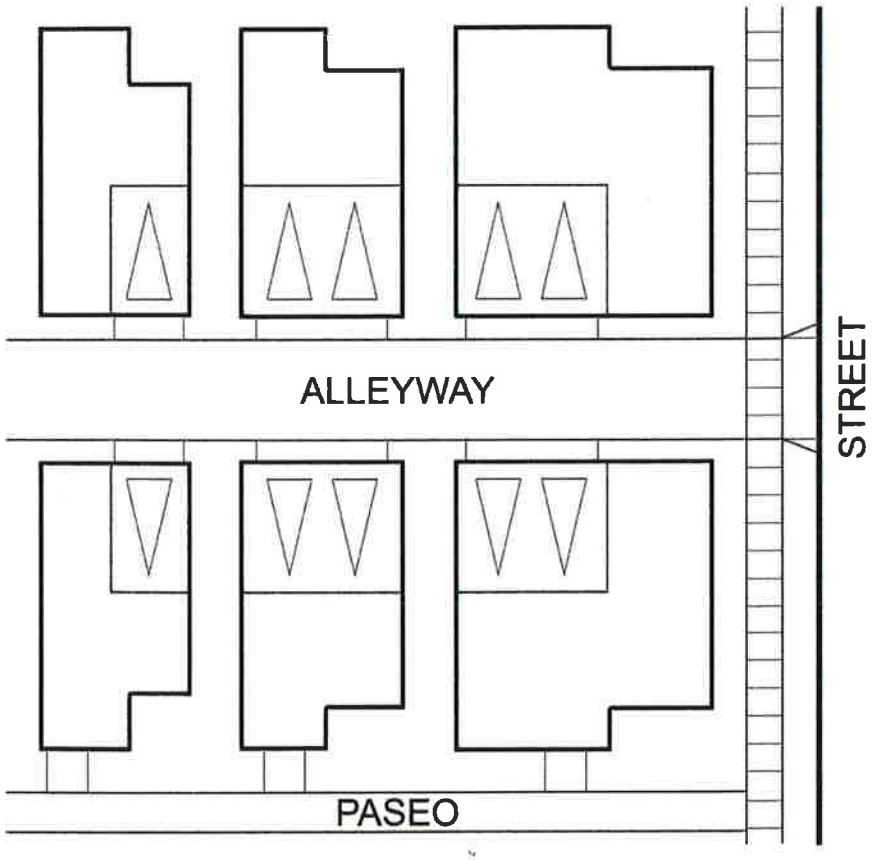

**CONCEPTUAL BUILDING TYPE D:** Single-Family Detached Alley Loaded (38'x80')



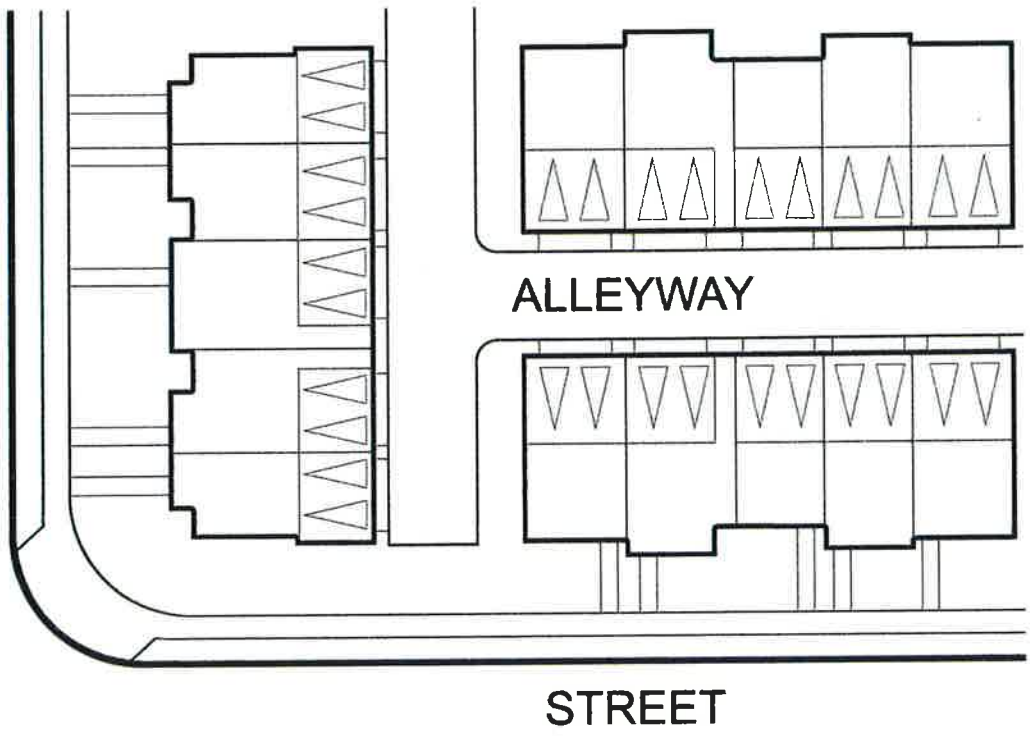




STREET

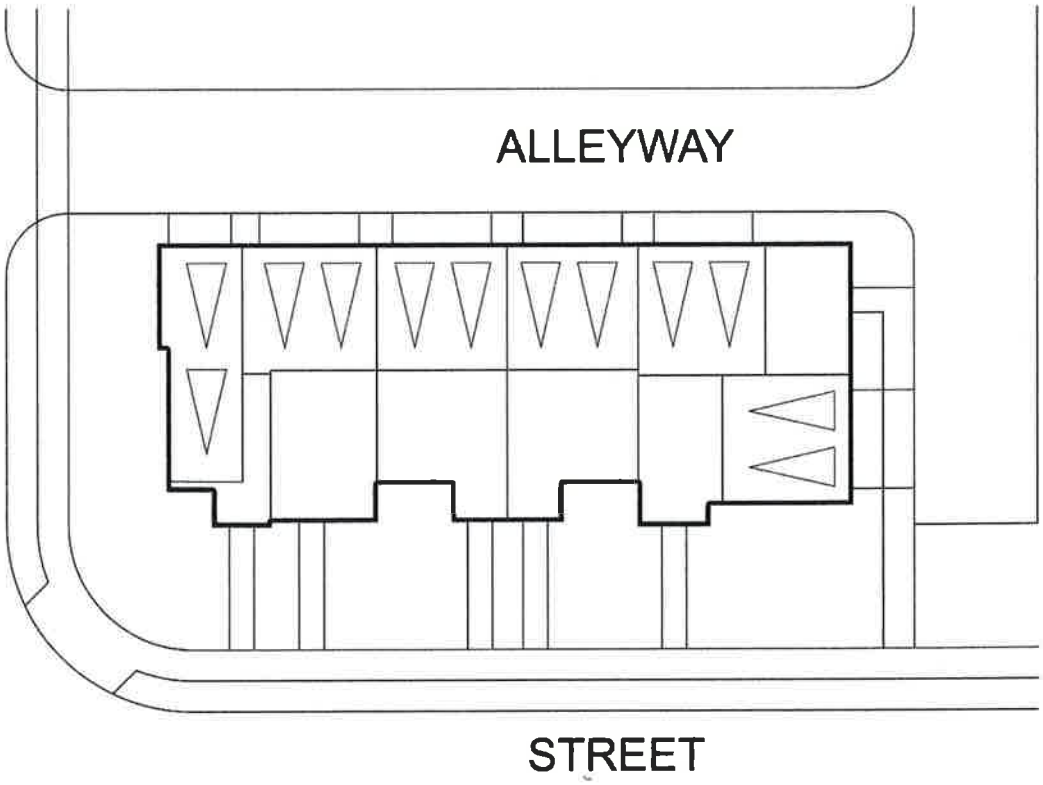
**CONCEPTUAL BUILDING TYPE E:** Cluster Motor Court




**CONCEPTUAL BUILDING TYPE F:** Cluster Alley Loaded




**CONCEPTUAL BUILDING TYPE G:** Townhome




**CONCEPTUAL BUILDING TYPE H:** Townhome

## 5.4 Design Guidelines

The Campus Oaks Design Guidelines supplement the City's Community Design Guidelines to provide a clear and common understanding of the distinct expectations for the built physical form and character of Campus Oaks. The focus is to ensure that the HPCO Planning Principles (Section 2) are meaningfully carried out and enhanced through the design, review and approval of individual development projects.

The Campus Oaks Design Guidelines will be prepared separately as a companion document to this Master Plan. The Guidelines are required to be approved by the City prior to or concurrent with the processing of the first project level planning entitlements for Campus Oaks (e.g. small lot map, Design Review for Residential Subdivision, Design Review Permit). As a companion implementation tool, the Guidelines may be adopted, and subsequently updated as appropriate, without the need to amend this Master Plan.

Topics to be addressed by the Campus Oaks Design Guidelines include, but are not limited to:

- Residential Development Standards;
- Landscaping and Streetscapes;
- Gateways and Entry Features;
- Walls and Fences;
- Edge Treatments;
- Lighting;
- Neighborhood/Subdivision Design;
- Town Center Design;
- Employment Center Design;
- Site Planning and Circulation;
- Architecture, Orientation and Massing;
- Screening;
- Public Spaces;
- Pedestrian and Bicycle Amenities, including cross-sections of trail adjacent to Parcel CO-7 and Parcel CO-83;
- Sustainable/Green Design Features; and
- Grading and LID, storm water treatment, and Hydro modification features.

## 5.5 Affordable Housing

The City of Roseville General Plan Housing Element establishes a citywide goal to provide decent, safe, adequate and affordable housing in sufficient quantities for all economic segments of the community. In an attempt to maximize efforts to meet affordable housing needs and to provide a mechanism whereby the City, property owners, and business community can actively work together in developing new affordable housing, the City's Housing Element specifies an Affordable Housing Goal of ten percent (10%) of all new housing units in the City be affordable to middle-, low- and very-low income households.

Housing affordability is based on household income categories defined by the U.S. Department of Housing and Urban Development (HUD). These five income categories are used for comparative purposes and are based on a percentage of the county median income, adjusted for household size. Based on sales and rental prices, and the definition of affordability, the City's Housing Element identifies housing assistance needs for each income group.

| DEFINITION OF HOUSEHOLD INCOME CATEGORIES |
|---|
| **Very Low** |
| Less than 50% of Median |
| **Low** |
| 50% to 80% of Median |
| **Middle Income** |
| 80% to 100% of Median |
| **Moderate Income** |
| 100% to 120% of Median |
| **Above Moderate Income** |
| 120%+ of Median |

The City recognizes that the various factors which determine affordability continually change, and project specific affordability standards need to be established and adjusted as development occurs. To that end, the 10% affordable housing goal for Campus Oaks will be based on the actual number of residential units mapped/approved.

### 5.5.1 AFFORDABLE HOUSING PROGRAM

Consistent with the General Plan affordable housing goal, 10 percent of the units in Campus Oaks have been designated for middle-, low- and very low-income households. This includes a mix of purchase housing affordable to middle-income households, and rental housing affordable to low- and very low-income households pursuant to the provisions of the Campus Oaks Development Agreement. In accordance with General Plan policy, twenty percent (20%) of the affordable housing goal will be available to middle-income households, forty percent (40%) to low-income households and forty percent (40%) to very low-income households. Campus Oaks' affordable housing goal is summarized in Table 5-4.

The affordable housing units within Campus Oaks have been allocated to specific MDR and HDR residential parcels as identified in Table 5-5, with designated parcels reflected on Figure 5-3. Affordable units have been positioned in close proximity to the Campus Oaks Town Center.

**TABLE 5-4:** Campus Oaks Affordable Housing Goal

| Total Campus Oaks Units | 948 du |
|---|---|
| 10% Affordable Housing Goal | 95 du |
| 40% of Goal Very Low-Income | 38 du |
| 40% of Goal Low-Income | 38 du |
| 20% of Goal Middle-Income | 19 du |

**TABLE 5-5:** Campus Oaks Affordable Housing Allocation by Parcel

| Parcel | Land Use | Total Units | Very Low-Income Rental | Low-Income Rental | Middle-Income Purchase |
|---|---|---|---|---|---|
| CO-5 | MDR | 46 du | | | 19 du |
| CO-21 | HDR | 125 du | 38 du | | |
| CO-22 | HDR | 119 du | | 24 du | |
| CO-23 | HDR | 72 du | | 14 du | |
| ***TOTAL*** | | | ***38 du*** | ***38 du*** | ***19 du*** |

**FIGURE 5-3:** Affordable Housing Sites

## 5.5.2 ADMINISTRATION & IMPLEMENTATION

Residential builders are encouraged to explore creative approaches in providing a range of housing opportunities to meet the needs of middle-, low-, and very-low income households. Over time, housing markets, income categories, funding programs, and other factors change, and it is important to retain some level of flexibility to ensure affordable housing goals are achieved.

The options outlined below may be considered to assist in achieving the Campus Oaks affordable housing goal.

### *Transfers and Credits*

Subject to approval by the Director of the City's Housing Division or designee, the affordable housing allocations identified on Table 5-5 may be transferred among parcels within Campus Oaks. In addition, to the extent the number of affordable units produced on a parcel exceeds the number of affordable units allocated to the parcel, the excess units may be credited toward meeting the affordable housing goal assigned to other parcels.

Transfer and/or credits may be approved by the Director of the City's Housing Division or designee without the need for amendments to this Master Plan or related Affordable Housing Agreement (or substitute form as specified by the City) if it is determined that:

1. The transfers/credits are applied to parcels within Campus Oaks covered by the same Development Agreement; and
2. The transfers/credits improve the ability to produce affordable units and achieve the Campus Oaks' affordable housing goal.
3. The transfer does not cause a change to the land use designation of a large lot parcel.

Requests for transfers and/or credits shall include information as deemed necessary by the City to ensure consistency with Campus Oak's affordable housing program. In addition, a revised affordable housing allocation (Table 5-5) shall be provided reflecting the adjusted affordable unit allocations.

The City's Housing Division shall maintain all revisions to Table 5-5 as the official Campus Oaks affordable housing allocation record. The affordable housing unit transfer shall be memorialized with a recorded Memorandum of Understanding (or substitute form as specified by the City).

### *Density Bonus*

The City may, in accordance with its Density Bonus Ordinance (Zoning Ordinance, Chapter 19.28) assign additional residential units to projects for

the purpose of achieving the affordable housing goal. The increase in units provided by a density bonus is intended to reduce average per unit development costs.

A density bonus is implemented by City approval of an Affordable Housing Agreement (or substitute form as specified by the City) to individual projects on a case-by-case basis, and may constitute a portion of the subsidy (if required) for the provision of affordable units.

### *In-Lieu Fee*

To the extent an in-lieu affordable housing fee is adopted by the City, a portion of the affordable housing allocations identified on Table 5-5 may be satisfied with an in-lieu fee subject to approval by the Director of the City's Housing Division or designee.

### *Affordable Housing Agreement*

An Affordable Housing Agreement (or substitute form as specified by the City) is required for each parcel with an affordable housing allocation to detail and secure specific requirements and obligations. Separate Affordable Rental and Affordable Purchase Agreements are required for each affordable obligation. Among other provisions, the Affordable Housing Agreement will:

- Specify the number of affordable units to be reserved at each income level.
- Specify the term of the affordability obligation.
- Establish criteria and a basis for initial rent or purchase price for designated affordable units.
- Establish criteria and a basis for annual rent or purchase price increases.
- Provide the City with a mechanism to monitor actual rents and purchase prices paid.
- Identify any City or other subsidies required to assist in meeting the affordability requirement and, if applicable, the basis and terms for refunding such subsidies.

Affordable Housing Agreements require City approval prior to the issuance of building permits, or recordation of a final small lot map where a subdivision map is required, for any large-lot parcel with an affordable housing allocation. The total number of affordable units required is to be calculated based on the number of final units mapped.

## 5.6 Minor Residential Density Transfers

Campus Oaks residential land use parcels are assigned a dwelling unit allocation and associated gross land use density (see Table 5-2). These assignments were made at the time of the 2015 Master based on an assessment of the constraints and opportunities of each parcel and anticipated long-term demand for various housing types. As individual residential small-lot subdivision maps and residential Design Review Permits are processed over time, a more detailed assessment of site, market, design and other conditions will occur. It is anticipated this process may result in the need or desire to adjust (reduce or increase) the number of units assigned to some large-lot residential parcels.

This Master Plan includes provisions which allow the City to approve minor residential density adjustments and permit the transfer of residential units between large lot parcels in Campus Oaks. The Development Services Director may administratively approve a residential unit transfer/density adjustment between any Campus Oaks large lot parcels provided the following conditions are satisfied:

1. The transfer and receiving parcels are located within Campus Oaks and are subject to a Development Agreement;
2. The transfer of units does not result in a change to the land use designation, specifically, the transfer does not: a) reduce the number of units from the transfer parcel below the minimum number of units allowed by the applicable land use designation; or (b) increase the number of units to the receiving parcel above the maximum number of units allowed by the applicable land use designation;
3. The transfer of units does not result in increased impacts beyond those identified in the Master Plan EIR/Master Plan Addendum and does not preclude the ability of the parcels to conform to the applicable standards or regulations contained in this Master Plan and related Development Standards and Design Guidelines;
4. The transfer of units does not adversely impact planned infrastructure, roadways, schools, or other public facilities, fee programs and assessment districts;
5. The cumulative increase or decrease in units resulting from the transfer does not change the unit allocation by more than 20% of the units to either the transfer or receiving parcel, as established at the time of the Master Plan;

6. HDR units designated as affordable units may be transferred administratively until such time as they are encumbered by an Affordable Housing Rental Agreement (or other form as approved by the City); and,
7. For Parcel CO-21, unit transfers may be approved administratively provided the resulting density of the parcel does not fall below 25 dwelling units per acre.

The transfer of residential units, if consistent with the above criteria, is administrative in nature, is contemplated by and within the intent of this Master Plan and the Master Plan EIR/Master Plan Addendum, and will not require an amendment to the Master Plan, zoning, the Development Agreement(s), or the City General Plan.

To request a residential unit transfer, the owner or owners of both the transfer and receiving parcels shall submit a complete Administrative Permit application to the Development Services Director which (a) identifies the affected parcels; (b) designates the number of units being transferred; (c) provides other documentation as required by the Director to determine compliance with the above unit transfer criteria; and (d) includes a revised Master Plan Land Use Summary (Table 3-1), Campus Oaks Land Use Summary (Table 5-1), and Campus Oaks Land Use and Zoning by Parcel (Table 5-2), all reflecting the adjusted unit counts and densities. Revised Table 5-2 will be the official record tracking unit allocations to each large lot residential parcel.

If the Development Services Director determines the residential unit transfer is not consistent with the above criteria, the residential unit transfer may be denied or may be referred or appealed to the Planning Commission and/or City Council for action. Any determination of consistency may, at the discretion of the Development Services Director, be forwarded to the Planning Commission for review. The applicant may request density adjustments which do not comply with the above criteria. Such requests shall require an amendment to the Master Plan (see Section 6).

All unused units must be transferred prior to the City's approval of the last small lot final map or Design Review Permit for any residential large lot parcel within Campus Oaks. Any units assigned to a large lot parcel which are not used by a tentative map/Design Review Permit or are not approved for transfer, shall revert to the City unit pool and landowners shall have no subsequent claim to such units.

## 5.7 Campus Oaks Phasing

Campus Oaks is structured to allow for the potential phasing of backbone infrastructure and facilities to serve development. Four potential phases, A through D, are illustrated on Figure 5-4. In general, the phasing plan is structured to ensure that the backbone improvements in each phase can support its respective development in compliance with City policies and standards, and the development in each phase can support the costs of the required improvements.

Outside of the initial backbone improvements to be installed with Phase A, the remaining phases may proceed in any sequence or combination, provided that the City determines that all the backbone infrastructure and facilities necessary to adequately serve development are/will be installed in compliance with City policies and standards. Specific infrastructure, facility and phasing requirements are described in the Campus Oaks Development Agreement. This includes roadways, sewer, water, recycled water, storm drainage, dry utilities, parks, and other facilities and improvements. All in-tract sewer, storm drain, water, dry utilities, and recycled water (if applicable) will be installed as part of local project improvements.

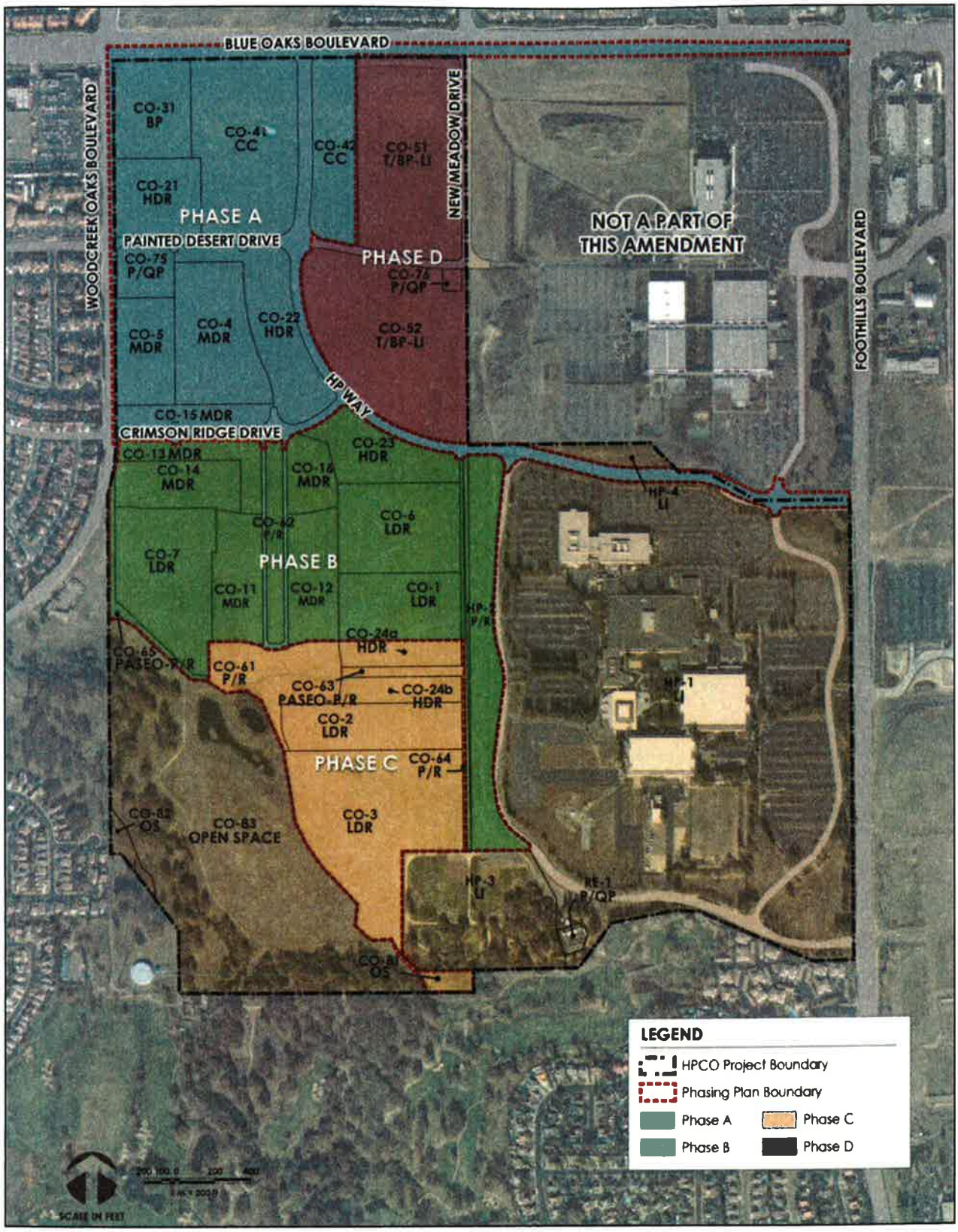



**FIGURE 5-4:** Potential Campus Oaks Phasing

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# Administration

CITY OF ROSEVILLE

A BLUEPRINT COMMUNITY

# 06 Administration

*Implementation of the HPCO Master Plan is to be administered by the City of Roseville in accordance with the terms of this Master Plan and the applicable development agreements. The HPCO Master Plan is to be implemented consistent with all applicable City rules, regulations and policies.*

## 6.1 Related Documents

### 6.1.1 CITY DOCUMENTS

#### *General Plan*

The City of Roseville General Plan serves as the long-term policy guide for the physical and economic development of the City. The City's core values are the foundation of the General Plan and the underlying basis for its vision and direction. The HPCO Master Plan implements the goals and policies of the General Plan and supplements these goals and policies by providing specific direction to reflect conditions unique to the Project Area.

#### *Municipal Code*

The Roseville Municipal Code is one of the primary tools for implementing the General Plan. The Municipal Code includes the City's Zoning Ordinance, Subdivision Ordinance, Storm Water Ordinance, Grading Ordinance and Tree Ordinance, which are used in tandem with this Master Plan to implement the HPCO development program. Where the provisions of this Master Plan conflict with the Municipal Code, this Master Plan shall prevail. Where the Master Plan is silent, the Municipal Code shall prevail.

#### *Community Design Guidelines*

The Community Design Guidelines establish a clear and common understanding of the City's expectations for the planning, design, and review of development. The Community Design Guidelines work in combination with the Hewlett-Packard Campus Development Guidelines and the Campus Oaks Design Guidelines to direct Project Area

development. Where the provisions of this Master Plan conflict with the Community Design Guidelines, this Master Plan shall prevail. Where the Master Plan is silent, the Community Design Guidelines shall prevail.

### *Other Relevant City Documents*

Other documents and programs to be referenced in implementing the HPCO Master Plan include, but are not limited to, the City's Blueprint Implementation Strategies, Communitywide Sustainability Action Plan, Pedestrian Master Plan and Bicycle Master Plan.

## 6.1.2 MASTER PLAN DOCUMENTS

### *Environmental Impact Report & Addendum*

Pursuant to the California Environmental Quality Act (CEQA), the Hewlett-Packard Master Plan Environmental Impact Report (EIR) was certified with findings concurrent with initial adoption of the Master Plan (1996). The EIR evaluated the existing environmental resources within the project area, analyzed potential impacts on those resources due to the project, and identified mitigation measures as appropriate to reduce significant impacts. The EIR examined all phases of the project including planning, construction and operation.

Concurrent with adoption of the HPCO Master Plan, an Addendum to the Hewlett-Packard Master Plan Environmental Impact Report (HPCO Addendum) was adopted (2015). The HPCO Addendum analyzed the potential environmental impacts either created by the HPCO Master Plan or resulting from changed circumstances, and determined that, with the inclusion of applicant agreed mitigation, the HPCO Master Plan would not give rise to any new significant effects or any substantial increase in the severity of any previously identified significant effects. Accordingly, the HPCO Addendum concluded that none of the conditions identified in State CEQA Guidelines Section 15162 were present that require preparation of a subsequent or supplemental EIR.

In accordance with CEQA, it is intended that the Master Plan EIR and HPCO Addendum form the environmental basis for approval of subsequent development within and in compliance with the HPCO Master Plan. Both the Master Plan EIR and HPCO Addendum incorporate Mitigation Monitoring and Reporting Programs.

### *Development Agreements*

Individual landowners within the Project Area and the City of Roseville have executed project Development Agreements in accordance with Sections 65864 through 65869.5 of the Government Code of California, as implemented through Article V of the City of Roseville Zoning Ordinance. The Project Area Development Agreements form a binding contract between the parties establishing certain development rights and obligations. The Development Agreements secure permitted uses, needed infrastructure improvements, the timing and method of financing improvements, and other specific rights, duties and obligations of the property owners and the City as it relates to development within the Project Area.

### *Utility Master Plans*

Utility Master Plans have been prepared for the Project Area. These Master Plans provide general direction for the construction of improvements to serve buildout of the project and may be augmented with additional studies as may be required by the City during review of subsequent entitlement requests or the review of final construction drawings. Included are the HPCO Water Master Plan, Sewer Master Plan, Recycled Water Master Plan, and Drainage Master Plan. The intent is to ensure functional and reliable utility systems (see Chapter 3 for additional detail).

## 6.2 Subsequent Approvals

### 6.2.1 CITY PROCESSING

Individual development projects within the Project Area are subject to review and approval of subsequent permits and entitlements by the City of Roseville (e.g. subdivision review, design review, conditional use permits, variances, and/or other permits). Application and processing requirements shall be in accordance with the City's Zoning Ordinance and other regulations, unless otherwise modified by this Master Plan.

All subsequent development projects, public improvements and other activities shall be consistent with this Master Plan, accompanying Development Standards and Design Guidelines, the Development Agreements, applicable City of Roseville policies, requirements and standards, and all State and Federal permit conditions and environmental review documents (CEQA and NEPA).

In acting to approve a subsequent project or permit, the City may impose conditions as are reasonably necessary to ensure the project is in compliance with the Master Plan and all applicable plans and regulations.

### 6.2.2 STREAMLINED DEVELOPMENT REVIEW

Measures have been incorporated into the HPCO Master Plan to allow for a streamlined Administrative Design Review Permit process for development projects within the Light Industrial-Special Area (M1/SA) zone district within the Hewlett Packard Campus. See Section 4.5 for additional details.

### 6.2.3 ENVIRONMENTAL REVIEW

Each subsequent development project shall be reviewed to ensure compliance with the California Environmental Quality Act (CEQA). The Master Plan Environmental Impact Report (EIR) and the HPCO Addendum serve as the base environmental documents for subsequent entitlements. Development applications will be reviewed on a project-by-project basis to determine consistency with the EIR and HPCO Addendum.

In general, if a subsequent project is determined to be consistent with the Master Plan and within the scope of the Master Plan EIR and HPCO Addendum, further environmental review may not be necessary. If it is determined that a development application is inconsistent with the Master Plan and/or outside the scope of the Master Plan EIR and HPCO Addendum, a determination will be made as to the appropriate subsequent environmental document in accordance with CEQA.

### 6.2.4 APPROVALS FROM OTHER AGENCIES

Other permits and approvals may be required prior to the development of individual projects by federal, state, and/or regional agencies. These agencies may include the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, California Department of Fish and Wildlife, California Department of Transportation, Regional Water Quality Control Board, Placer County Air Pollution Control District, and others as applicable.

## 6.3 Consistency and Amendment Process

One of the primary objectives of the Master Plan is maintaining the flexibility to react quickly to changing conditions, markets and opportunities. To achieve this, the following process is established which allows the Development Services Director to interpret Master Plan consistency and the type of Plan amendment, if any, that is required by proposed changes:

1. **Substantial Conformity.** The Development Services Director may make the determination that a proposed change is consistent with the intent and basic provisions of the Master Plan, and therefore in

substantial conformity with the Plan. In such cases, no subsequent amendment to the HPCO Master Plan is required.

2. **Minor Modification**. If it is determined that a proposed change would result in a minor deviation to the HPCO Master Plan, then such modification may be approved administratively.

3. **Major Modification/Amendment.** When a proposed change is considered to be inconsistent with the adopted Master Plan, a subsequent amendment is required. Amendments are processed in the same manner as initial Master Plan adoption, requiring review by the Planning Commission and action by the City Council.

In reviewing Substantial Conformity and Minor Modifications to the Master Plan, the Development Services Director shall consider consistency with the intent of the Master Plan, the applicable Master Plan Development Agreement(s), the Master Plan EIR/HPCO Addendum, and the City General Plan. Any proposed change to the Master Plan may, at the discretion of the Development Services Director, be forwarded to the Planning Commission for review.

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Revised Pages to Master Plan

*The Open Space Preserve is envisioned as a passive amenity complementing the active parks within the Project Area. Nestled along the South Branch of Pleasant Grove Creek, the Preserve incorporates Oak Woodlands as well as natural and created wetland habitats. Opportunities exist to enhance community appreciation of the natural terrain, plants and animals. The City's existing Pleasant Grove Creek Trail (Northern Section) currently is improved off of Cedar Springs Court and feeds northwesterly to Woodcreek Oaks Boulevard. The intent is to provide access from the southern end of this existing trail and the City's planned off-site trail to the south adjacent to Woodcreek Oaks Golf Course to Campus Oaks Park at its southern boundary, and then continue eastward into the Hewlett-Packard Greenway. A new trail connection to Woodcreek Oaks Boulevard is also planned from the western end of Campus Oaks Park northwest through the planned paseo (Parcel CO-65). All activities are required to be in compliance with the Hewlett-Packard Preserve O&M Plan, deed restrictions, and the City's Open Space Preserve Overarching Management Plan. Parcel CO-82 may accommodate reburial of Native American cultural artifacts that have been repatriated to the United Auburn Indian Community.*

***NOTE:*** *Park concept plans are subject to change based on funding or other factors. Final park designs shall be approved by the City.*

**FIGURE 3-24:** Open Space Preserve Concept Plan (Parcels CO-81, CO-82 & CO-83)

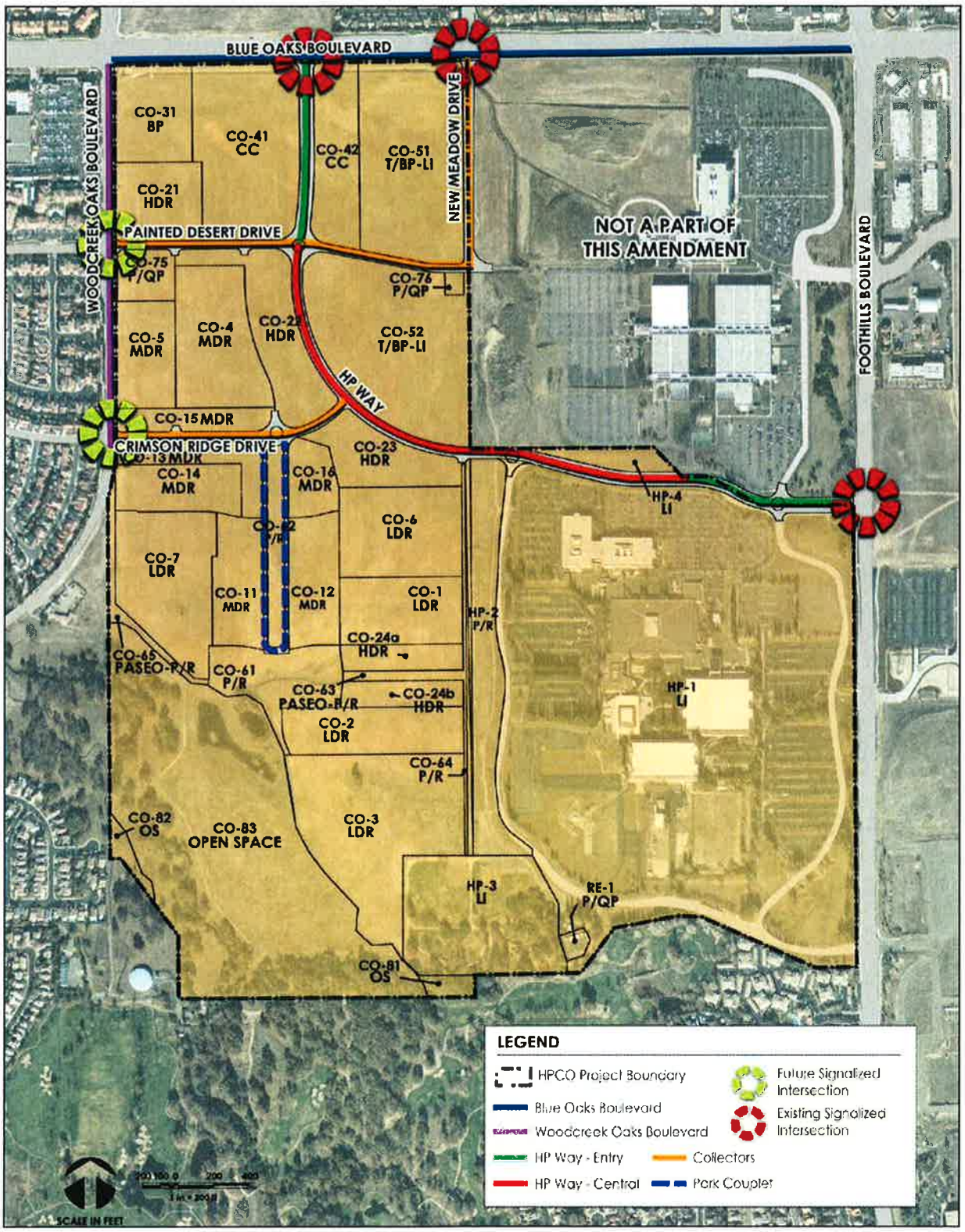



**FIGURE 3-3:** Backbone Roadway System

## MAXIMIZE MOBILITY OPTIONS

Maximize connectivity, walkability and convenience to support a variety of mobility choices:

- 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 interconnected 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 (HP Way) through the Master Plan Area from Foothills Boulevard to Blue Oaks Boulevard
- 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

Facilitate healthy lifestyles, resource conservation and efficiency, and a reduced carbon footprint in new development:

- Integrate a mix of land uses, mobility systems and public spaces that encourage walking, biking, and community activity
- Incorporate solar powered homes, encourage LEED or similar green building standards, and include electric vehicle charging stations
- 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
- 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

the long sought after extension of HP Way as a public road through the Project Area. HP Way links to the future extension of Roseville Parkway at Foothills Boulevard, curving northwest through the Project Area to Blue Oaks Boulevard. Other roadway connections 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 will continue to provide internal access within the Hewlett-Packard Campus.

As the gateway to and a defining element through the Project Area, the central portion of the HP Way corridor is intended to be improved and maintained as a pedestrian and bicycle friendly 2-lane facility. To enhance the convenience, safety and comfort for pedestrians and cyclists, the HP Way corridor is planned to include sidewalks separated from the street by tree lined landscaped parkways; bike lanes buffered from vehicle travel; pedestrian bulb outs and enhanced intersection crossings; and, roundabouts and other traffic calming measures.

### *Neighborhood Electric Vehicles*

A majority of the streets in the Project Area may 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.

The backbone roadway system is reflected on Figure 3-2, with lane capacity, right-of-way, and landscape requirements summarized in Table 3-3. Typical roadway design sections are illustrated in Figures 3-2 through 3-10, with corresponding landscaping standards and related design details included in Section 04, Hewlett-Packard Campus Development Plan, and Section 05, Campus Oaks Development Plan.

## TABLE 3-3: Roadway Summary

| Roadway Type/Name | Roadway | | Landscape Corridor | | Landscape Median | On-Street Parking | Figure Number |
|---|---|---|---|---|---|---|---|
| | Reserved Lane Capacity | Right-of-Way | Adjacent to LDR & MDR | Adjacent to Other Uses | | | |
| **ARTERIAL ROADWAYS[1]** | | | | | | | |
| Blue Oaks Boulevard | 8 lanes | 130 ft | NA | 50 – 70 ft[2] | 22 ft | None | 3-3 |
| Woodcreek Oaks Boulevard | 4 lanes | 76 ft | 35 ft[3] | 35 ft | 14 ft | None | 3-4 |
| **COLLECTOR ROADWAYS[1]** | | | | | | | |
| HP Way – Entry | 4 lanes | 81 ft | NA | 25 ft | 13 ft | None | 3-5 |
| HP Way – Central[4] | 2 lanes | 59 ft | 25 ft | 30 ft | 13 ft | None | 3-6 |
| Painted Desert Drive, New Meadow Drive & Crimson Ridge Drive | 2 lanes | 48 ft | NA[5] | 25 ft[5] | NA | Both Sides | 3-7 |
| **LOCAL ROADWAYS** | | | | | | | |
| Park Couplet | 2 lanes | 60 ft[6] | NA[5] | NA[5] | 100 ft[7] | Res. Side | 3-8 & 3-11 |
| Primary Residential Street[8] | 2 lanes | 60 ft | NA[5] | NA[5] | NA | Both Sides | 3-9 & 3-11 |
| Minor Residential Street[9] | 2 lanes | 54 ft | NA[5] | NA[5] | NA | Both Sides | 3-10 & 3-11 |
| Alley | 2 lanes | 22 ft | NA | NA | NA | NA | 3-12 |
| **ROUNDABOUTS, PRIVATE DRIVES AND OTHER FACILITIES** | | | | | | | |
| To be designed and constructed per City standards and Campus Oaks Design Guidelines | | | | | | | |

1. Auxiliary lanes, turn lanes, bus turn-outs, and standard tapers are permitted reductions to the landscape corridors (PUE/LSE). Minimum landscape corridor width of 15' shall be maintained behind bus shelters.
2. Landscape Corridor along Blue Oaks Boulevard to be 70 feet wide where open drainage channel exists/planned.
3. Landscape corridors adjacent to LDR and MDR along Woodcreek Oaks Boulevard will be incorporated within the right-of-way.
4. The central portion of HP Way is planned to incorporate design elements to enhance pedestrian and bicyclist convenience, safety and comfort. Such elements shall include sidewalks separated from the street by tree lined landscaped parkways; bike lanes buffered from vehicle travel; enhanced intersection crossings; and, roundabouts and other traffic calming measures.
5. Residential units will front on roadways. Street frontage setbacks from back of walk to be established as part subdivision map and/or design review approval as applicable.
6. 30 feet on both sides of Couplet.
7. 100 foot wide neighborhood park.
8. Primary Residential Streets will have separated sidewalks with landscaped parkways. Primary Residential Streets are used to accommodate higher traffic volumes and are placed adjacent to schools and parks, consistent with the City's roadway improvement standards.
9. Minor Residential Streets will have separated sidewalks with landscaped parkways. Minor Residential Streets are used to carry lower traffic volumes than Primary Residential Streets, consistent with the City's roadway improvement standards.

Note: Standard signalized intersections will have dedicated turns and through lanes resulting in wider cross sections in those areas.

## 3.2.2 PEDESTRIAN and BICYCLE NETWORK

The HPCO Master Plan provides for a safe and interconnected network of paths, sidewalks and bike lanes to allow residents and employees to easily walk and bike to meet their daily needs. The pedestrian and bicycle network is designed to enhance connectivity between jobs, homes and services. This enhanced connectivity supports alternative modes of travel; reduces vehicle trips and associated air quality and greenhouse gas emissions; promotes community activity, health and well-being; and contributes to the character and desirability of the Project Area as a place to live, work, recreate and invest.

The pedestrian and bicycle network provides for multiple looped routes, as well as connections to the larger citywide system. Key components of the network include:

- **Class I Paths** consist of shared bicycle and pedestrian paths completely separated from motor vehicle traffic. Class 1 path connections are provided within parks, paseos and open space areas. Connections are included to the existing City bike trail along the South Branch of Pleasant Grove Creek. It is intended that paths within paseos will be visible and accessible from adjacent development, with a minimum of 50 percent of the paseo edge open via a single-loaded streets, open cul-de-sac heads/street terminations, or other features. No paths may be located within Parcel CO-83, the City owned open space preserve, beyond those allowed by the Hewlett-Packard Preserve O&M Plan, deed restrictions, the City's Open Space Preserve Overarching Management Plan, and as shown on Figure 3-13. Class I facilities are 10-foot wide and paved with lane striping and 2-foot decomposed granite/gravel shoulders on each side.

- **Class IA Paths** are 8-foot wide multi-use concrete pedestrian paths within the landscape corridors along arterial roadways. Class IA path connections are provided along the edges of the Project Area adjacent to Blue Oaks, Foothills and Woodcreek Oaks Boulevards.
- **Class II Bikeways** are striped and signed one-way lanes included on all arterial and collector roadways within and adjacent to the Project Area. To enhance cyclist comfort and safety, the Class II bike lanes along HP Way include enhanced pavement delineations and 2-foot wide demarcated buffers from the adjacent travel lanes.
- **Sidewalks** are included on all improved public streets in the Project Area. Ranging from 5 to 6-feet in width, sidewalks are typically separated from the street by a landscaped parkway to create a more comfortable corridor for pedestrian mobility.

Campus Oaks

MASTER PLAN AMENDMENT

# LAND USE PLAN

May 19, 2015 v.8

GRAPHIC SCALE

200 100 0 200 400

1 in = 200 ft

**HEWLETT-PACKARD | CAMPUS OAS MASTER PLAN AMENDMENT**

**LAND USE SUMMARY - May 19, 2015 v.8**

| PARCEL | LAND USE | ZONING | GROSS AREA (acres) | BUILDING SQUARE FEET (SF) EXISTING DEVELOPED | REMAINING CAPACITY | TOTAL | FLOOR AREA RATIO (FAR) | Dwelling Units (du) DENSITY (du/ac) | DU's (units) |
|---|---|---|---|---|---|---|---|---|---|
| **RESIDENTIAL** | | | | | | | | | |
| **LOW DENSITY RESIDENTIAL (3.5-6.9 du/ac)** | | | | | | | | | |
| CO-1 | LDR | RS/DS | 6.10 | | | | | 5.9 | 36 |
| CO-2 | LDR | RS/DS | 6.21 | | | | | 5.8 | 36 |
| CO-3 | LDR | R1/DS | 16.53 | | | | | 3.9 | 64 |
| CO-6 | LDR | RS/DS | 8.14 | | | | | 5.9 | 48 |
| CO-7 | LDR | RS/DS | 9.78 | | | | | 5.9 | 58 |
| Sub-Total: | | | 46.76 | | | | | 5.2 | 242 |
| **MEDIUM DENSITY RESIDENTIAL (7.0-12.9 du/ac)** | | | | | | | | | |
| CO-4 | MDR | RS/DS | 8.37 | | | | | 10.0 | 84 |
| CO-5 | MDR | RS/DS | 4.69 | | | | | 9.8 | 46 |
| CO-11 | MDR | RS/DS | 4.72 | | | | | 7.2 | 34 |
| CO-12 | MDR | RS/DS | 4.88 | | | | | 7.0 | 34 |
| CO-13 | MDR | RS/DS | 3.34 | | | | | 7.2 | 24 |
| CO-14 | MDR | RS/DS | 4.43 | | | | | 11.3 | 50 |
| CO-15 | MDR | RS/DS | 2.62 | | | | | 7.3 | 19 |
| CO-16 | MDR | RS/DS | 2.55 | | | | | 7.5 | 19 |
| Sub-Total: | | | 35.60 | | | | | 8.7 | 310 |
| **HIGH DENSITY RESIDENTIAL (13.0 and above, Attached or Detached du/ac)** | | | | | | | | | |
| CO-21 | HDR | R3/DS | 5.00 | | | | | 25.0 | 125 |
| CO-22 | HDR | R3/DS | 7.26 | | | | | 16.4 | 119 |
| CO-23 | HDR | R3/DS | 5.00 | | | | | 14.4 | 72 |
| CO-24a | HDR | R3/DS | 2.35 | | | | | 17.0 | 40 |
| CO-24b | HDR | R3/DS | 2.35 | | | | | 17.0 | 40 |
| Sub-Total: | | | 21.97 | | | | | 18.0 | 395 |
| Residential Total: | | | 104.33 | | | | | 9.1 | 948 |
| | | | 35.8% | | | | | | |
| **COMMERCIAL AND EMPLOYMENT USES** | | | | | | | | | |
| **PROFESSIONAL OFFICE** | | | | | | | | | |
| CO-31 | BP | BP | 5.54 | | 60,000 | 60,000 | 24.86% | | |
| Sub-Total: | | | 5.54 | - | 60,000 | 60,000 | 24.86% | | |
| **COMMERCIAL** | | | | | | | | | |
| CO-41 | CC | CC | 13.16 | | 120,000 | 120,000 | 20.93% | | |
| CO-42 | CC | CC | 6.13 | | 50,000 | 50,000 | 18.72% | | |
| Sub-Total: | | | 19.29 | - | 170,000 | 170,000 | 20.23% | | |
| **LIGHT INDUSTRIAL (TECH / BUSINESS PARK)** | | | | | | | | | |
| CO-51 | T/BP-LI | MP/SA | 15.2 | | 150,000 | 150,000 | 22.65% | | |
| CO-52 | T/BP-LI | MP/SA | 17.65 | | 150,000 | 150,000 | 19.51% | | |
| Sub-Total: | | | 32.85 | - | 300,000 | 300,000 | 20.97% | | |
| **LIGHT INDUSTRIAL** | | | | LI | LI | | | | |
| HP-1 | LI | M1/SA | 114 | 593,820 | 564,000 | 1,157,820 | 23.32% | | |
| *R1* | *LI* | *M1/SA* | | | *200,000* | *200,000* | | | |
| *R2* | *LI* | *M1/SA* | | | *200,000* | *200,000* | | | |
| *R3* | *LI* | *M1/SA* | | *126,220* | | *126,220* | | | |
| *R4* | *LI* | *M1/SA* | | *131,190* | | *131,190* | | | |
| *R5* | *LI* | *M1/SA* | | *158,760* | | *158,760* | | | |
| *R6* | *LI* | *M1/SA* | | *177,650* | | *177,650* | | | |
| HP-3 | LI | M1/SA | 13.23 | | 42,180 | 42,180 | 7.32% | | |
| HP-4 | LI | M1/SA | 2.01 | | - | - | 0.00% | | |
| Sub-Total: | | | 129.24 | 593,820 | 606,180 | 1,200,000 | 21.32% | | |
| Commercial and Employment Total: | | | 186.92 | 593,820 | 1,136,180 | 1,730,000 | | | |
| | | | 64.2% | | | | | | |
| **PARKS, OPEN SPACE & PUBLIC USES** | | | | | | | | | |
| **PARKS AND OPEN SPACE** | | | | | | | | | |
| CO-61 | P/R | PR | 5.70 | | | | | | |
| CO-62 | P/R | PR | 2.62 | | | | | | |
| CO-63 | P/R (Paseo) | PR (Paseo) | 0.9 | | | | | | |
| CO-64 | P/R | PR | 2.42 | | | | | | |
| CO-65 | P/R (Paseo) | PR (Paseo) | 1.35 | | | | | | |
| HP-2 | P/R | PR | 8.7 | | | | | | |
| CO-81 | OS | OS | 0.84 | | | | | | |
| CO-82 | OS | OS | 0.86 | | | | | | |
| CO-83 | OS | OS | 44.65 | | | | | | |
| Parks and Open Space Total: | | | 68.04 | | | | | | |
| **PUBLIC** | | | | | | | | | |
| CO-75 | P/QP | P/QP | 2.15 | | | | | | |
| CO-76 | P/QP | P/QP | 0.32 | | | | | | |
| RE-1 | P/QP | P/QP | 0.5 | | | | | | |
| Public / Quasi-Public Total: | | | 2.97 | | | | | | |
| Parks, Open Space & Public Uses Total: | | | 71.01 | | | | | | |
| ROADS | | | 13.47 | | | | | | |
| *Campus Oaks* | | | *10.71* | | | | | | |
| *HP* | | | *2.76* | | | | | | |
| Master Plan Total: | | | 375.73 | 593,820 | 1,136,180 | 1,730,000 | | | 948 |

FOOTNOTES:

(1) INDICATES EXISTING SQUARE FOOTAGE BY BUILDING

(2) INDICATES FUTURE SQUARE FOOTAGE BY BUILDING

ANDREGG GEOMATICS

ESA

mortonpitalo

# LAND USE

Existing Conditions and Projections
Land Use Designations, Definitions and Standards
Community Form
Community Design
Growth Management
Relationship to Specific Plans

## Land Use Element Purpose and Setting

As prescribed by State law, the purpose of the Land Use Element is to designate "the proposed Plan elements, and plays the central role in correlating all land use issues into a set of coherent development policies. The Land Use Element's goals, policies and implementation measures relate directly to the other elements of the General Plan.

A City's land use distribution and pattern are influenced by a number of factors. These include projected capacity of local and regional infrastructure and services, maintenance of desired service levels, natural and environmental constraints, market opportunities and constraints, social factors, and hazard considerations. In addition, land uses are influenced by and impact a number of less measurable considerations. These include the character and identity of the community.

The land use pattern and various influencing factors have a complex interrelationship, each impacting the other. As an example, resource capacities and the desired character of a community influence the mix and distribution of planned land uses. At the same time, the mix and distribution of land uses influence the amount and type of needed resources and represent a primary factor in determining the character of the community.

Roseville, along with the entire South Placer/ Sacramento region, has and continues to experience significant growth. This has led to a transition of the City from a relatively small residential community to a larger center with a mix of uses and increasingly urban character. The city's population has multiplied over the past ~~30~~33 years, from 26,127 in 1982 to ~~122,060~~128,3832 in ~~20122~~015. In addition, Roseville has experienced significant non-residential growth including commercial, office and industrial development. As a result, the City has had the challenge of accommodating and providing for growth, while attempting to retain its character and identity.

There are a number of underlying principles that form the foundation for the goals and policies of the Land Use Element. These principles are based on input the City has received

from its residents through various forums such as surveys, tasks forces, and committees. Some of the primary directing principles include the following:

- Promote and enhance Roseville's unique character and identity.
- Distinguish Roseville from adjacent communities through the quality of development and design, and the level of public services and facilities provided.
- Protect and enhance Downtown and the City's established neighborhoods.
- Promote new development, which is an integrated and connected part of the City's land use pattern.
- Provide a variety of housing types and opportunities, including those for all income groups.
- Create a balanced land use pattern with an appropriate mix of uses to accommodate resident employment, service and social needs within the community.
- Promote a land use pattern that provides a high level of open space and recreational amenities and is sensitive to the natural environment.
- Create a land use mix and pattern which accommodates and promotes alternative transportation modes for ease of access and improved air quality.
- Proactively manage and plan for growth.

While not all of the above principles convert directly into a specific land use goal or policy, they have impacted the overall policy direction and the land use pattern. The principles are further carried out through the goals and policies of the other elements of the General Plan.

The Land Use Element consists of the land use map and land use polices. The land use map visually illustrates the City's existing and planned land use mix and pattern. A copy of the land use map is available through the Planning Department at 311 Vernon Street. A land use "diagram," which schematically reflects the uses from the land use map, is included in the back of the General Plan. This diagram should be utilized as a general reference only.

State law is also addressing the issue of Climate Change, in terms of both the cause and the potential effects. Resource conservation achieved through land use design has been identified as effective way to reduce greenhouse gas emissions and counteract the effects of climate change.[1] Such sustainable policies in the Land Use Element, and throughout the General Plan are designated with the following icon:

Comment [ST1]: Delete extra icon

Also, a more focused discussion of Climate Change can be referenced in the Air Quality element of the General Plan.

Land use decision-making is guided by the goals, policies and implementation measures contained in the text of the Land Use Element. While the land use map is an illustration of policy, it only reflects those policies that can be graphically shown. As a result, the land use map and land use policies should be used in combination with each other, and the policies from the other elements, to determine consistency with the General Plan.

The Land Use Element text and policies are organized into the following six components:

***Existing Conditions and Projections*** provides a description of the planning area, existing land use inventory, and future projections.

***Land Use Designations, Definitions and Standards*** identifies and defines the City's land use categories, incorporating general use, development, intensity, and siting and compatibility standards.

***Community Form*** provides goals and polices to define and direct the future form and pattern of the City. Issues addressed include community character; relationship to transit, pedestrian, air quality; downtown/neighborhoods; relationship of new development; jobs/housing; economic development; community involvement; and inter-jurisdictional coordination.

[1] California Energy Commission. "The Role of Land Use in Meeting California's Energy and Climate Change Goals" June 2007.

**North Industrial Area**

The North Industrial area, while not subject to a specific plan, is a recognized planning subarea of the City. The area consists of 2,045 gross acres west of Washington Boulevard and north of the Northwest Roseville Specific Plan. Devoted primarily to industrial uses, the area is intended to provide a major employment/ industrial center for the South Placer region. Integrated within the North Industrial Area is a mix of housing, commercial services and community amenities to support the industrial uses. The Hewlett-Packard Roseville Campus Master Plan and the Hewlett-Packard|Campus Oaks Master Plan are located within this area. The North Industrial area will accommodate approximately ~~2,722~~5,196 residents and provide ~~31,346~~28,000 jobs at buildout.

**Del Webb Specific Plan**

The Del Webb Specific Plan was adopted in December 1993 and includes 1,203 gross acres north of Pleasant Grove Boulevard and east of Fiddyment Road. The Plan is an age restricted "active adult" community. It consists primarily of single-family homes focused around recreational facilities. Included are 27 holes of golf, private recreation centers, public parks and park preserves, two community commercial centers, a religious facility, and a fire station. The Plan accommodates approximately 5,859 residents and provides for 403 jobs.

**Highland Reserve North Specific Plan**

The Highland Reserve Specific Plan was adopted in May 1997 and includes 676 acres previously identified as urban reserve in the North Central Roseville Specific Plan. The Specific Plan includes 1,669 single and multi-family units, including approximately 162 acres of commercial use, and a 39-acre church/private school site. At buildout, the plan area is expected to accommodate approximately 4,356 residents and provide 4,900 jobs.

**North Roseville Specific Plan**

The North Roseville Specific Plan (Phase I) was adopted in August 1997 and includes approximately 749 acres previously identified as urban reserve and light industrial.

The North Roseville Specific Plan (Phase II) was adopted in May 1999 and includes approximately 659 acres previously identified in the urban reserve. The North Roseville Specific Plan (Phase III) was adopted in July 2000 and includes approximately 161 acres previously located within Placer County with a land use designation of Agriculture. Combined, the three phases of the NRSP include 6,072 single and multi-family dwelling units, including approximately 82 acres of commercial, 118 acres of parks, 183 acres of open space, and 68 acres of public/quasi-public. At buildout, the plan anticipates approximately 15,848 residents and 1,215 jobs.

**Stoneridge Specific Plan**

The Stoneridge Specific Plan was adopted in March 1998 and includes 1,118 acres, a majority of which (699 acres) was previously designated as urban reserve in the Northeast Roseville Specific Plan, with the remainder (390 acres) annexed into the City from unincorporated Placer County. The Specific Plan includes 2,861 single and multi-family units, including approximately 35 acres of Commercial, 5 acres of Business Professional, 78 acres of Park, 270 acres of Open Space, a 15-acre school site and a fire station. At buildout, the Plan area is expected to accommodate approximately 7,467 residents and provide 1,563 jobs.

**West Roseville Specific Plan**

The West Roseville Specific Plan was adopted in February 2004 and includes 3,141 acres west of Fiddyment Road, generally north of Pleasant Grove Boulevard. The Plan area was annexed into the City of Roseville from unincorporated Placer County. The Specific Plan includes 10,478 single and multi-family units, including approximately 704 age-restricted units, 62 acres of Commercial, 88 acres of Industrial, 251 acres of Park, 705 acres of Open Space, and 110 acres of Schools. At buildout the Plan area is expected to accommodate approximately 26,551 residents and provide 3,952 jobs.

**Riverside Gateway Specific Plan**

The Riverside Gateway Specific Plan was adopted in March 2006. The Riverside Gateway Specific Plan was the City's first attempt at using the Specific Plan process in conjunction with a

## TABLE II-2
## TOTAL LAND USE ALLOCATION

| USE CATEGORY | GROSS[1] ACRES | % OF TOTAL ACRES |
|---|---|---|
| Residential (RES) | ~~12,379~~12,483 | 45% |
| Commercial (COM) | ~~2,230~~2,249 | 8% |
| Business Professional (BP) | ~~786~~792 | 3% |
| Industrial (IND) | ~~2,534~~2,369 | 9% |
| Open Space (OS) | ~~2,984~~2,986 | 10% |
| Park & Recreation (PR) | ~~2,099~~2,120 | 8% |
| Public/Quasi Public (P/QP) | ~~2,700~~2,702 | 10% |
| Right of Way (ROW) | ~~1,846~~1,857 | 7% |
| **TOTAL** | **27,558** | **100%** |

SOURCE: City of Roseville Planning Division

## TABLE II-3
## LAND USE ALLOCATION BY INCORPORATED SUBAREA (in acres)

| SUBAREA | RES | COM[2] | BP | IND[3] | OS[4] | PR[5] | P/QP[6] | ROW | TOTAL ACRES |
|---|---|---|---|---|---|---|---|---|---|
| INFILL | 3,349 | 571 | 201 | 909 | 479 | 470 | 2,109 | 425 | 8,513 |
| SERSP | 559 | 83 | 99 | 0 | 74 | 111 | 20 | 78 | 1,025 |
| NERSP | 132 | 300 | 308 | 0 | 94 | 13 | 10 | 97 | 955 |
| NWRSP | 1,759 | 119 | 11 | 0 | 155 | 353 | 107 | 158 | 2,663 |
| NCRSP | 656 | 339 | 162 | 78 | 183 | 100 | 75 | 229 | 1,820 |
| NIPA | ~~202~~306 | ~~49~~68 | ~~0~~6 | ~~1,457~~1,292 | ~~170~~172 | ~~32~~54 | ~~6~~8 | ~~129~~139 | 2,045 |
| DWSP | 659 | 13 | 0 | 0 | 98 | 378 | 4 | 51 | 1,202 |
| HRNSP | 294 | 162 | 0 | 0 | 37 | 37 | 48 | 99 | 678 |
| NRSP | 998 | 81 | 0 | 0 | 184 | 118 | 68 | 121 | 1,570 |
| SRSP | 616 | 35 | 5 | 0 | 270 | 78 | 23 | 90 | 1,117 |
| WRSP | 1,750 | 63 | 0 | 88 | 705 | 251 | 147 | 158 | 3,162 |
| RGSP | 21 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| DTSP | 27 | 110 | 0 | 2 | 0 | 37 | 0 | 0 | 176 |
| SVSP | 1,108 | 257 | 0 | 0 | 357 | 106 | 72 | 180 | 2,081 |
| CSP | 248 | 19 | 0 | 0 | 177 | 16 | 10 | 32 | 502 |
| **TOTAL ACRES** | **~~12,370~~12,483** | **~~2,230~~2,249** | **~~786~~792** | **~~2,534~~2,369** | **~~2,984~~2,986** | **~~2,099~~2,120** | **~~2,700~~2,702** | **~~1,846~~1,857** | **27,5~~5~~58** |

SOURCE: City of Roseville Planning Division
Last Updated: December 10, 2014

[1] Gross acreage includes road and highway rights-of-way, easements, etc.
[2] Commercial includes neighborhood commercial, community commercial, regional commercial and central business district.
[3] Industrial includes general industrial, light industrial, and transfer station.
[4] Open Space includes open space, ~~floodway~~ floodplain open space, wildlife/vernal pool preserves, and 40 acres of Urban Reserve.
[5] Parks and Recreation includes developed park and recreation areas and golf courses.
[6] Public/Quasi Public includes day care, schools, churches, fire stations, electrical substations, corporation yards, and park & ride

## TABLE II-4
## RESIDENTIAL UNITS AND POPULATION BY INCORPORATED SUBAREA

| SUBAREA | DWELLING UNITS | | | POPULATION[1] | | |
|---|---|---|---|---|---|---|
| | (2010) | (2025) | Buildout | (2010) | (2025) | Buildout |
| Infill | 15,409 | 16,349 | 16,349 | 40,217 | 42,671 | 42,671 |
| Southeast Roseville | 3,047 | 3,163 | 3,163 | 7,953 | 8,255 | 8,255 |
| Northeast Roseville | 933 | 1,350 | 1,350 | 2,435 | 3,524 | 3,524 |
| Northwest Roseville | 8,941 | 9,068 | 9,068 | 23,336 | 23,667 | 23,667 |
| North Central Roseville | 4,247 | 4,487 | 4,711 | 11,085 | 11,711 | 12,296 |
| North Industrial | 1,043 | ~~1,043~~1,991 | ~~1,043~~1,991 | 2,722 | ~~2,722~~5,196 | ~~2,722~~5,196 |
| Del Webb | 3,210 | 3,210 | 3,210 | 5,859 | 5,859 | 5,859 |
| Highland Reserve North | 1,669 | 1,669 | 1,669 | 4,356 | 4,356 | 4,356 |
| North Roseville | 4,887 | 6,072 | 6,072 | 12,755 | 15,848 | 15,848 |
| Stoneridge | 2,446 | 2,861 | 2,861 | 6,384 | 7,467 | 7,467 |
| West Roseville | 2,899 | 10,478 | 10,478 | 6,996 | 26,651 | 26,651 |
| Riverside Gateway | 204 | 456 | 456 | 532 | 1,190 | 1,190 |
| Downtown | 255 | 638 | 2,272 | 666 | 1,665 | 5,930 |
| Sierra Vista | 0 | 5,905 | 8,679 | 0 | 15,412 | 22,652 |
| Creekview | 0 | 2,011 | 2,011 | 0 | 5,249 | 5,249 |
| **TOTAL** | **49,190** | **~~67,991~~68,939** | **~~73,392~~74,340** | **125,296** | **~~176,247~~178,721** | **~~188,337~~190,811** |

SOURCE: City of Roseville Planning Division
Last Updated: December 10, 2014

[1] Assumes 2.61 persons per household except for 3,110 units in Del Webb and 704 units in West Roseville which utilize a 1.8 persons per household multiplier (2010 Census).

## TABLE II-6
## LAND USE DESIGNATIONS AND IMPLEMENTING ZONES[1]

| LAND USE DESIGNATION | IMPLEMENTING ZONES | | |
|---|---|---|---|
| LDR | R1<br>R2 | PD<br>RS | RMU |
| MDR | R2<br>R3<br>RS<br>PD | RMU | |
| HDR | R3 | RMU | |
| NC | NC<br>PD | | |
| CC | NC<br>CC<br>GC | HC<br>PD<br>CMU | |
| RC | CC<br>GC<br>PD | | |
| BP | PD<br>BP | | |
| LI | CM<br>M1<br>PD | CMU<br>MP | |
| IND | MP<br>M1<br>M2<br>PD | CMU | |
| CBD | R3<br>HD<br>CBD<br>PD | NC<br>CC<br>CMU | |
| P/QP | OS<br>PR<br>P/QP<br>UR | PD | |

[1] Land use designation implementation is not necessarily limited to these zones, especially when combined with an RS or PD zone. Additional zones may be consistent for transitional or interim land uses consistent with General Plan policies. Mixed land use designations may require a variety of land use designations and/or a PD zone.

When the West Roseville Specific Plan was approved in 2004, the General Plan land use allocation was adjusted to 56,441 dwelling units. This does not include the dwelling units in the reserve. In 2005 and 2006, the unit allocation was adjusted with approval of the Longmeadow rezone, Fiddyment 44 rezone, and Riverside Gateway Specific Plan. In addition, 8,727 acres of commercial, business professional, industrial and other non-residential uses have been allocated. With the exception of the reserve units, land use entitlements have been allocated to all properties on the land use map.

With the adoption of the ~~Creekview Specific~~Hewlett-Packard/Campus Oaks Master Plan in ~~2012~~ 2015 the General Plan dwelling unit allocation was adjusted for a total unit allocation as shown in Table II-4.

Person-per-household (PPH) estimates for Roseville have varied from an average of 2.65 to 2.54 since 1984. In addition, there are 3,814 units associated with the age restricted low density residential units in the Del Webb and West Roseville Specific Plan areas with a lower estimated PPH of 1.8. Because the PPH figures are inexact and fluctuate over time, the General Plan focuses on units rather than population. The total population estimate at buildout is shown in Table II-4.

## GROWTH TASK FORCE

During the late 1980's, the City of Roseville grew into a recognized urban center and has been designated as a "Central City" of the Sacramento Metropolitan Statistical Area (MSA) since 1985. This transformation has brought concerns about growth within the City and its effects on the quality of life, ability to provide services, and preservation of community character and identity. These concerns resulted in the formation of a City Council appointed "Growth Task Force" in 1989/90 to examine how the City can best influence and direct growth.

While the Growth Task Force Report was prepared in 1990, its principles still remain valid today. The Growth Task Force identified a number of assumptions about growth, including the following:

- Growth will occur
- Growth is not necessarily bad
- Uncontrolled growth is undesirable
- No growth or excessively slow growth is undesirable because it would lead to greater growth in surrounding areas, leaving Roseville a "pass through City"
- Growth should pay its own way and those responsible for growth shall mitigate the adverse impacts caused by it
- Growth must be managed and prepared for
- Growth must be evaluated in a regional context, not in isolation
- Growth has both tangible and intangible benefits
- Communication between City residents and the City Council is effective in monitoring the intangible effects of growth

The concerns and recommendations identified by the Growth Task Force form the basis for the goals and policies of this component. The full findings of the Task Force are contained in the "Growth Task Force Report" dated October 1990 and available through the Planning Department.

## GROWTH MANAGEMENT VISIONING COMMITTEE

Due to a number of significant growth proposals for nearby unincorporated lands, there is a high level of interest in the Roseville community concerning the potential impacts of growth on community character, quality of life, boundaries, and population. In response to this interest, the City Council felt it was appropriate to update the City's vision and review the current policy framework via citizen dialogs. With this in mind, the City Council appointed a 20 member Growth Management Visioning Committee (GMVC) in September 2004. The GMVC was charged with reviewing current General Plan Growth Management Policies, and developing a vision and policy recommendations to guide the City's physical development to 2025.

The GMVC recommendations were adopted by the City Council in April 2005 and included the following elements: 1) Findings, 2) Vision for the Future Growth and Development of Roseville, 3) Core Growth Management Policy Concepts, and 4) Committee Recommended Action Steps. Copies of the GMVC Report and Recommendations are available at the Planning and Redevelopment Department.

## TABLE III-1
## FUNCTIONAL CLASSIFICATION
## CITY OF ROSEVILLE'S ARTERIAL AND COLLECTOR ROADWAY SYSTEMS[1]

| | Arterials | Collectors |
|---|---|---|
| **Northwest Roseville Specific Plan** | Pleasant Grove Road<br>Foothills Boulevard<br>Woodcreek Oaks Boulevard<br>Junction Boulevard<br>Washington Boulevard<br>Baseline Road | Country Club Drive<br>McAnally Drive |
| **North Central Roseville Specific Plan** | Washington Boulevard<br>Roseville Parkway<br>Galleria Blvd/Stanford Ranch Road<br>Pleasant Grove Boulevard | Diamond Oaks (east of golf course)<br>Gibson Drive<br>Antelope Creek Drive<br>Reserve Drive<br>Hallissy Drive<br>Trestle Road |
| **Northeast Roseville Specific Plan** | Sunrise Avenue<br>Roseville Parkway<br>Eureka Road<br>Douglas Boulevard<br>Sierra College Boulevard<br>Taylor Road | Lead Hill Boulevard<br>Rocky Ridge Drive<br>(north of Douglas Boulevard)<br>Olympus Drive<br>Professional Drive<br>Stonepoint Drive |
| **Southeast Roseville Specific Plan** | Douglas Boulevard<br>Roseville Parkway<br>Sierra College Boulevard<br>Eureka Road<br>Rocky Ridge Drive<br>(south of Douglas Boulevard) | Johnson Ranch Drive<br>McLaren Drive<br>Professional Drive<br>Parkhill Road<br>Old Auburn Road<br>(South Cirby to Roseville Parkway)<br>North Cirby Way |
| **North Industrial Area** | Washington Boulevard<br>Foothills Boulevard<br>Blue Oaks Boulevard<br>Roseville Parkway<br>Industrial Avenue | Industrial Avenue<br>Winding Creek Way<br>Parkside Drive<br>New Meadow Drive<br>HP Way<br>Painted Desert Drive<br>Crimson Ridge Drive |
| **Del Webb Specific Plan** | Blue Oaks Boulevard<br>Fiddyment Road<br>Pleasant Grove Boulevard | Del Webb Boulevard<br>Sun City Boulevard |
| **Highland Reserve North Specific Plan** | Stanford Ranch Road<br>Pleasant Grove Boulevard<br>Fairway Drive | Highland Reserve Drive<br>Central Park Drive |
| **North Roseville Specific Plan** | Blue Oaks Boulevard<br>Woodcreek Oaks Boulevard<br>Pleasant Grove Boulevard<br>Junction Boulevard<br>Baseline Road<br>Fiddyment Road | Diamond Creek Road<br>Northpark Drive<br>Parkside Way<br>Opal Drive<br>Prairie Woods Drive<br>Painted Desert Drive<br>Crocker Ranch Road<br>West Hills Drive<br>Morning Star Drive |

## TABLE III-3
## EXISTING AND 2025 PM PEAK HOUR LEVELS OF SERVICE AT SIGNALIZED INTERSECTIONS IN THE CITY OF ROSEVILLE

| INTERSECTION | | EXISTING CONDITIONS | | 2025 CONDITIONS | |
|---|---|---|---|---|---|
| ID | NAME | LOS | V/C | LOS | V/C |
| 1 | Atlantic & Tiger/Center | A | 0.36 | A | 0.48 |
| 2 | Atlantic & Wills | A | 0.49 | C | 0.77 |
| 3 | Atlantic St & Yosemite St | A | 0.50 | B | 0.~~68~~69 |
| 4 | Baseline Rd & Fiddyment Rd | **D** | **0.95** | **~~F~~E** | **~~1.03~~0.97** |
| 5 | Blue Oaks & Crocker Ranch | A | 0.23 | ~~B~~C | 0.~~69~~80 |
| 6 | Blue Oaks & Del Webb | A | 0.16 | B | 0.~~63~~67 |
| 7 | Blue Oaks & Fiddyment | A | 0.18 | C | 0.~~78~~77 |
| 8 | Blue Oaks & New Meadow | A | 0.38 | ~~C~~B | 0.~~71~~61 |
| 9 | Blue Oaks & Orchard View | A | 0.09 | B | 0.~~63~~66 |
| 10 | Blue Oaks Bl & Diamond Creek Bl | A | 0.30 | **~~E~~F** | **~~0.99~~1.06** |
| 11 | Blue Oaks Bl & Foothills Bl | A | 0.58 | **F** | **1.~~33~~04** |
| 12 | Blue Oaks Bl & Woodcreek Oaks Bl | A | 0.41 | ~~B~~C | 0.~~68~~72 |
| 13 | Cirby & Sunrise | **D** | **0.82** | **F** | **1.~~08~~10** |
| 14 | Cirby Wy & Foothills Bl | B | 0.68 | **F** | **1.~~12~~11** |
| 15 | Cirby Wy & Melody Ln | B | 0.68 | B | 0.62 |
| 16 | Cirby Wy & Northridge Dr | B | 0.65 | **E** | **0.~~93~~94** |
| 17 | Cirby Wy & Oak Ridge Dr | A | 0.53 | B | 0.70 |
| 18 | Cirby Wy & Orlando Av | C | 0.74 | **D** | **0.89** |
| 19 | Cirby Wy & Parkview Dr | A | 0.46 | A | 0.53 |
| 20 | Cirby Wy & Riverside Av | **D** | **0.83** | **F** | **1.~~15~~17** |
| 21 | Cirby Wy & Rocky Ridge Dr | C | 0.73 | B | 0.~~64~~65 |
| 22 | Cirby Wy & San Simeon Dr | A | 0.53 | B | 0.65 |
| 23 | Cirby Wy & Vernon St | **D** | **0.85** | **F** | **1.~~28~~30** |
| 24 | Douglas & Eureka | A | 0.57 | B | 0.67 |
| 25 | Douglas & Rocky Ridge | C | 0.74 | **D** | **0.83** |
| 26 | Douglas & Santa Clara | C | 0.71 | C | 0.~~70~~71 |
| 27 | Douglas & Sierra Gardens | C | 0.72 | B | 0.~~68~~69 |
| 28 | Douglas & Sunrise | **D** | **0.91** | **D** | **0.~~87~~90** |

## TABLE III-3
(CONTINUED)
## EXISTING AND 2025 PM PEAK HOUR LEVELS OF SERVICE AT SIGNALIZED INTERSECTIONS IN THE CITY OF ROSEVILLE

| INTERSECTION | | EXISTING CONDITIONS | | 2025 CONDITIONS | |
|---|---|---|---|---|---|
| ID | NAME | LOS | V/C | LOS | V/C |
| 29 | Douglas & Target | A | 0.48 | B | 0.69 |
| 30 | Douglas Bl & E Roseville Pw | C | 0.75 | C | 0.~~73~~74 |
| 31 | Douglas Bl & Folsom Rd | A | 0.50 | B | 0.63 |
| 32 | Douglas Bl & Harding Bl | **D** | **0.82** | **E** | **0.97** |
| 33 | Douglas Bl & Judah St | A | 0.49 | A | 0.50 |
| 34 | Douglas Bl & Keehner Av | A | 0.33 | A | 0.49 |
| 35 | Douglas Bl & Park Dr | A | 0.29 | A | 0.42 |
| 36 | Douglas Bl & Sierra College Bl | **D** | **0.85** | **D** | **0.~~86~~87** |
| 37 | Eureka & Lead Hill | A | 0.41 | A | 0.~~52~~54 |
| 38 | Eureka & N. Sunrise | B | 0.66 | C | 0.~~75~~76 |
| 39 | Eureka & Rocky Ridge | B | 0.70 | C | 0.~~74~~75 |
| 40 | Eureka Rd & Ashland Dr | A | 0.18 | A | 0.~~44~~45 |
| 41 | Eureka Rd & Deer Valley Apts | A | 0.30 | A | 0.~~40~~41 |
| 42 | Fairway & Central Park/Lowes | A | 0.38 | A | 0.~~53~~54 |
| 43 | Fairway & Cortina Circle | A | 0.24 | A | 0.46 |
| 44 | Fairway & Five Star | A | 0.31 | A | 0.44 |
| 45 | Fairway & Home Depot | A | 0.32 | A | 0.52 |
| 46 | Fairway & Target/Rosehall | A | 0.31 | A | 0.44 |
| 47 | Fiddyment & Del Webb/Village Green | A | 0.20 | B | 0.~~64~~68 |
| 48 | Fiddyment & Hayden Pkwy (North) | A | 0.09 | A | 0.~~51~~44 |
| 49 | Fiddyment & Hayden Pkwy (South) | A | 0.20 | A | 0.~~56~~54 |
| 50 | Foothills & Baseline/Main | B | 0.70 | **D** | **0.~~86~~85** |
| 51 | Foothills & Misty Wood/NEC | A | 0.23 | A | 0.~~57~~55 |
| 52 | Foothills Bl & Albertsons Dr | A | 0.22 | ~~B~~C | 0.~~66~~77 |
| 53 | Foothills Bl & Atkinson Rd | C | 0.72 | A | 0.~~56~~57 |
| 54 | Foothills Bl & Roseville Pkwy/HP (Central) | A | 0.25 | **D** | **0.~~85~~82** |
| 55 | Foothills Bl & HP (South) | A | 0.34 | A | 0.54 |
| 56 | Foothills Bl & Junction Bl | C | 0.74 | **D** | **0.~~84~~85** |

## TABLE III-3
## (CONTINUED)
## EXISTING AND 2025 PM PEAK HOUR LEVELS OF SERVICE AT SIGNALIZED INTERSECTIONS IN THE CITY OF ROSEVILLE

| INTERSECTION | | EXISTING CONDITIONS | | 2025 CONDITIONS | |
|---|---|---|---|---|---|
| ID | NAME | LOS | V/C | LOS | V/C |
| 57 | Foothills Bl & McAnally Dr | A | 0.54 | **D** | **0.8786** |
| 58 | Foothills Bl & Pleasant Grove Bl | B | 0.67 | **EF** | **.991.01** |
| 59 | Foothills Blvd & Rand/Pilgrims | A | 0.43 | A | 0.59 |
| 60 | Foothills Bl & Vineyard Rd | A | 0.55 | **D** | **0.8384** |
| 61 | Galleria & Antelope Creek | A | 0.54 | B | 0.66 |
| 62 | Galleria & Berry | A | 0.49 | **D** | **0.8584** |
| 63 | Galleria & Roseville Pkwy | **D** | **0.85** | **F** | **1.0103** |
| 64 | Harding & Wills | A | 0.47 | C | 0.8081 |
| 65 | Harding Bl & Estates Dr | A | 0.50 | C | 0.7172 |
| 66 | Harding Bl & Lead Hill Bl | A | 0.60 | C | 0.79 |
| 67 | Harding Bl & Roseville Square | A | 0.49 | B | 0.62 |
| 68 | Junction & Stonecrest/Magenta | A | 0.15 | A | 0.5058 |
| 69 | Junction Bl & Americana Dr | A | 0.26 | A | 0.5958 |
| 70 | Junction Bl & Baseline Rd | A | 0.46 | **D** | **0.8687** |
| 71 | Junction Bl & Country Club Dr | A | 0.33 | C | 0.7475 |
| 72 | Junction Bl & Park Regency Dr | A | 0.19 | AB | 0.6064 |
| 73 | Junction Bl & Porter Dr | A | 0.32 | B | 0.6869 |
| 74 | Junction Bl & Revere Dr | A | 0.26 | BA | 0.6360 |
| 75 | Junction Bl & Washington Bl | B | 0.61 | **E** | **0.9599** |
| 76 | Junction Bl & Woodcreek Oaks Bl | A | 0.31 | B | 0.6467 |
| 77 | Lead Hill Bl & N Sunrise Av | C | 0.80 | C | 0.74 |
| 78 | Lead Hill Bl & Rocky Ridge Dr | A | 0.54 | B | 0.6366 |
| 79 | Lead Hill Bl & Wal-Mart | A | 0.33 | A | 0.4140 |
| 80 | N Sunrise Av & Automall Dr | A | 0.51 | A | 0.53 |
| 81 | N Sunrise Av & Stone Point Dr | A | 0.21 | A | 0.60 |
| 82 | N. Sunrise & Sierra Gardens | A | 0.60 | B | 0.62 |
| 83 | Olympus Dr & Europa St | A | 0.11 | A | 0.1920 |
| 84 | PFE & Hilltop | A | 0.30 | A | 0.4445 |

## TABLE III-3
## (CONTINUED)
## EXISTING AND 2025 PM PEAK HOUR LEVELS OF SERVICE AT SIGNALIZED INTERSECTIONS IN THE CITY OF ROSEVILLE

| INTERSECTION | | EXISTING CONDITIONS | | 2025 CONDITIONS | |
|---|---|---|---|---|---|
| ID | NAME | LOS | V/C | LOS | V/C |
| 85 | Pleasant Grove & Fairway | B | 0.68 | **E** | **0.96** |
| 86 | Pleasant Grove & Fiddyment | A | 0.27 | ~~**E**~~**F** | ~~**0.95**~~**1.03** |
| 87 | Pleasant Grove & Gold Coast/Hallissy | A | 0.52 | C | 0.~~81~~75 |
| 88 | Pleasant Grove & Highland Park | A | 0.41 | A | 0.57 |
| 89 | Pleasant Grove & Market | A | 0.04 | ~~A~~B | 0.~~53~~61 |
| 90 | Pleasant Grove & Michener | A | 0.30 | ~~C~~**D** | **0.79**~~**83**~~ |
| 91 | Pleasant Grove & Monument | A | 0.06 | A | 0.~~39~~50 |
| 92 | Pleasant Grove & Rose Creek | A | 0.30 | ~~C~~**D** | **0.80**~~**83**~~ |
| 93 | Pleasant Grove & Roseville Pkwy | A | 0.72 | **F** | **1.20**~~**26**~~ |
| 94 | Pleasant Grove & Sun City | A | 0.23 | ~~B~~C | 0.~~71~~72 |
| 95 | Pleasant Grove & Wal-Mart/Highland Pointe | B | 0.68 | **D** | **0.82**~~**84**~~ |
| 96 | Pleasant Grove & Washington | B | 0.69 | ~~D~~**E** | **0.90**~~**92**~~ |
| 97 | Pleasant Grove Bl & Country Club Dr | A | 0.36 | B | 0.~~63~~61 |
| 98 | Pleasant Grove Bl & Woodcreek Oaks Bl | A | 0.54 | **D** | **0.85**~~**90**~~ |
| 99 | Rocky Ridge Dr & Maidu Dr | A | 0.49 | ~~B~~A | 0.~~50~~60 |
| 100 | Rocky Ridge Dr & Mclaren Dr | A | 0.42 | A | 0.50 |
| 101 | Rocky Ridge Dr & Professional Dr | B | 0.62 | B | 0.67 |
| 102 | Rocky Ridge Dr & Stone Point Dr | A | 0.15 | A | 0.~~26~~27 |
| 103 | Roseville Parkway & Chase | A | 0.45 | D | 0.~~82~~86 |
| 104 | Roseville Parkway & Creekside Ridge | B | 0.63 | C | 0.80 |
| 105 | Roseville Parkway & Gibson | A | 0.44 | **D** | **0.84**~~**85**~~ |
| 106 | Roseville Parkway & N. Sunrise | C | 0.75 | ~~D~~**E** | **0.91**~~**92**~~ |
| 107 | Roseville Parkway & Reserve | A | 0.46 | ~~C~~**D** | **0.81**~~**83**~~ |
| 108 | Roseville Parkway & Secret Ravine | A | 0.59 | C | 0.74 |
| 109 | Roseville Parkway & Taylor | B | 0.66 | **D** | **0.83** |
| 110 | Roseville Parkway & West Mall | A | 0.56 | ~~A~~B | 0.~~59~~61 |
| 111 | Roseville Pw & Alexandra Dr | A | 0.53 | B | 0.61 |
| 112 | Roseville Pw & Eureka Rd | B | 0.62 | B | 0.~~71~~70 |

## TABLE III-3
## (CONTINUED)
## EXISTING AND 2025 PM PEAK HOUR LEVELS OF SERVICE AT SIGNALIZED INTERSECTIONS IN THE CITY OF ROSEVILLE

| INTERSECTION | | EXISTING CONDITIONS | | 2025 CONDITIONS | |
|---|---|---|---|---|---|
| ID | NAME | LOS | V/C | LOS | V/C |
| 113 | Roseville Pw & Lead Hill/Orvietto | A | 0.48 | B | 0.~~66~~65 |
| 114 | Roseville Pw & N Cirby Wy | A | 0.45 | A | 0.51 |
| 115 | Roseville Pw & Olympus Dr | A | 0.59 | B | 0.61 |
| 116 | Roseville Pw & Rocky Ridge Dr | A | 0.48 | A | 0.~~59~~60 |
| 117 | Roseville Pw & Sierra College Bl | C | 0.79 | C | 0.80 |
| 118 | Roseville Pw & Trestle Rd | A | 0.22 | ~~B~~C | 0.~~65~~72 |
| 119 | Roseville Pw & Village/Slate Creek | A | 0.32 | A | 0.52 |
| 120 | Roseville Pw & Washington Bl | A | 0.19 | C | 0.~~77~~80 |
| 121 | S Cirby Wy & Champion Oaks Dr | A | 0.38 | A | 0.~~53~~52 |
| 122 | S Cirby Wy & Old Auburn Rd | B | 0.66 | C | 0.~~75~~74 |
| 123 | Secret Ravine & Scarborough/ Poppy Field | A | 0.30 | A | 0.33 |
| 124 | Sierra College & Miners Ravine | A | 0.37 | A | 0.45 |
| 125 | Sierra College & Secret Ravine | A | 0.46 | A | 0.59 |
| 126 | Sierra College Bl & Eureka Rd | B | 0.64 | A | 0.57 |
| 127 | Sierra College Bl & Indigo Creek Apts | A | 0.56 | C | 0.~~79~~78 |
| 128 | Sierra College Bl & Old Auburn Rd | D | **0.82** | C | 0.79 |
| 129 | Sierra College Bl & Olympus Dr | A | 0.46 | A | 0.55 |
| 130 | Stanford Ranch & Fairway | A | 0.60 | B | 0.67 |
| 131 | Stanford Ranch & Five Star | A | 0.59 | B | 0.63 |
| 132 | Stanford Ranch & Highland Park | A | 0.36 | A | 0.55 |
| 133 | Sunrise & Coloma | A | 0.60 | C | 0.74 |
| 134 | Sunrise & Sandringham/Kensington | A | 0.55 | ~~D~~E | **0.~~87~~93** |
| 135 | Sunrise & Sun Tree/Kensington | B | 0.65 | C | 0.70 |
| 136 | Sunrise Av & Frances Dr | A | 0.59 | B | 0.61 |
| 137 | Sunrise Av & Oak Ridge Dr | A | 0.35 | A | 0.~~45~~46 |
| 138 | Washington & Diamond Oaks | C | 0.71 | C | 0.~~75~~77 |
| 139 | Washington & Sawtell/Derek | A | 0.44 | ~~C~~D | **0.~~80~~82** |
| 140 | Washington Bl & Hallissy Dr | A | 0.21 | A | 0.~~45~~48 |

## TABLE III-3
## (CONTINUED)
## EXISTING AND 2025 PM PEAK HOUR LEVELS OF SERVICE AT SIGNALIZED INTERSECTIONS IN THE CITY OF ROSEVILLE

| INTERSECTION | | EXISTING CONDITIONS | | 2025 CONDITIONS | |
|---|---|---|---|---|---|
| ID | NAME | LOS | V/C | LOS | V/C |
| 141 | Woodcreek Oaks & Baseline | B | 0.65 | ~~E~~**D** | 0.~~9~~**91~~8~~9** |
| 142 | Woodcreek Oaks & Canevari/Arsenault | A | 0.52 | ~~B~~C | 0.~~6~~**69~~7~~6** |
| 143 | Woodcreek Oaks & Horncastle | A | 0.41 | ~~A~~B | 0.~~5~~**57~~6~~3** |
| 144 | Woodcreek Oaks & McAnally | A | 0.34 | C | 0.~~7~~**71~~7~~2** |
| 145 | Woodcreek Oaks & Trailee | A | 0.26 | A | 0.~~4~~**48~~5~~3** |
| 146 | Washington Blvd & Blue Oaks Blvd | A | 0.42 | B | 0.~~6~~**69~~7~~6** |
| 147 | I-80 WB Off & Douglas Blvd | B | 0.67 | C | 0.~~7~~**79~~8~~0** |
| 148 | I-80 WB On & Atlantic St | A | 0.41 | A | 0.~~5~~**56~~5~~5** |
| 149 | SR 65 N/B Off & Pleasant Grove Blvd | **D** | **0.85** | C | 0.~~7~~**76~~7~~7** |
| 150 | SR 65 S/B Off & Pleasant Grove Blvd | C | 0.78 | C | 0.72 |
| 151 | I-80 WB Off & Riverside Ave | B | 0.69 | B | 0.63 |
| 152 | Stanford Ranch & Sr-65 N/B On | **D** | **.84** | **D** | **0.~~8~~8~~7~~6** |
| 153 | Stanford Ranch/Galleria & Sr-65 S/B On | C | 0.74 | **D** | **0.~~8~~8~~6~~3** |
| 154 | Taylor & Eureka I-80 EB Off | **F** | **.96** | **E** | **0.96** |
| 155 | Fairway & Highland Park | A | 0.27 | A | 0.~~5~~**57~~5~~8** |
| 156 | I-80 EB Off/Orlando & Riverside Ave | B | 0.69 | **D** | **0.~~9~~9~~1~~5** |
| 157 | Roseville Pkwy & Old Auburn | n/a | | A | 0.41 |
| 158 | Washington Blvd & Industrial | n/a | | ~~B~~C | 0.~~6~~**67~~7~~4** |
| 159 | Foothills Blvd & HP Far South/ NEC | n/a | | ~~C~~B | 0.~~7~~**71~~6~~5** |
| 160 | Blue Oaks Blvd & Wood Meadow | n/a | | C | 0.~~7~~**72~~7~~8** |
| 161 | Gibson Rd & New Convention Center Rd | n/a | | ~~B~~C | 0.~~6~~**69~~7~~2** |
| 162 | Blue Oaks Blvd & Westbrook Blvd | n/a | | ~~A~~C | 0.~~5~~**53~~8~~0** |
| 163 | Blue Oaks Blvd & Hayden Pkwy | n/a | | ~~B~~A | 0.~~6~~**55~~9~~9** |
| 164 | Fiddyment Rd & Westhills Dr | n/a | | **D** | **0.~~8~~8~~5~~7** |
| 165 | Pleasant Grove Blvd & Westbrook Blvd | n/a | | ~~A~~**D** | **0.~~4~~7~~8~~5** |
| 166 | Fiddyment Rd & Westlake Dr | n/a | | A | 0.~~4~~**40~~3~~9** |
| 167 | Woodcreek Oaks Blvd & Northpark Dr | n/a | | A | 0.~~3~~**34~~4~~0** |
| 168 | Woodcreek Oaks Blvd & Parkside Wy | n/a | | A | 0.~~4~~**46~~5~~3** |

## TABLE III-3
## (CONTINUED)
## EXISTING AND 2025 PM PEAK HOUR LEVELS OF SERVICE AT SIGNALIZED INTERSECTIONS IN THE CITY OF ROSEVILLE

| INTERSECTION | | EXISTING CONDITIONS | | 2025 CONDITIONS | |
|---|---|---|---|---|---|
| ID | NAME | LOS | V/C | LOS | V/C |
| 169 | Industrial Ave & Alantown Dr | n/a | | ~~C~~D | 0.8~~1~~82 |
| 170 | Roseville Pkwy & Gibson West | n/a | | D | 0.8~~5~~88 |
| 171 | Washington Blvd & All America | n/a | | A | 0.~~5~~657 |
| 172 | Cirby & Cottonwood | n/a | | A | 0.44 |
| 173 | Secret Ravine & Alexandra | n/a | | A | 0.21 |
| 174 | Fiddyment Rd & Fiddyment Ranch EW Rd | n/a | | B | 0.~~7~~362 |
| 175 | Douglas Blvd & I-80 EB On | n/a | | C | 0.73 |
| 176 | Santucci Blvd & Pleasant Grove Blvd | n/a | | A | 0.~~5~~058 |
| 177 | Santucci Blvd & Federico Dr | n/a | | A | 0.~~6~~840 |
| 178 | Santucci Blvd & Vista Grande Blvd | n/a | | A | 0.~~4~~341 |
| 179 | Santucci Blvd & Baseline Rd | n/a | | C | 0.~~7~~778 |
| 180 | Westbrook Blvd & Federico Dr | n/a | | A | 0.~~7~~339 |
| 181 | Westbrook Blvd & Vista Grande Blvd | n/a | | C | 0.~~7~~172 |
| 182 | Westbrook Blvd & Baseline Rd | n/a | | C | 0.~~7~~780 |
| 183 | Market St & Vista Grande Blvd | n/a | | A | 0.~~4~~134 |
| 184 | Market St & Baseline Rd | n/a | | B | 0.~~6~~364 |
| 185 | Pleasant Grove Blvd & Upland Dr | n/a | | A | 0.~~4~~657 |
| 186 | Upland Dr & Vista Grande Blvd | n/a | | A | 0.~~5~~939 |
| 187 | Upland Dr & Baseline Rd | n/a | | A | 0.~~5~~558 |
| 188 | Baseline Rd & CMU4 Entrance | n/a | | A | 0.~~5~~058 |
| 189 | Westbrook Blvd & SV EW Coll | n/a | | A | 0.~~3~~851 |
| 190 | Vista Grande Blvd & SV NS Primary Residential | n/a | | A | 0.~~2~~723 |
| 191 | Vista Grande Blvd & SV DF-20/JM 20B | n/a | | A | 0.~~3~~432 |
| 192 | Santucci Blve & SV FD-80/FD-63 | n/a | | A | 0.~~3~~033 |
| 193 | Santucci Blvd & Sierra Village Dr | n/a | | A | 0.~~3~~842 |
| 194 | Vista Grande Blvd & Silver Spruce Dr | n/a | | A | 0.~~1~~006 |
| 195 | Westbrook Blvd & Sierra Glen Dr | n/a | | A | 0.~~2~~734 |
| 196 | Baseline Rd & KT-41A/Kt-41B | n/a | | B | 0.~~6~~964 |

## TABLE III-3
## (CONTINUED)
## EXISTING AND 2025 PM PEAK HOUR LEVELS OF SERVICE AT SIGNALIZED INTERSECTIONS IN THE CITY OF ROSEVILLE

| INTERSECTION | | EXISTING CONDITIONS | | 2025 CONDITIONS | |
|---|---|---|---|---|---|
| ID | NAME | LOS | V/C | LOS | V/C |
| 197 | Baseline Rd & KT-43 | n/a | | ~~B~~A | 0.~~60~~58 |
| 198 | Baseline Rd & DF-40/DF-41 | n/a | | C | 0.~~76~~74 |
| 199 | Santucci Blvd & Mountain Glen Dr | n/a | | A | 0.41 |
| 200 | Westbrook Dr & Mountain Glen Dr | n/a | | A | 0.~~25~~33 |
| 201 | Pleasant Grove Blvd & Silver Spruce Dr0. | n/a | | A | 0.~~39~~40 |
| 202 | Westbrook Boulevard & Holt Parkway | n/a | | A | 0.~~23~~52 |
| 203 | Westbrook Boulevard & Creekview Plaza | n/a | | A | 0.~~13~~52 |
| 204 | Blue Oaks Boulevard & Creekview Plaza | n/a | | A | 0.50 |
| 205 | HP Way & Blue Oaks Bl. | n/a | | C | 0.78 |
| 206 | Painted Desert Dr & Woodcreek Oaks Bl | n/a | | C | 0.73 |
| 207 | Crimson Ridge Dr & Woodcreek Oaks Bl. | n/a | | B | 0.62 |
| P1 | Riverside Av & Darling Wy | A | 0.55 | B | 0.~~63~~64 |
| P2 | Vernon & Douglas/Riverside | A | 0.48 | B | 0.~~66~~65 |
| P3 | Vernon & Grant | A | 0.38 | A | 0.56 |
| P4 | Vernon & Judah | A | 0.33 | B | 0.~~60~~59 |
| P5 | Vernon & Lincoln | B | 0.66 | **E*** | **0.99** |
| P6 | Washington & Main | A | 0.59 | **D*** | **0.84** |
| P7 | Washington & Oak | A | 0.52 | C | 0.~~74~~75 |
| P8 | Grant & Oak | n/a | | n/a | |

| | |
|---|---|
| Total Intersections Analyzed | ~~20~~4207 |
| LOS A-C | ~~165~~ 160 (~~80.9~~77.3%) |
| LOS D | ~~22~~ 28 (~~10.8~~13.5%) |
| LOS E | 9 (4.43%) |
| LOS F | ~~8~~ 10 (~~3.9~~4.8%) |

Note: **Bold** and shading represents intersections with LOS D or worse
Note: * Pedestrian Overlay: LOS D or Worse Excluded from LOS Policy
SOURCE: Fehr & Peers, 2011

## TABLE III-3A
## MAJOR INTERSECTIONS FUNCTIONING AT LESS THAN LOS "C" IN THE CITY OF ROSEVILLE UNDER 2025 BUILD OUT CONDITIONS

| | | Build Out Conditions | |
|---|---|---|---|
| ID# | Intersection | LOS | V/C |
| 139 | Washington Bl & Sawtell/Derek | D | 0.82 |
| 169 | Industrial Av & Alantown Dr | D | 0.82 |
| 103 | Roseville Parkway & Chase Dr | D | 0.8286 |
| 107 | Roseville Parkway & Reserve Dr | D | 0.83 |
| 109 | Roseville Parkway & Taylor | D | 0.83 |
| 25 | Douglas & Rocky Ridge | D | 0.83 |
| 56 | Foothills Bl & Junction Bl | D | 0.8485 |
| 60 | Foothills Bl & Vineyard Rd | D | 0.8384 |
| 90 | Pleasant Grove Bl & Michener Dr | D | 0.83 |
| 92 | Pleasant Grove Bl & Rose Creek Rd | D | 0.83 |
| 153 | Stanford Ranch/Galleria & Sr-65 S/B On | D | 0.83 |
| 105 | Roseville Parkway & Gibson | D | 0.8485 |
| 62 | Galleria & Berry | D | 0.8584 |
| 54 | Foothills Bl & Roseville Pkwy/HP (Central) | D | 0.8582 |
| 95 | Pleasant Grove & Wal-Mart/Highland Pointe | D | 0.8284 |
| 98 | Pleasant Grove Bl & Woodcreek Oaks Bl | D | 0.8590 |
| 36 | Douglas Bl & Sierra College Bl | D | 0.8687 |
| 165 | Pleasant Grove Bl & Westbrook Bl | D | 0.85 |
| 170 | Roseville Pkwy & Gibson West | D | 0.8588 |
| 50 | Foothills & Baseline/Main | D | 0.8685 |
| 70 | Junction Bl & Baseline Rd | D | 0.8687 |
| 134 | Sunrise & Sandringham/Kensington | DE | 0.8793 |
| 152 | Stanford Ranch & Sr-65 N/B On | D | 0.86 |
| 164 | Fiddyment Rd. & Westhills Dr. | D | 0.8587 |
| 18 | Cirby Wy & Orlando Av | D | 0.8789 |
| 57 | Foothills Bl & McAnally Dr | D | 0.8786 |
| 28 | Douglas & Sunrise | D | 0.90 |
| 156 | I-80 EB Off/Orlando & Riverside Ave | ED | 0.9185 |
| 96 | Pleasant Grove & Washington | DE | 0.9092 |
| 106 | Roseville Parkway & N. Sunrise | E | 0.9192 |
| 16 | Cirby Wy & Northridge Dr | E | 0.9394 |
| 154 | Taylor & Eureka I-80 EB Off | E | 0.9796 |
| 32 | Douglas Bl & Harding Bl | E | 0.97 |
| 75 | Junction Bl & Washington Bl | E | 0.9599 |
| 85 | Pleasant Grove & Fairway | E | 0.96 |

| | | | |
|---|---|---|---|
| 10 | Blue Oaks Bl & Diamond Creek Bl | ~~E~~F | ~~0.99~~1.06 |
| 58 | Foothills Bl & Pleasant Grove Bl | ~~E~~F | ~~0.99~~1.01 |

## TABLE III-3A (cont)
## MAJOR INTERSECTIONS FUNCTIONING AT LESS THAN LOS "C" IN THE CITY OF ROSEVILLE UNDER 2025 BUILD OUT CONDITIONS

| | | Build Out Conditions | |
|---|---|---|---|
| **ID#** | **Intersection** | **LOS** | **V/C** |
| 63 | Galleria & Roseville Pkwy | F | 1.~~01~~03 |
| 86 | Pleasant Grove Bl & Fiddyment Rd | F | 1.03 |
| 4 | Baseline Rd & Fiddyment Rd | ~~F~~E | ~~1.03~~0.97 |
| 13 | Cirby & Sunrise | F | 1.~~08~~10 |
| 14 | Cirby Wy & Foothills Bl | F | 1.~~12~~11 |
| 20 | Cirby Wy & Riverside Av | F | 1.~~15~~17 |
| 93 | Pleasant Grove & Roseville Pkwy | F | 1.~~20~~26 |
| 23 | Cirby Wy & Vernon St | F | 1.~~28~~30 |
| 11 | Blue Oaks Bl & Foothills Bl | F | 1.~~33~~04 |
| 141 | Woodcreek Oaks & Baseline | ~~E~~D | ~~.91~~0.89 |
| Total Intersections Operating at LOS D or Worse at 2025 Build Out conditions | | ~~40~~47 | |

lanes, but there may be occasions where they are used in lieu of on-street bike lanes.

The City continues to develop Class I bike paths in parks, greenways, paseos, and open space/recreational/creek corridors. The City develops Class II bike lanes on collector streets and arterials, and Class III routes continue to develop along local streets.

Figure III-6 shows the existing bikeways within the Roseville City limits by facility class. It shows that bikeway connections are currently limited in the City, especially in the older infill areas. Most of the existing bikeways are located in recently developed areas since bikeways were included in the City's nine specific plans. Figure III-7 shows Roseville's planned bikeway system, which includes the existing bikeway system. It also shows existing and proposed regional connections.

## B. OUTLOOK

The popularity of the bicycle has grown and will certainly increase in the City of Roseville for both recreational and transportation/commuter uses. This growth in popularity is due to many factors: social and economic as well as new City and regional programs, such as the Sacramento Area Council of Governments Blueprint as implemented by the City of Roseville's Smart Choices for Roseville policy document.

There is renewed interest in physical fitness and better health among a large portion of the population that has fueled the popularity of the bicycle. Bicycling is also a "clean" form of transportation that appeals to a large and growing part of the population. In addition, the bicycle is gradually proving itself in many communities to be a viable alternative to automotive transportation, often being used in conjunction with transit service. The current and projected growth of the City and the rest of South Placer County will necessitate the development of safe and efficient facilities to handle current and long-range increases in bicycle usage.

Demand for safe and convenient routes for recreational and transportation-related bicycling is growing. The City's Bicycle Master Plan provides a prioritized list of bike routes and paths to systematically expand and improve Roseville's bikeway system. The Plan ultimately provides a blueprint for a bikeway system that will make bicycling safer, more convenient, and enjoyable for all bicyclists.

One of the greatest challenges in accomplishing the goals and objectives identified in the Bicycle Master Plan is obtaining adequate funding, particularly for projects in the City's infill area. While federal, state and local funding sources are available for bikeways and related facilities, most grant sources require matching funds and the grant application process can be highly competitive. In addition to aggressively pursuing existing sources of funding, such as grants, the City needs to develop innovative new sources of funding.

The success of the bikeway/trails component is predicated on implementation. Implementation is possible through the development of policies that will ensure that the goals for bicycle transportation can be achieved. The most important policy will be a commitment by the City to implement the Bicycle Master Plan.

# OPEN SPACE SYSTEM

## A. SETTING

Open space provides both relief from urbanization and access to natural areas in and around the community. In addition, open space lands provide an opportunity for habitat preservation and enhancement. Roseville has numerous natural areas that serve open space functions. A majority of these focus on the oak and riparian environments along the City's creek systems.

Roseville's overall open space system consists of a variety of natural and man-made elements. At the present time there are approximately ~~3,291~~2,984 acres of land in the City designated for open space use[1]. A majority of this acreage consists of floodplains, wetland preserves, watershed areas, and associated woodlands. This total does not include traditional developed parks or golf courses.

The City's open space system includes 2,361 acres of wetland preserve areas that were created as on-site mitigation. The preserve areas are monitored and managed in accordance with the permit conditions of the U.S. Army Corps of Engineers and the U.S. Fish and Wildlife Service.

The General Plan Land Use Element identifies two land use categories, Open Space and Parks & Recreation, to be applied to the various types of open space lands. These designations are generally reflected on Figure V-1, Open Space Areas. Definitions for the categories above can be found in the Land Use Designations, Definitions and Standards Component of the Land Use Element. The open space land use categories will be overlaid by corresponding zoning districts that will further define their uses and limitations.

Open space of all types, including natural and man-made, are to be preserved throughout the City. It is intended that these resources will be primary factors in defining the City's identity and character.

The City has assigned priority to the development of a comprehensive open space network, connecting public and private open space lands, and providing access to destinations throughout the City and surrounding areas. Although some of the designated open space resources may not be naturally contiguous, they bear a positive and direct relation to each other through the formation of connecting corridors. Providing linkages between these components allows for wildlife, pedestrian, and bicycle circulation as well as other potential passive recreation and educational opportunities. A regionally linked system also allows for connections to adjacent communities.

## B. OUTLOOK

Preservations of open space and natural areas for habitat protection, as well as the enjoyment of Roseville citizens, is a basic goal of the Roseville General Plan. Current and planned development presents a challenge to the City in achieving this goal. However, proper implementation of supporting programs, development standards and guidelines will help preserve and enhance designated open space and natural habitat areas and insure that such areas are properly considered and conserved when analyzing future development.

Should the City decide to expand beyond its current urban land use allocation, the exact boundaries and methods of preservation for open space resources would need to be determined consistent with the goals and policies of this element and the remainder of the General Plan.

State and federal resource agencies have indicated a preference for large-scale off-site preservation for certain wetland habitats. In addition, future open space and resource preservation strategies may require close coordination with large-scale County open space preservation programs or state and federal Natural Communities Conservation Plan/Habitat Conservation Plan efforts. These issues will require close inter-agency coordination.

[1] Roseville Land Inventory, 2012

## TABLE VI-1
## 2012~~2~~5 PARKS AND OPEN SPACE ACREAGE

| Use | Acres |
|---|---|
| Developed Parks | 1,042.38 |
| Golf Courses | 678 |
| Open Space/Park Preserves | ~~4,429.84~~4,431.54 |
| Undeveloped Parks | ~~473.61~~493.05 |
| Roadway Landscape Areas* | ~~263~~266.16 |
| Greenway/Paseos** | ~~59.67~~61.92 |

**Note:**

* Roadway landscape areas consist of landscape corridors and medians only. This figure is comprised of existing Landscape and Lighting District maintained areas plus an estimate for the WRSP ,SVSP/Westbrook, ~~and~~ Creekview and HPCO Master Plan based on similar population from other plan areas.

** Greenways/Paseos consist of the paseos in the WRSP,SVSP/Westbrook, ~~and~~ Creekview and the HPCO Master Plan areas as well as the one existing greenway along the Sunrise Corridor.

## TABLE VI-2
## ROSEVILLE CITY PARKS AND RECREATION AREAS
*(As of ~~August 2012~~July 2015)*

### Existing and Planned Parks/Recreation Areas

P-01. Cresthaven Park
P-02. Crestmont Park
P-03. Diamond Oaks Park
P-04. Eastwood Park
P-05. Garbolino Park
P-06. Hillsborough Park
P-07. Johnson Pool
P-08. Lincoln Estates Park
P-09. Maidu Regional Park & Park Addition
P-10. Oakmont High School Pool
P-11. Roseville High School Pool
P-12. Royer Park
P-13. Saugstad Park
P-14. Sculpture Park
P-15. Shirley Ferretti Park
P-16. Silverado Oaks Park
P-17. Wanish Park
P-18. Weber Park
P-19. Woodbridge Park
P-20. Kaseberg Park
P-21. Diamond Oaks Golf Course
P-22. Buljan Park
P-23. H.C. Elliot Park
P-24. Mahany Park
P-25. Marco Dog Park
P-26. Mark White Park
P-27. Misty Wood Park
P-28. Olympus Park
P-29. R.F. (Rube) Nelson Park
P-30. Ray Lockridge Park
P-31. Summerhill Park
P-32. Twinwood Park
P-33. Vencil Brown Park
P-34. Veterans Memorial Park South
P-35. Woodcreek Golf Club
P-36. Roseville Aquatics Complex
P-37. Roseville Sports Center
P-38. Robert Doyle Park
P-39. Adam Baquerra Park
P-40. James Hall Park
P-41. William Taylor Park
P-42. Willard Dietrich Park
P-43. Sylvia Besana Park
P-44. School House Park
P-45. Kenwood Oaks Park
P-46. Cambria Park
P-47. Lexington Greens Park/Preserve
P-48. NCRSP Park Site, Parcel 55B
P-49. NCRSP Park Site, Parcel 56
P-50. NCRSP Park Site, Parcel 57
P-51. NCRSP Park Site, Parcel 90 (Park/Preserve)
P-52. NCRSP Park Site, Parcel 91 (Park/Preserve)
P-53. NCRSP Park Site, Parcel 93 (Park/Preserve)
P-54. Paul J. Lunardi Park
P-55. SERSP Park Site, Parcel 62
P-56. SERSP Park Site, Parcel 64
P-57. SRSP Park Site, Parcel 29
P-58. David Uribe Park
P-59. SRSP Park Site, Parcels 2, 3, & 4
P-60. SRSP Park Site, Parcel 48
P-61. SRSP Park Site, Parcel 56
P-62. SRSP Park Site, Parcel 61
P-63. Leonard "Duke" Davis Park
P-64. William "Bill" Hughes Park
P-65. Dr. Paul J. Dugan Park
P-66. Blue Oaks Park
P-67. Veteran's Memorial Park North
P-68. NRSP Park Site, Parcel W-51
P-69. Bill Santucci Park
P-70. NRSP Park Site, Parcel WW-51 (Detention)
P-71. Mel Hamel Park
P-72. Melba & William "Al" Erven Park
P-73. Del Stephenson Park
P-74. Central Park
P-75. George Goto Park
P-76. Bear Dog Park
P-77. Aldo Pineschi Sr. Park
P-78. WRSP Park Site, Parcel F-50
P-79. WRSP Park Site, Parcel F-51
P-80. WRSP Park Site, Parcel F-52
P-81. NWRSP Park Site, Parcel 25
P-82. Norm Fratis Park
P-83. WRSP Park Site, Parcel F-54 (FiddymentPark)
P-84. WRSP Park Site, Parcel F-55 (Sports Complex)
P-85. WRSP Park Site, Parcel F-56 (Sports Complex)
P-86. WRSP Park Site, Parcel W-50a
P-87. WRSP Park Site Parcel W-50b
P-88. WRSP Park Site Parcel W-50c
P-89. WRSP Park Site Parcel W-50d
P-90. WRSP Park Site Parcel W-50e

P-91. WRSP Park Site, Parcel W-51
P-92. Bud Nichols Park
P-93. WRSP Park Site, Parcel W-53
P-94. WRSP Park Site, Parcel W-54 (Village Green)
P-95. Fred Festersen Park
P-96. WRSP Pocket Park Site, Parcel F-94
P-97. WRSP Pocket Park Site, Parcel F-95
P-98. WRSP Pocket Park Site, Parcel F-96
P-99. WRSP Pocket Park Site, Parcel F-97
P-100. Harrigan Greens
P-101. Carmen and Alberto Heredia Park
P-102. C. Doulton Burner Park
P-103. NIPA Park Site, Parcel 76 (Longmeadow)
P-104. NIPA Park Site, Parcel 77 (Fiddyment 44)
P-105. NERSP Park Site, Parcel 15L10 (Stonepoint)
P-106. NERSP Park Site, Parcel 15L15 (Stonepoint)
P-107. SVSP Park Site, Parcel KT-50
P-108. SVSP Park Site, Parcel KT-51
P-109. SVSP Park Site, Parcel KT-52
P-110. SVSP Park Site, Parcel CG-50
P-111. SVSP Park Site, Parcel DF-50
P-112. SVSP Park Site, Parcel JM-50
P-113. SVSP Park Site, Parcel JM-51
P-114. SVSP Park Site, Parcel JM-52
P-115. SVSP Park Site, Parcel FD-50
P-116. SVSP Park Site, Parcel FD-51
P-117. SVSP Park Site, Parcel FD-52
P-118. SVSP Park Site, Parcel FD-53
P-119. SVSP Park Site, Parcel CO-50
P-120. SVSP Park Site, Parcel WB-50
P-121. SVSP Park Site, Parcel WB-51
P-122. SVSP Park Site, Parcel WB-52
P-123. CSP Park Site, Parcel C-60
P-124. CSP Park Site, Parcel C-61
P-125. CSP Park Site, Parcel C-62
P-126. CSP Park Site, Parcel C-63
P-127. WRSP Pocket Park Site, Parcel F-101
P-128 NIPA HPCO Campus Oaks Park, Parcel CO-61
P-129 NIPA HPCO Park Couplet, Parcel CO-62
P-130 NIPA HPCO Hewlett-Packard Greenway, Parcel CO-64 & HP-2

## Open Space Areas[1]

O-01. DWSP, Parcel 45 (Blue Oaks North Preserve)
O-02. DWSP, Parcel 46 (Central Park Preserve)
O-03. DWSP, Parcel 47 (Blue Oaks South Preserve)
O-04. HRNSP Open Space, Parcel 70
O-05. HRNSP Open Space, Parcel 71
O-06. HRNSP Open Space, Parcel 72
O-07. HRNSP Open Space, Parcel 73
O-08. INFILL Cirby Creek (Open Space Floodway)
O-09. INFILL Dry Creek (Open Space/Floodway)
O-10. INFILL Linda Creek (Open Space Floodway)
O-11. INFILL Linda Creek (Open Space Floodway)
O-12. INFILL Linda/Cirby Creek (Open Space Floodway)
O-13. INFILL Open Space, Parcel 312
O-14. INFILL Open Space, Parcels 295-298
O-15. INFILL Reason Farms (Open Space)
O-16. NCRSP Open Space, Parcel 97
O-17. NCRSP, Parcel 23 (Wetland Preserve)
O-18. NCRSP, Parcel 45 (Wetland Preserve)
O-19. NCRSP, Parcel 82 (Lower Watershed)
O-20. NCRSP, Parcel 83 (Lower Watershed)
O-21. NCRSP, Parcel 84 (Lower Watershed)
O-22. NCRSP, Parcel 85 (Lower Watershed)
O-23. NCRSP, Parcel 86 (Lower Watershed)
O-24. NCRSP, Parcel 87 (Lower Watershed)
O-25. NCRSP, Parcel 88 (Lower Watershed)
O-26. NCRSP, Parcel 98A (Open Space/Recreation)
O-27. NCRSP, Parcel 98B (Open Space/Recreation)
O-28. NCRSP, Parcel 98C (Open Space/Recreation)
O-29. NCRSP, Parcel 98D (Open Space/Recreation)
O-30. NCRSP, Parcel 98E (Open Space/Recreation)
O-31. NCRSP, Parcels 80A & B (Lower Watershed)
O-32. NCRSP, Parcels 81A & B (Lower Watershed)
O-33. NERSP Open Space, Parcel 15L19
O-34. NERSP Open Space, Parcel 26
O-35. NERSP Open Space, Parcel 27
O-36. NERSP Open Space, Parcel 28
O-37. NERSP Open Space, Parcel 29
O-38. NIPA Open Space, Parcel 60
O-39. NIPA Open Space, Parcel 61
O-40. NIPA Open Space, Parcel 62
O-41. NIPA Open Space, Parcel 63
O-42. NIPA Open Space, Parcel 64
O-43. NIPA Open Space, Parcel 65
O-44. NIPA Open Space, Parcel 66
O-45. NIPA Open Space, Parcel 67

O-46. NIPA Open Space, Parcel 68
O-47. NIPA Open Space, Parcel 69
O-48. NIPA /HPCO Open Space, Parcels ~~70~~ CO-81, CO-82 & CO-83 (Former Parcel 70)
O-49. NRSP Open Space, Parcel DC-80
O-50. NRSP Open Space, Parcel DC-81
O-51. NRSP Open Space, Parcel DC-9B
O-52. NRSP Open Space, Parcel M-80
O-53. NRSP Open Space, Parcel M-81
O-54. NRSP Open Space, Parcel W-80
O-55. NRSP Open Space, Parcel W-81
O-56. NRSP Open Space, Parcel W-82
O-57. NRSP Open Space, Parcel W-83
O-58. NRSP Open Space, Parcel WN-80
O-59. NRSP Open Space, Parcel WN-81 (Wetland Comp.)
O-60. NRSP Open Space, Parcel WN-82
O-61. NRSP Open Space, Parcel WN-83
O-62. NRSP Open Space, Parcel WN-84
O-63. NRSP Open Space, Parcel WN-85
O-64. NRSP Open Space, Parcel WW-82 (Wetland Comp.)
O-65. NRSP Open Space, Parcel WW-83 (Landscape)
O-66. NRSP Open Space, Parcel WW-84 (Vegitation Buffer)
O-67. NRSP Open Space, Parcel WW-85 (Vegitation Buffer)
O-68. NRSP Open Space, Parcel WW-86-89
O-69. NWRSP Open Space, Parcel 73A-5 (Wetland)
O-70. NWRSP Open Space, Parcel 73A-6 (Wetland Res.)
O-71. NWRSP Open Space, Parcel 73B
O-72. NWRSP Open Space, Parcel 77B
O-73. NWRSP Open Space, Parcel 78 (Recreation Floodway)
O-74. NWRSP Open Space, Parcel 79A (Floodway)
O-75. NWRSP Open Space, Parcel 79B (Floodway)
O-76. SERSP, Parcel 13B (Floodway)
O-77. SERSP, Parcel 70 (Floodway)
O-78. SERSP, Parcel 71 (Recreation Floodway)
O-79. SERSP, Parcel 72 (Floodway)
O-80. SERSP, Parcel 73 (Recreation Floodway)
O-81. SERSP, Parcel 74 (Recreation Floodway)
O-82. SERSP, Parcel 75 (Recreation Floodway)
O-83. SERSP, Parcel 76 (Floodway)
O-84. SERSP, Parcel 83 (Vernal Pool Preserve)
O-85. SRSP Open Space, Parcel 11
O-86. SRSP Open Space, Parcel 12
O-87. SRSP Open Space, Parcel 16
O-88. SRSP Open Space, Parcel 25
O-89. SRSP Open Space, Parcel 26
O-90. SRSP Open Space, Parcel 31
O-91. SRSP Open Space, Parcel 32
O-92. SRSP Open Space, Parcel 44 (Wetland Preserve)
O-93. SRSP Open Space, Parcel 5
O-94. SRSP Open Space, Parcels 50, 52B, 60
O-95. SRSP Open Space, Parcel 6
O-96. SRSP Open Space, Parcel 7
O-97. SRSP Open Space, Parcels 53A & B (Private)
O-98. WRSP Open Space, Parcel F-80
O-99. WRSP Open Space, Parcel F-83
O-100. WRSP Open Space, Parcel F-84
O-101. WRSP Open Space, Parcel F-85
O-102. WRSP Open Space, Parcel F-86
O-103. WRSP Open Space, Parcel F-87
O-104. WRSP Open Space, Parcel F-88
O-105. WRSP Open Space, Parcel F-89
O-106. WRSP Open Space, Parcel W-81
O-107. WRSP Open Space, Parcel W-82
O-108. WRSP Open Space, Parcel W-83
O-109. WRSP Paseo, Parcel F-90-93
O-110. WRSP Paseo, Parcel W-85
O-111. WRSP Paseo, Parcel W-87
O-112. WRSP Paseo, Parcel W-88
O-113. WRSP Paseo, Parcel W-89
O-114. SVSP Open Space, Parcel CG-70, CG-82
O-115. SVSP Open Space, Parcel CG-80
O-116. SVSP Open Space, Parcel CG-81
O-117. SVSP Open Space, Parcel CO-80 & 81
O-118. SVSP Open Space, Parcel DF-80 & 81
O-119. SVSP Open Space & Paseo Parcels FD-70-74, CO-70-71
O-120. SVSP Open Space, Parcel FD-80
O-121. SVSP Open Space, Parcel FD-81
O-122. SVSP Open Space, Parcel FD-82A & B
O-123. SVSP Open Space, Parcel FD-83
O-124. SVSP Open Space, Parcel FD-84
O-125. SVSP Open Space, Parcel FD-85
O-126. SVSP Open Space, Parcel FD-86
O-127. SVSP Open Space, Parcel FD-87A & B
O-128. SVSP Open Space, Parcel FD-88A & B
O-129. SVSP Open Space, Parcel JM-80
O-130. SVSP Open Space, Parcel JM-81
O-131. SVSP Open Space, Parcel JM-82
O-132. SVSP Open Space, Parcel JM-83
O-133. SVSP Open Space, Parcel JM-84
O-134. SVSP Open Space, Parcel JM-85
O-135. SVSP Open Space, Parcel KT-80A
O-136. SVSP Open Space, Parcel KT-80B

# FIRE PROTECTION

## A. SETTING

The City of Roseville provides primary fire protection services within the City limits. As of ~~2012~~ 2015 the Department has eight existing fire stations and ~~two~~ three planned fire stations throughout the community (Figure VIII-4). Additional fire stations will be planned as future specific plans and/or annexations occur. The front line fire apparatus fleet consists of an appropriate number of strategically located and staffed engines, aerial ladder trucks, wildland engines, a hazardous materials response vehicle, a technical rescue vehicle, and command vehicles. In addition, the department maintains an appropriate number of reserve apparatus and one engine is dedicated to the Fire Training Center.

As of January 2009, there were 122 Fire Department personnel assigned to the following divisions: Administration – 8, Operations – 103, Training – 1, Fire Prevention – 10.

The Fire Training Center is located at the Corporation Yard on PFE Road. It includes a storage building, training tower, classrooms, and field training facilities.

Fire Department responses can generally be grouped into three categories. The first, fire calls, are defined as those related to fires, including structural, grass, and vehicle. Emergency medical service (EMS) calls are identified as those calls related to medical emergencies. Non-fire calls refer to all other calls, such as investigations of possible fire hazards, false alarms, and other miscellaneous calls.

Over the last several years the Fire Department's incident response has been maintained at one hundred calls per thousand in population. EMS incident continue to be the majority of those responses. Structure fire responses show a decrease during the same time period representing 0.11 per thousand which is significantly under the national average of 0.19 per thousand. Fire prevention activities and public education programs along with high building standards can be credited for these statistics. This trend is expected to continue for the short term. However, it is anticipated that these numbers will increase in the future as newer residential and commercial development ages.

The City has carried an excellent Insurance Service Office (ISO) rating since 1980. As a measure of a fire department's effectiveness, ISO's rating system is based on a municipality's facilities and equipment, personnel, and quantity of water available for fire fighting. Roseville rates high for urban areas among its neighboring jurisdictions, with an ISO rating of 3 on a scale of 1 to 10. The lower the number, the higher the rating.

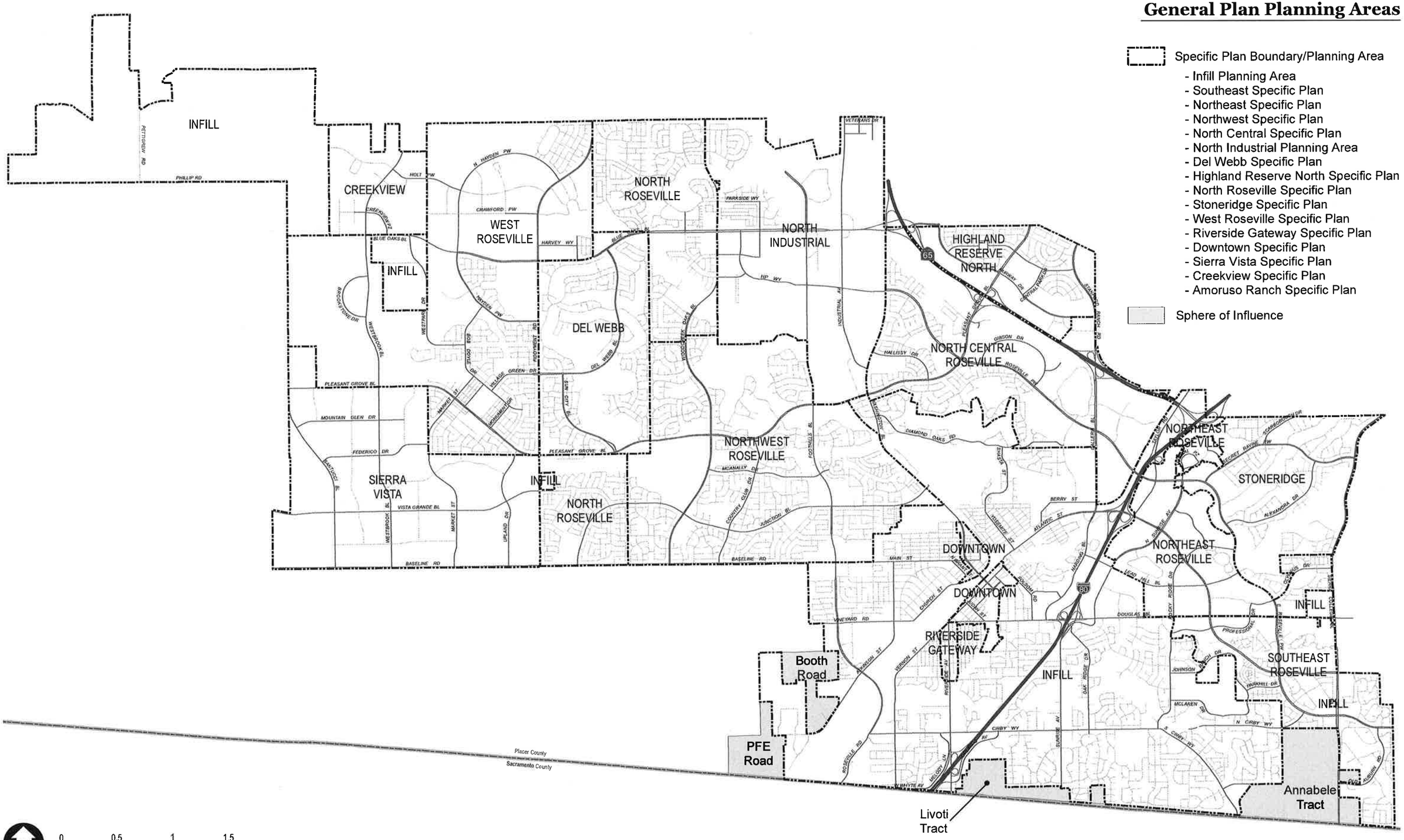
In the early 2000's, the Roseville Fire Department underwent a rigorous Self-Assessment study process established by the Commission on Fire Accreditation International. This process allowed the department to perform a thorough analysis of all aspects of the organization, including all programs and services provided. The Department obtained full International Accreditation in 2005.

Roseville's supply and availability of water for firefighting needs is sufficient to serve the demands at build-out of the infill and specific plan areas. Water pressure must be sufficient; however, quantity rather than increased water pressure is the key to effective fire suppression. The specific quantity of water needed for fire protection of individual buildings is set forth in the California Fire Code. (California Code of Regulations Title 24, Part 9).

The Fire Department has traditionally received its budget from the City's General Fund. As Roseville began to develop at a rapid rate, there was concern as to whether the Fire Department could obtain adequate financial resources to meet the increase in demand for services.

As a result, Roseville citizens approved a Fire Service Construction Tax in 1984 that requires that one-half percent of the value of any new construction be collected as part of the building permit fee and designated for fire suppression and protection. These funds must be spent on capital improvements, such as fire stations, fire trucks, and other departmental equipment. The funds may not be allocated to operational expenses, such as salaries or training. The Fire

# Fig. II-1
## General Plan Planning Areas



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# Fig. II-2
# Central Roseville

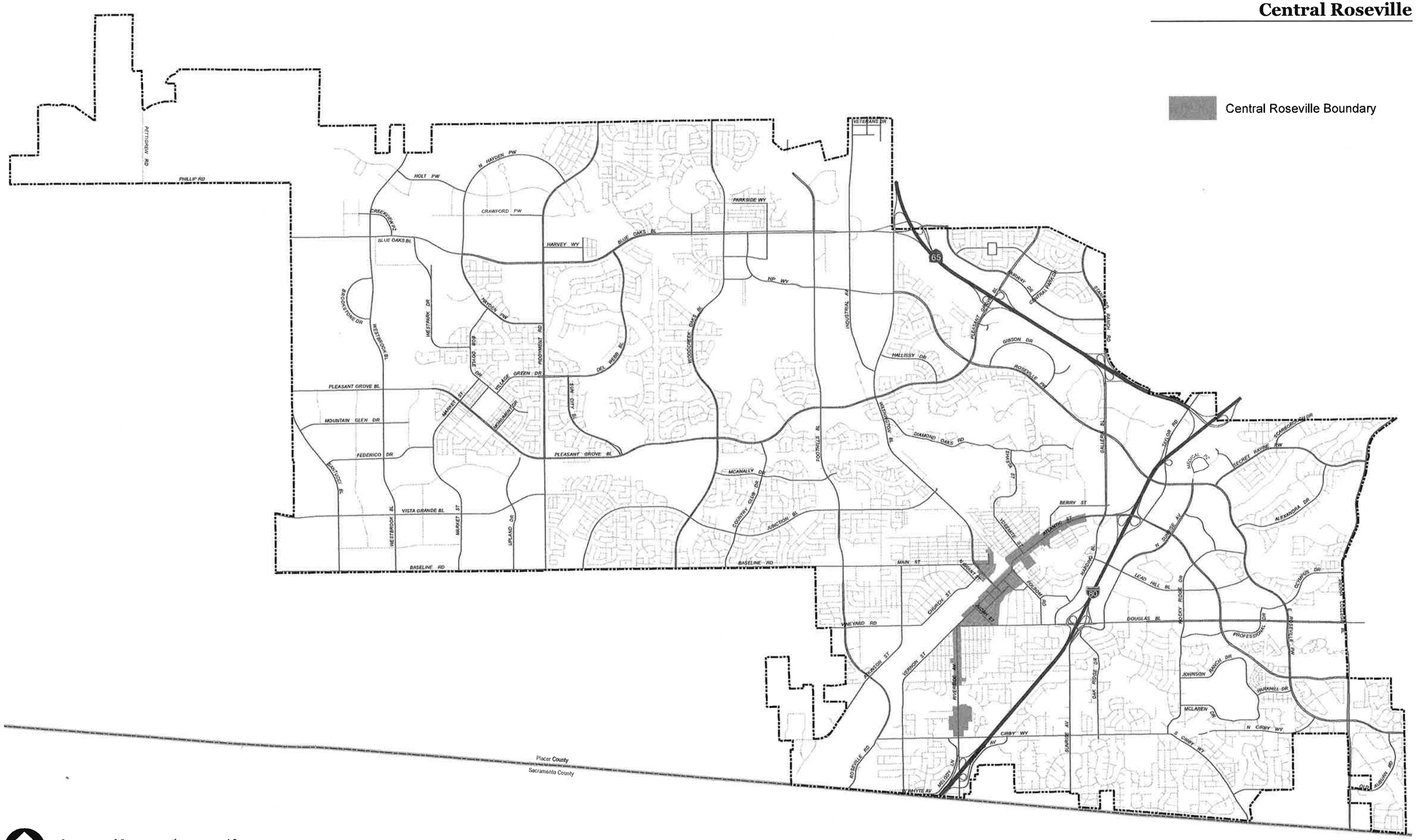




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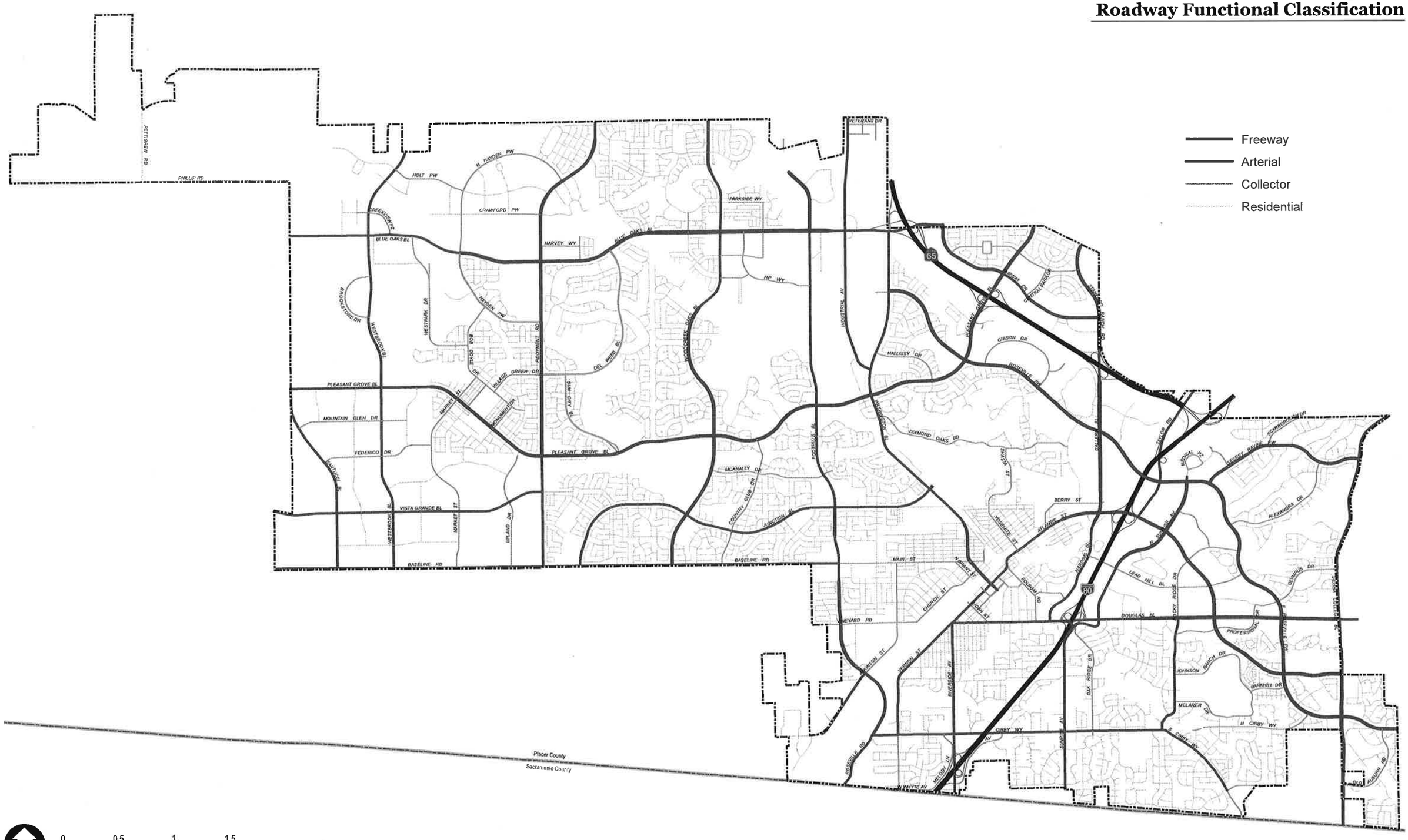
**Fig. III-1**
**Roadway Functional Classification**



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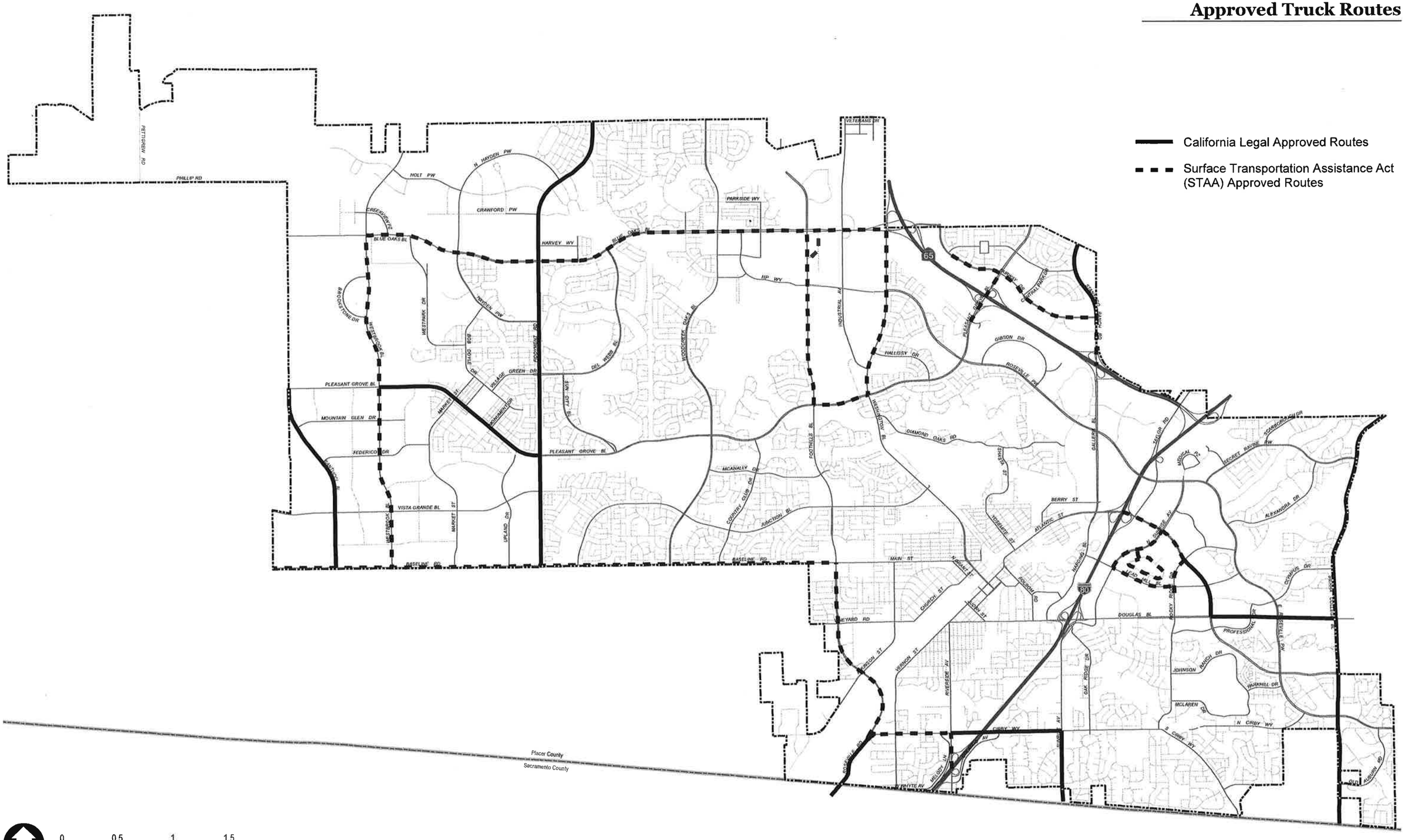
# Fig. III-2
# Approved Truck Routes



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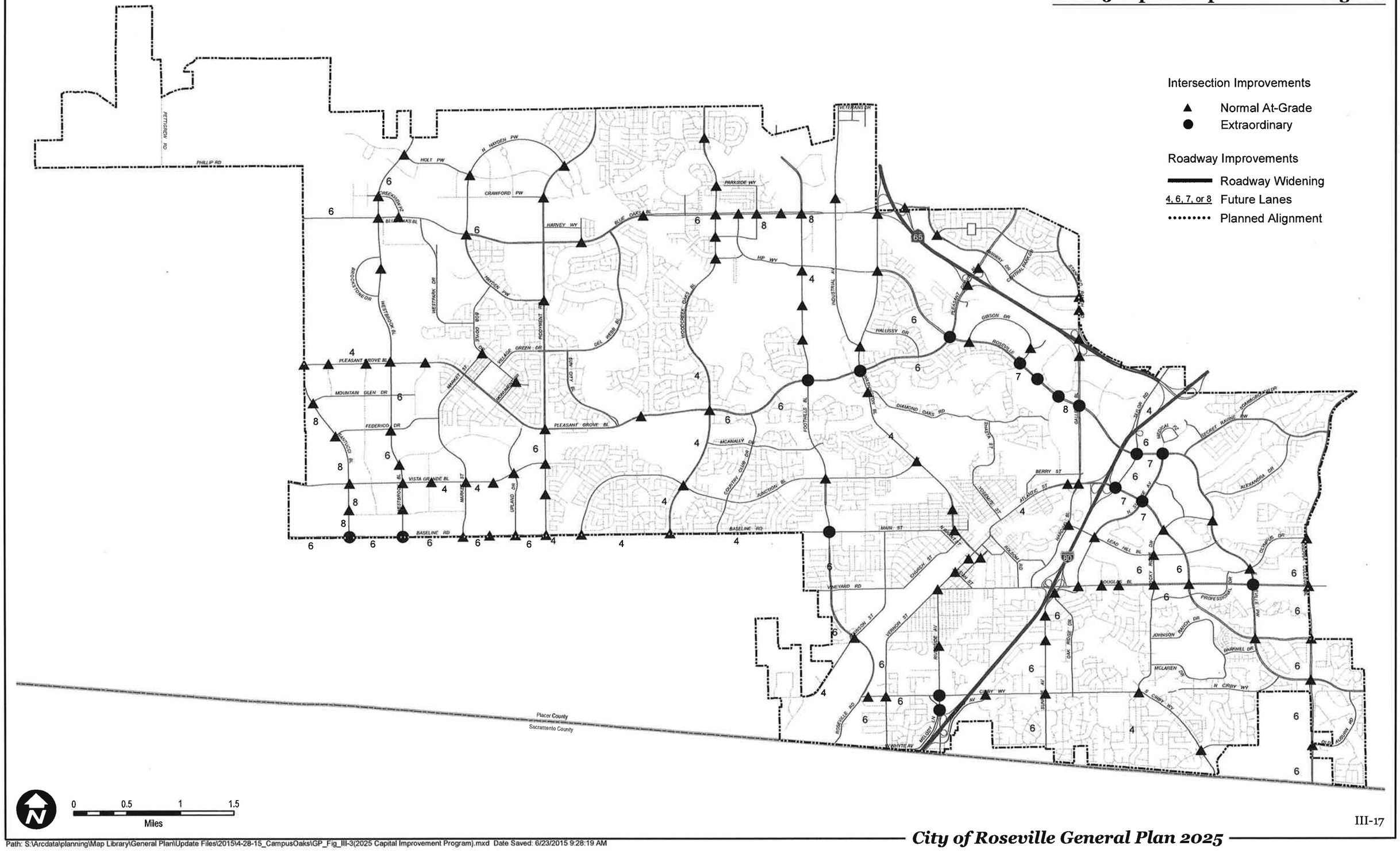
# Fig. III-3
# 2025 Capital Improvement Program



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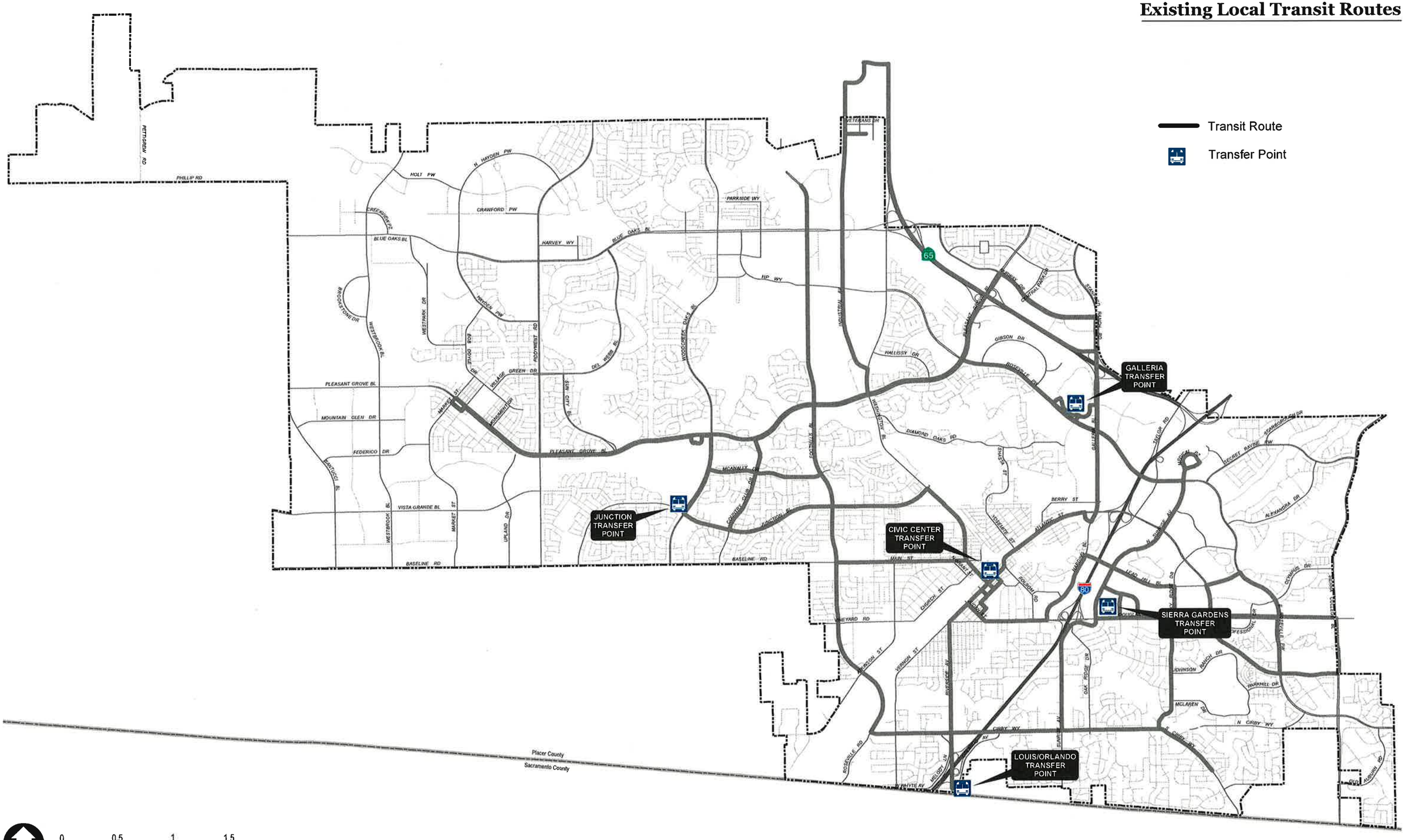
# Fig. III-4
# Existing Local Transit Routes



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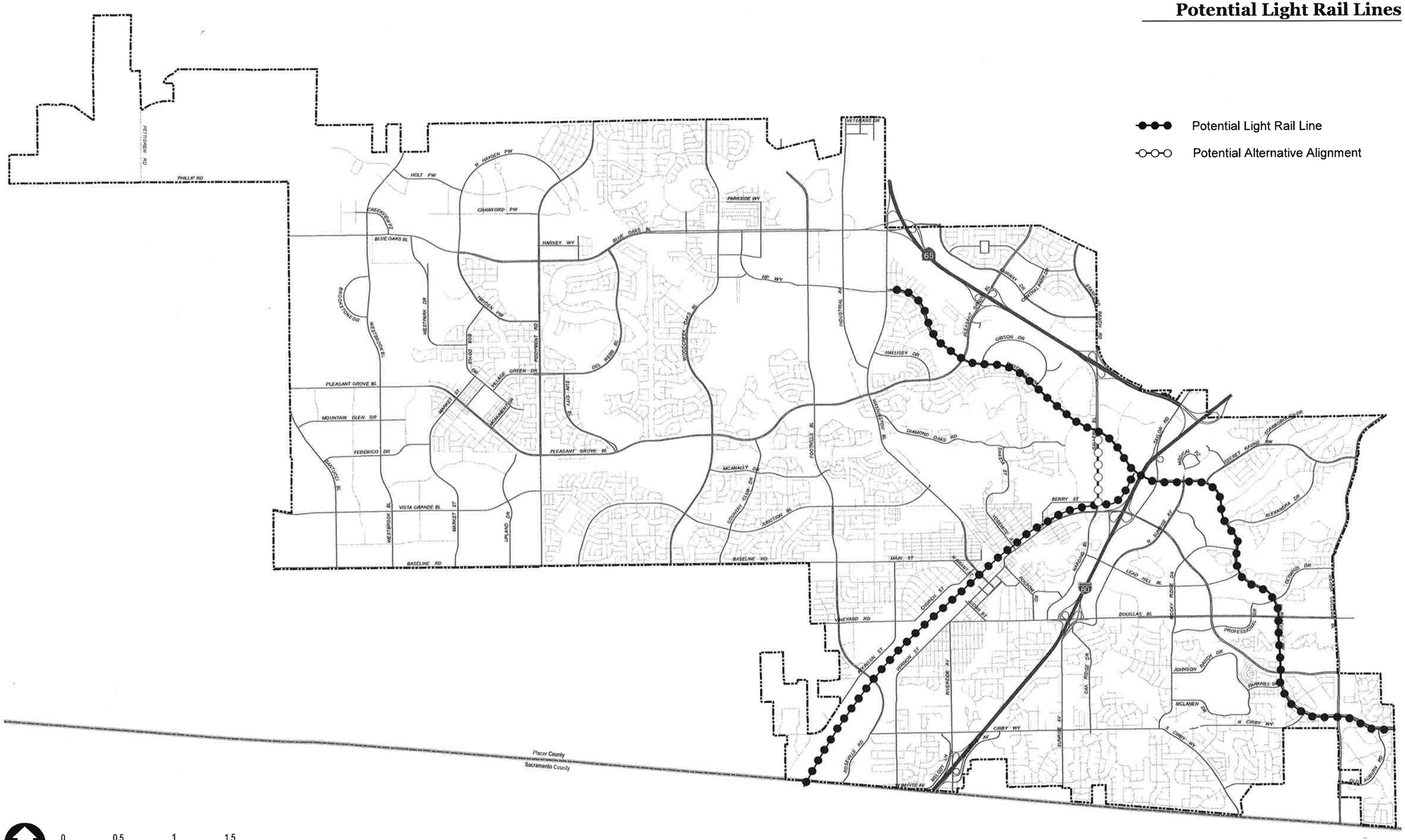
# Fig. III-5
# Potential Light Rail Lines



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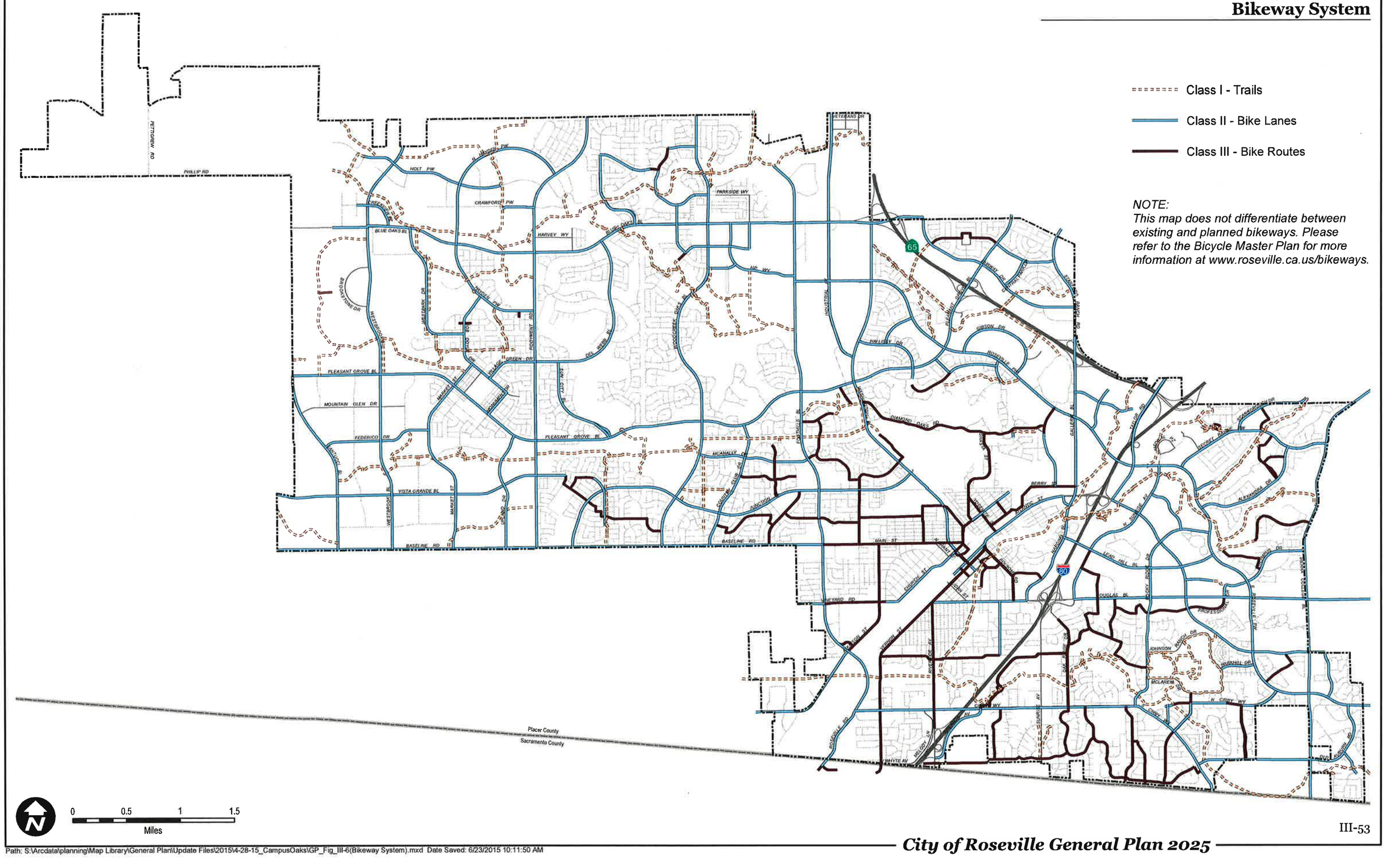
# Fig. III-6
# Bikeway System

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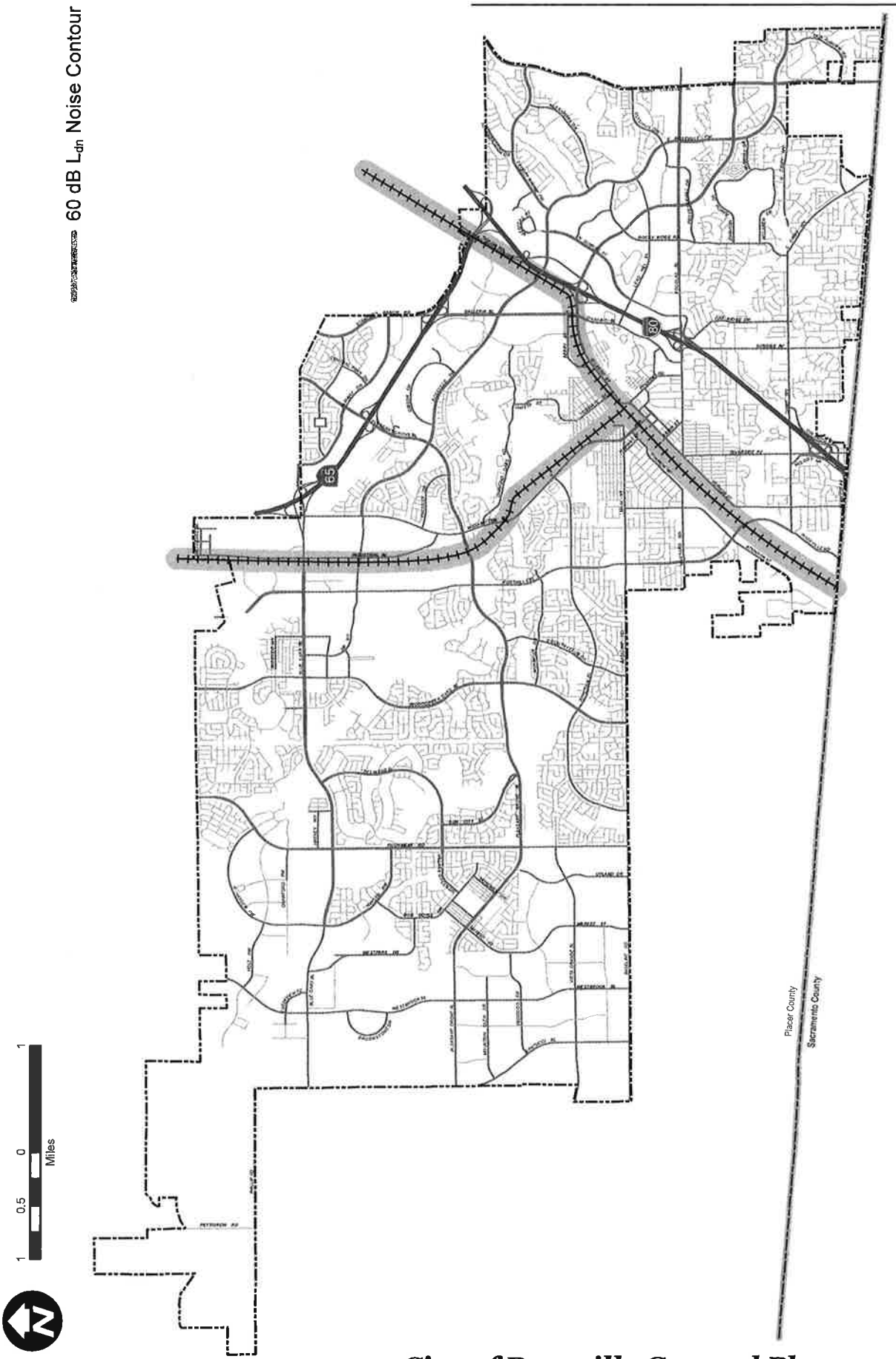
# Fig. IX-3
# Railroad Line Noise Contours

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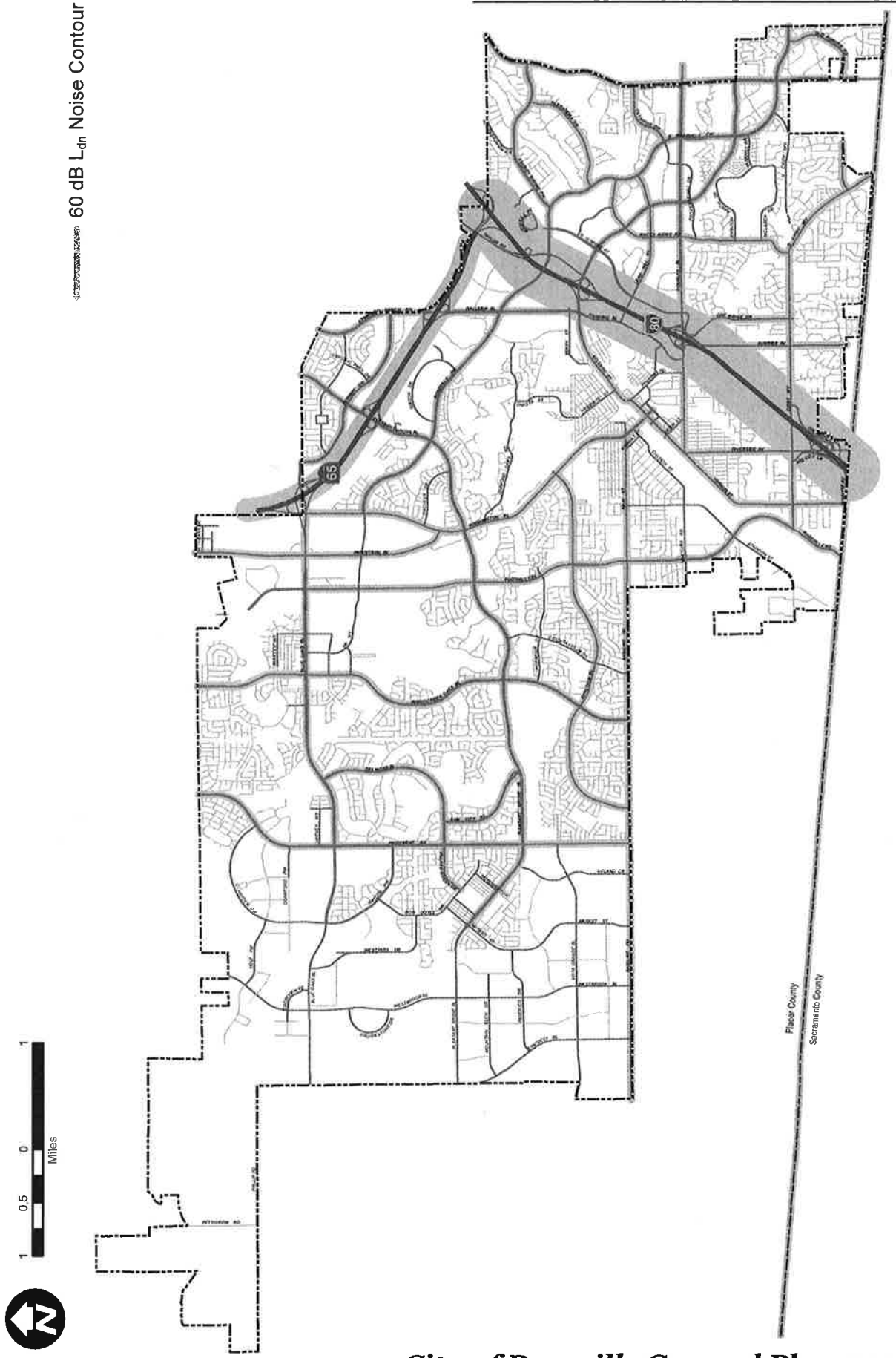
# Fig. IX-1
# Existing Roadway Noise Contours

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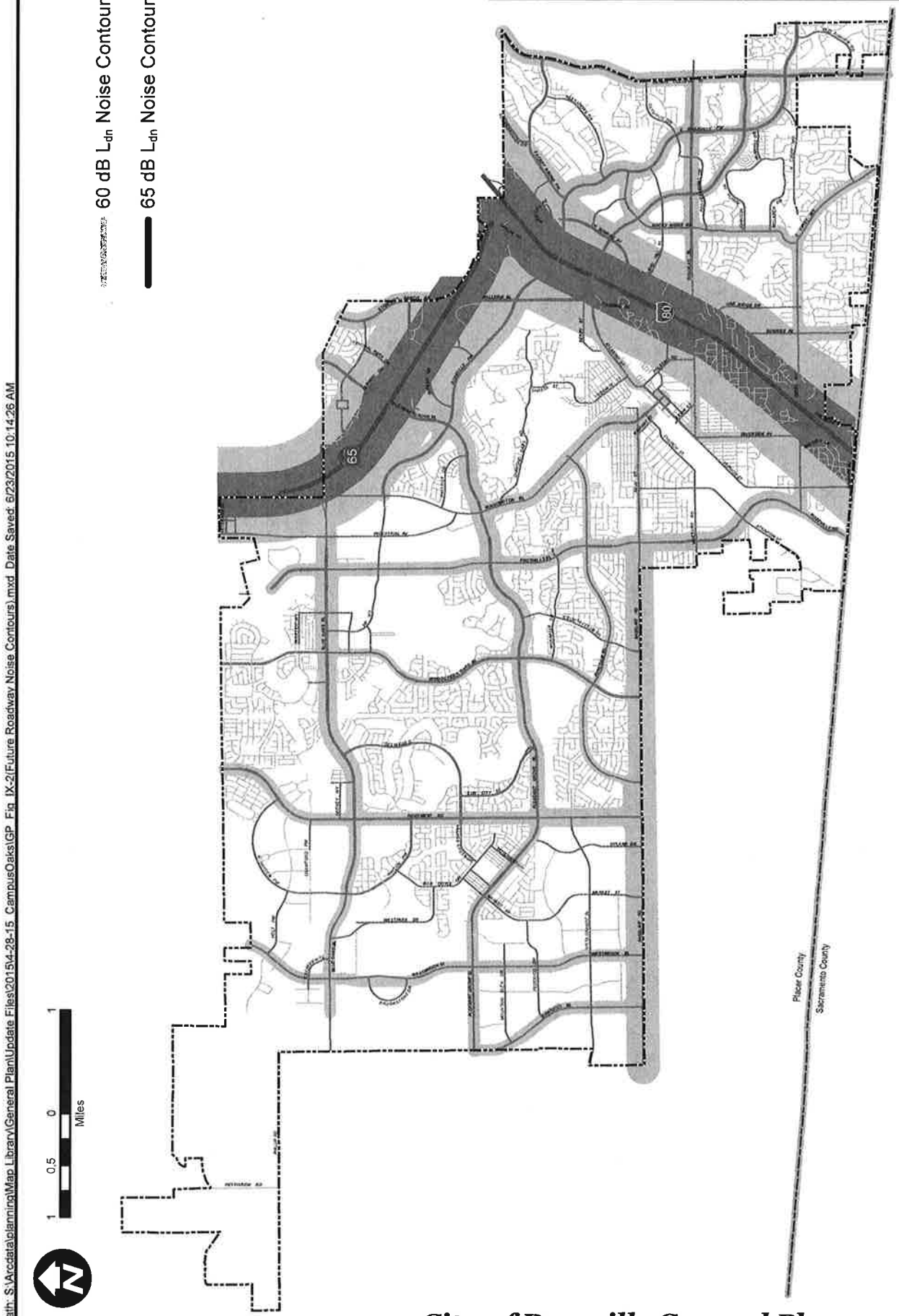
# Fig. IX-2
# Future Roadway Noise Contours

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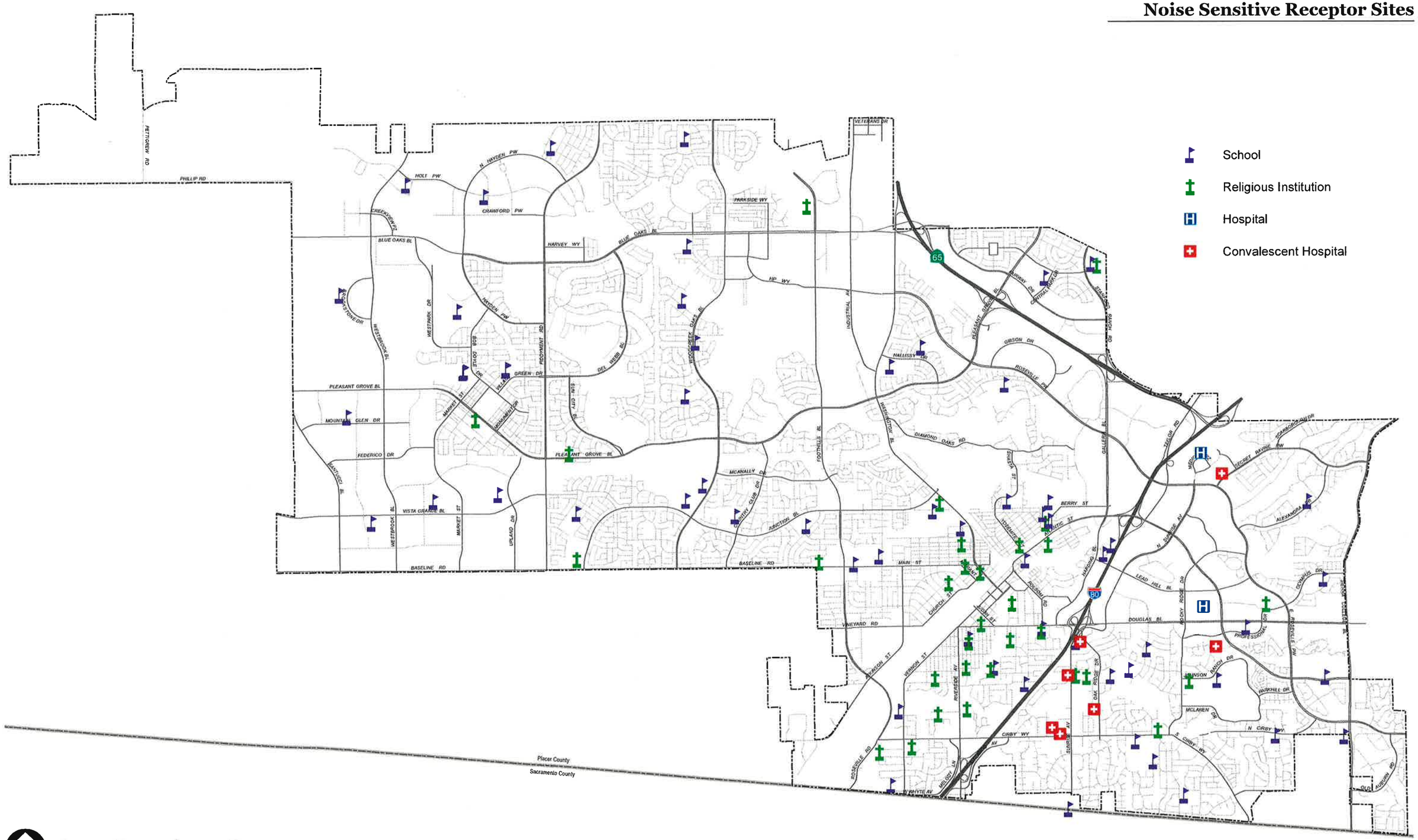
# Fig. IX-4
# Major Fixed Source Locations

# Fig. IX-5
# Noise Sensitive Receptor Sites



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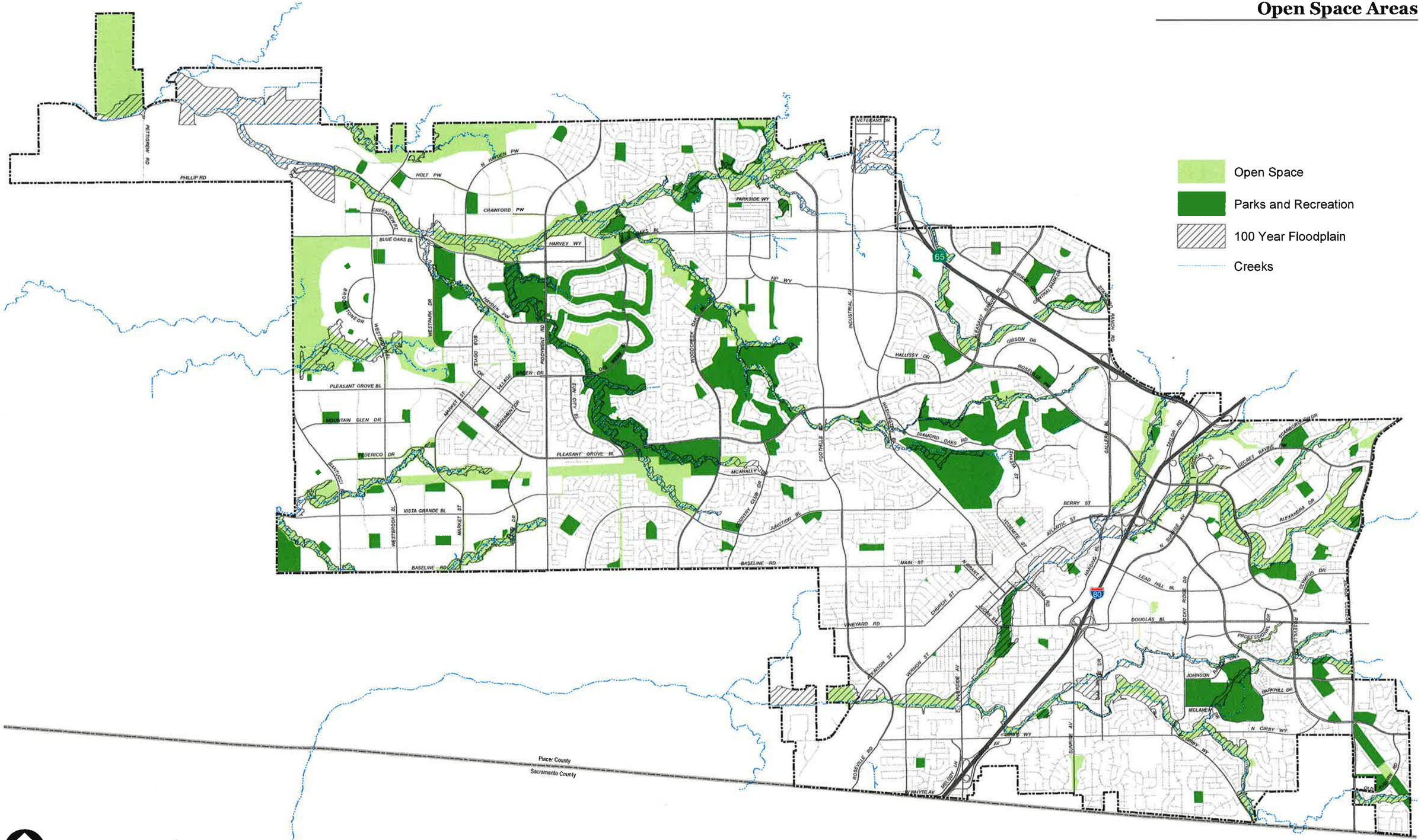
# Fig. V-1
# Open Space Areas



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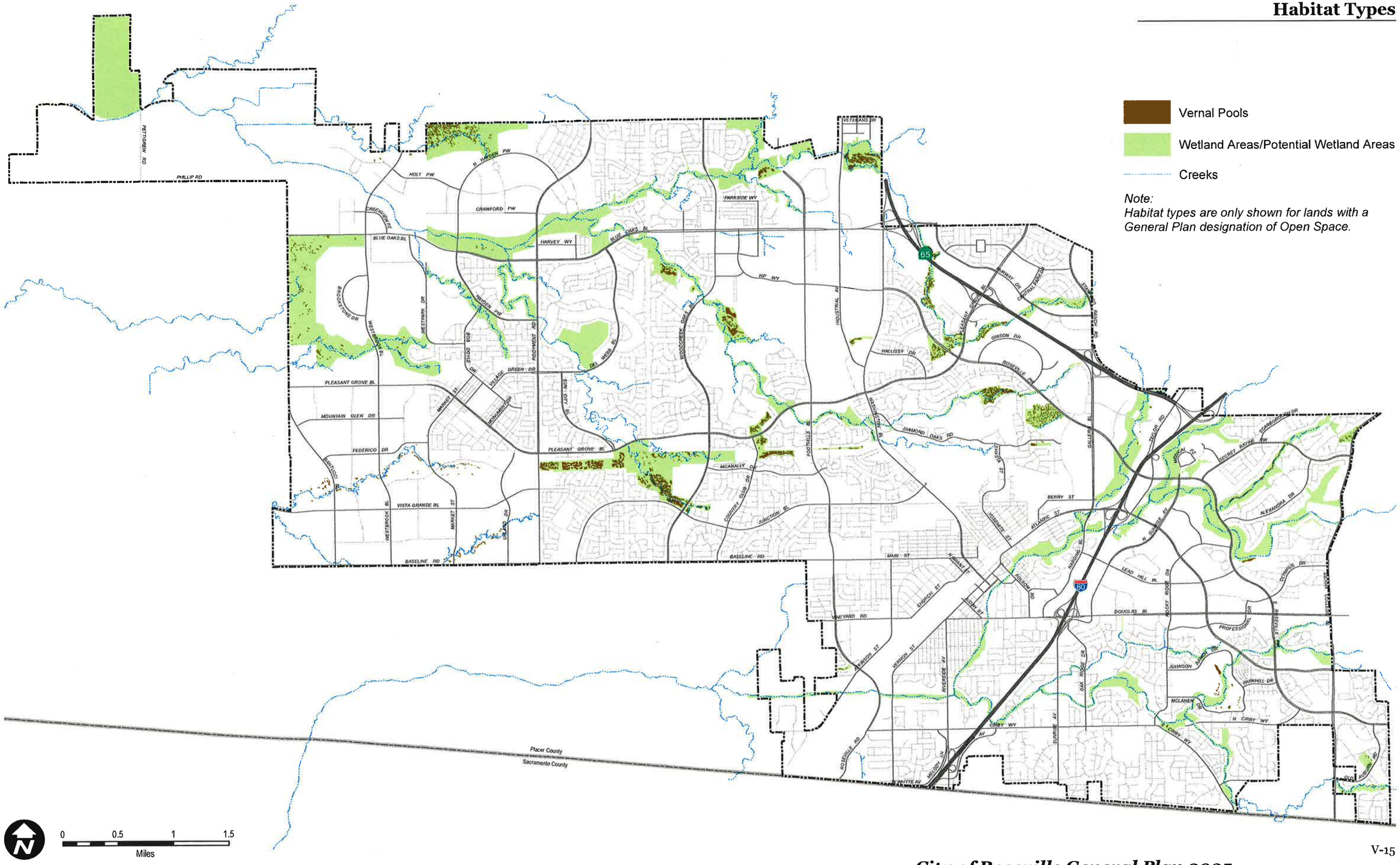
# Fig. V-2
# Habitat Types

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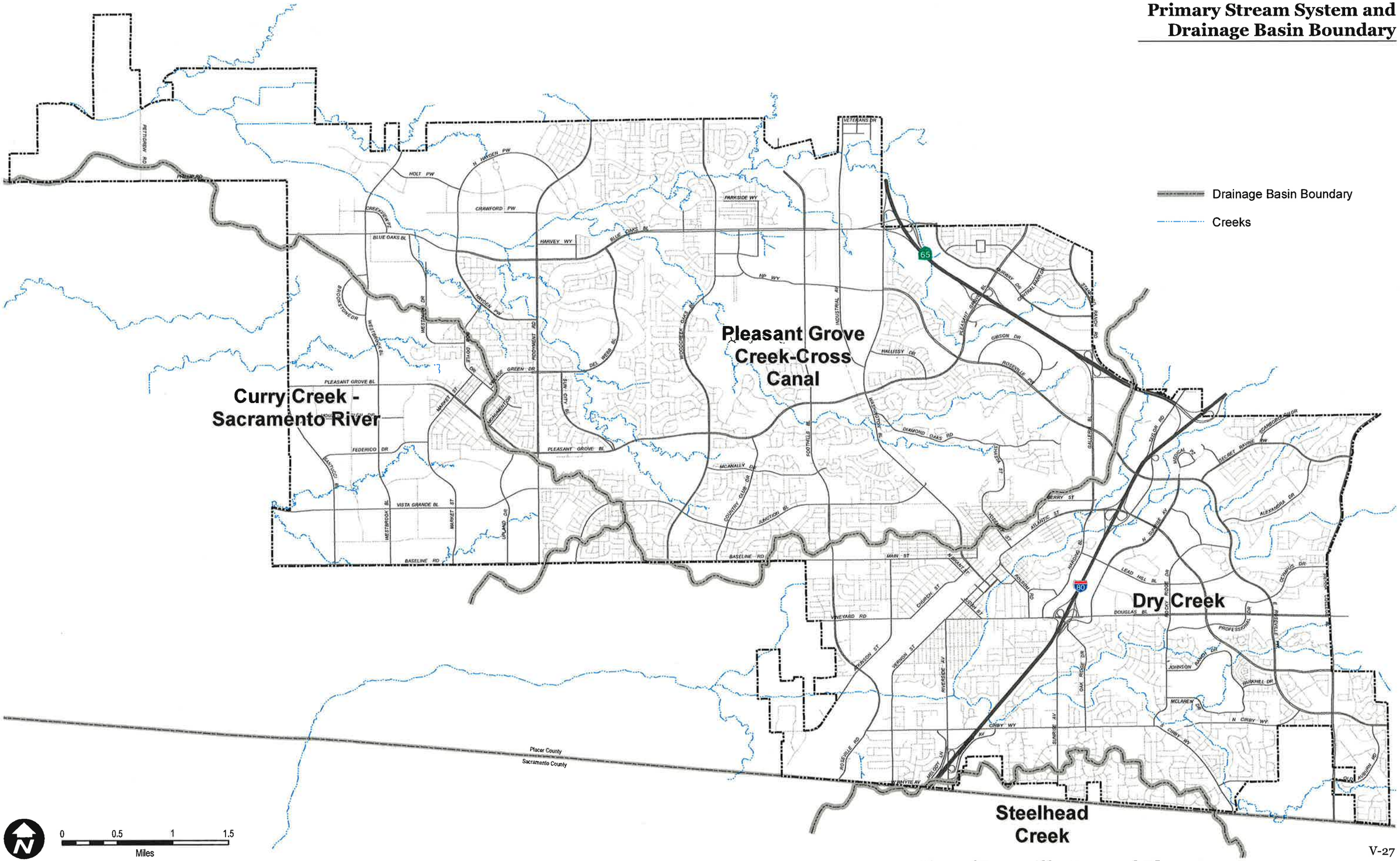
# Fig. V-3
# Primary Stream System and Drainage Basin Boundary

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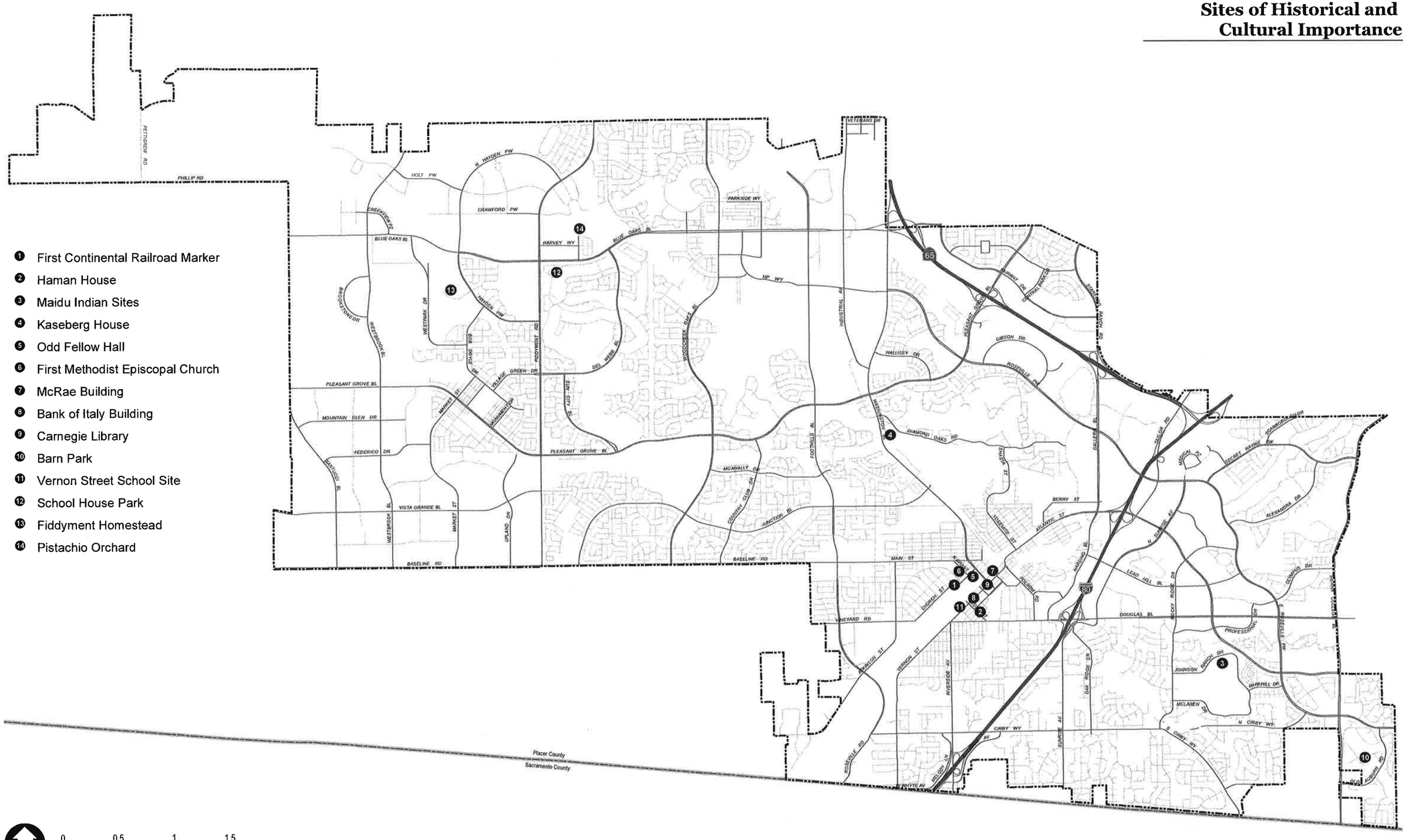
# Fig. V-4
# Sites of Historical and Cultural Importance



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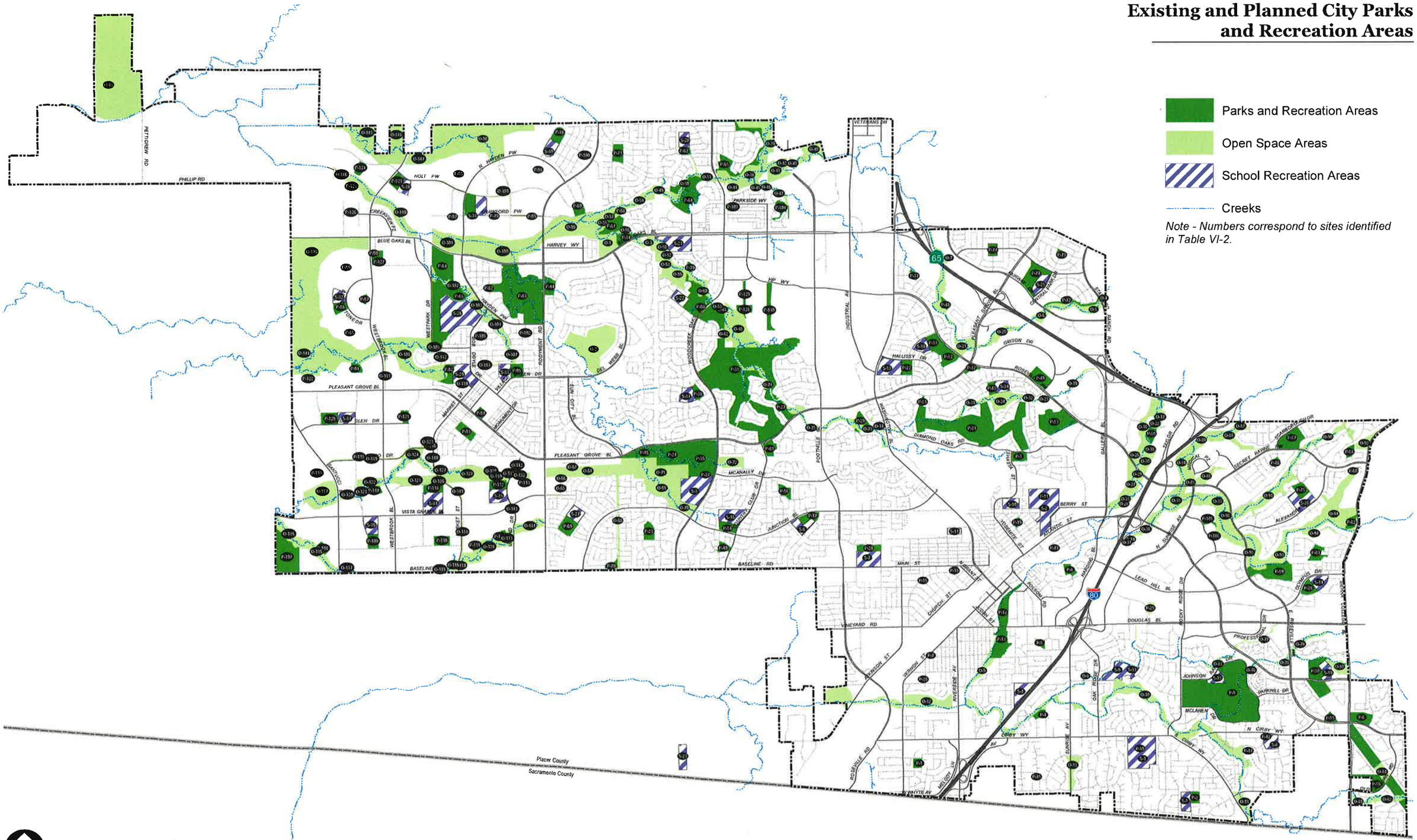
# Fig. VI-1
# Existing and Planned City Parks and Recreation Areas



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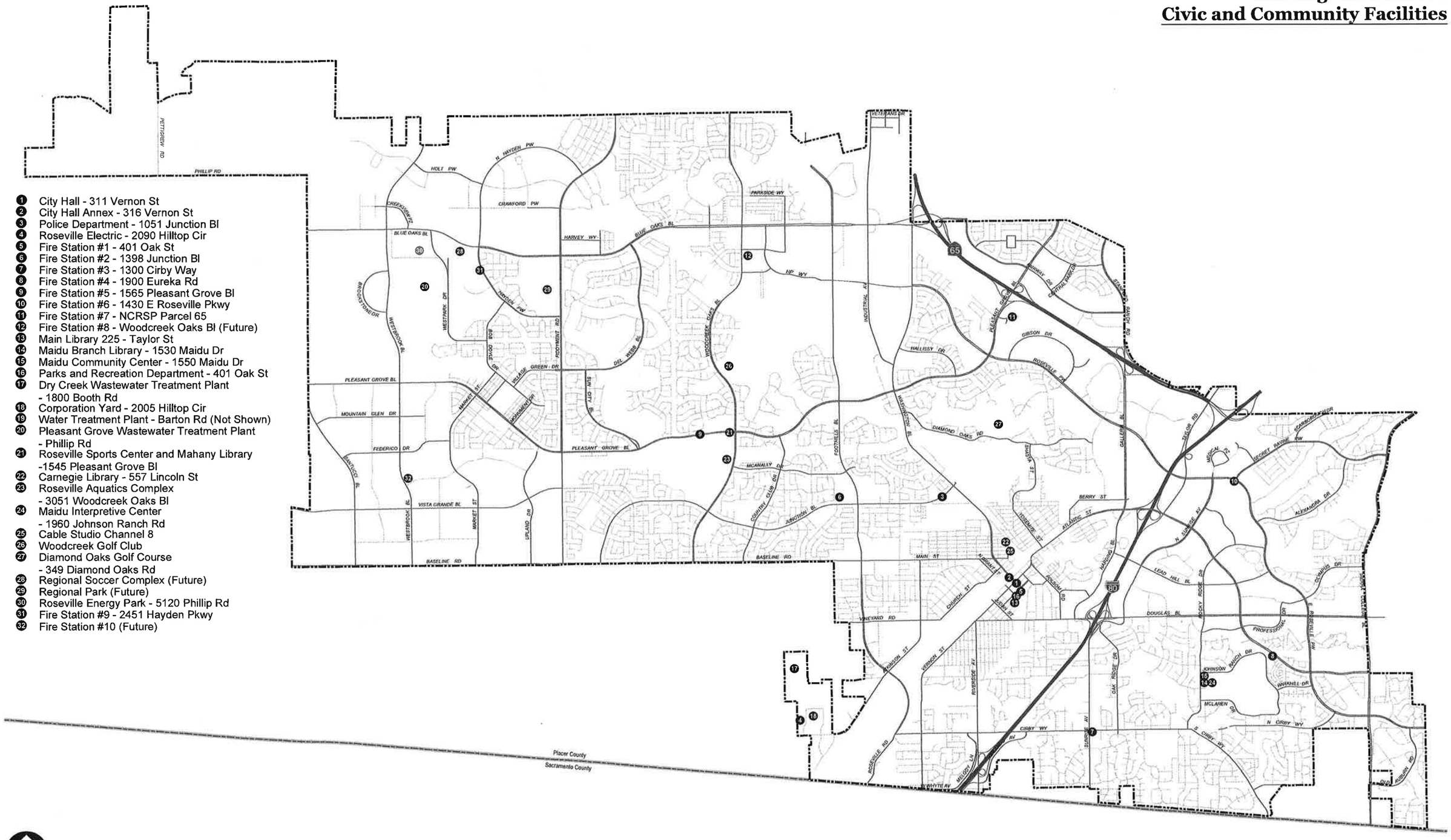
# Fig. VII-1
# Existing and Planned
# Civic and Community Facilities

1. City Hall - 311 Vernon St
2. City Hall Annex - 316 Vernon St
3. Police Department - 1051 Junction Bl
4. Roseville Electric - 2090 Hilltop Cir
5. Fire Station #1 - 401 Oak St
6. Fire Station #2 - 1398 Junction Bl
7. Fire Station #3 - 1300 Cirby Way
8. Fire Station #4 - 1900 Eureka Rd
9. Fire Station #5 - 1565 Pleasant Grove Bl
10. Fire Station #6 - 1430 E Roseville Pkwy
11. Fire Station #7 - NCRSP Parcel 65
12. Fire Station #8 - Woodcreek Oaks Bl (Future)
13. Main Library 225 - Taylor St
14. Maidu Branch Library - 1530 Maidu Dr
15. Maidu Community Center - 1550 Maidu Dr
16. Parks and Recreation Department - 401 Oak St
17. Dry Creek Wastewater Treatment Plant - 1800 Booth Rd
18. Corporation Yard - 2005 Hilltop Cir
19. Water Treatment Plant - Barton Rd (Not Shown)
20. Pleasant Grove Wastewater Treatment Plant - Phillip Rd
21. Roseville Sports Center and Mahany Library -1545 Pleasant Grove Bl
22. Carnegie Library - 557 Lincoln St
23. Roseville Aquatics Complex - 3051 Woodcreek Oaks Bl
24. Maidu Interpretive Center - 1960 Johnson Ranch Rd
25. Cable Studio Channel 8
26. Woodcreek Golf Club
27. Diamond Oaks Golf Course - 349 Diamond Oaks Rd
28. Regional Soccer Complex (Future)
29. Regional Park (Future)
30. Roseville Energy Park - 5120 Phillip Rd
31. Fire Station #9 - 2451 Hayden Pkwy
32. Fire Station #10 (Future)




0 0.5 1 1.5
Miles

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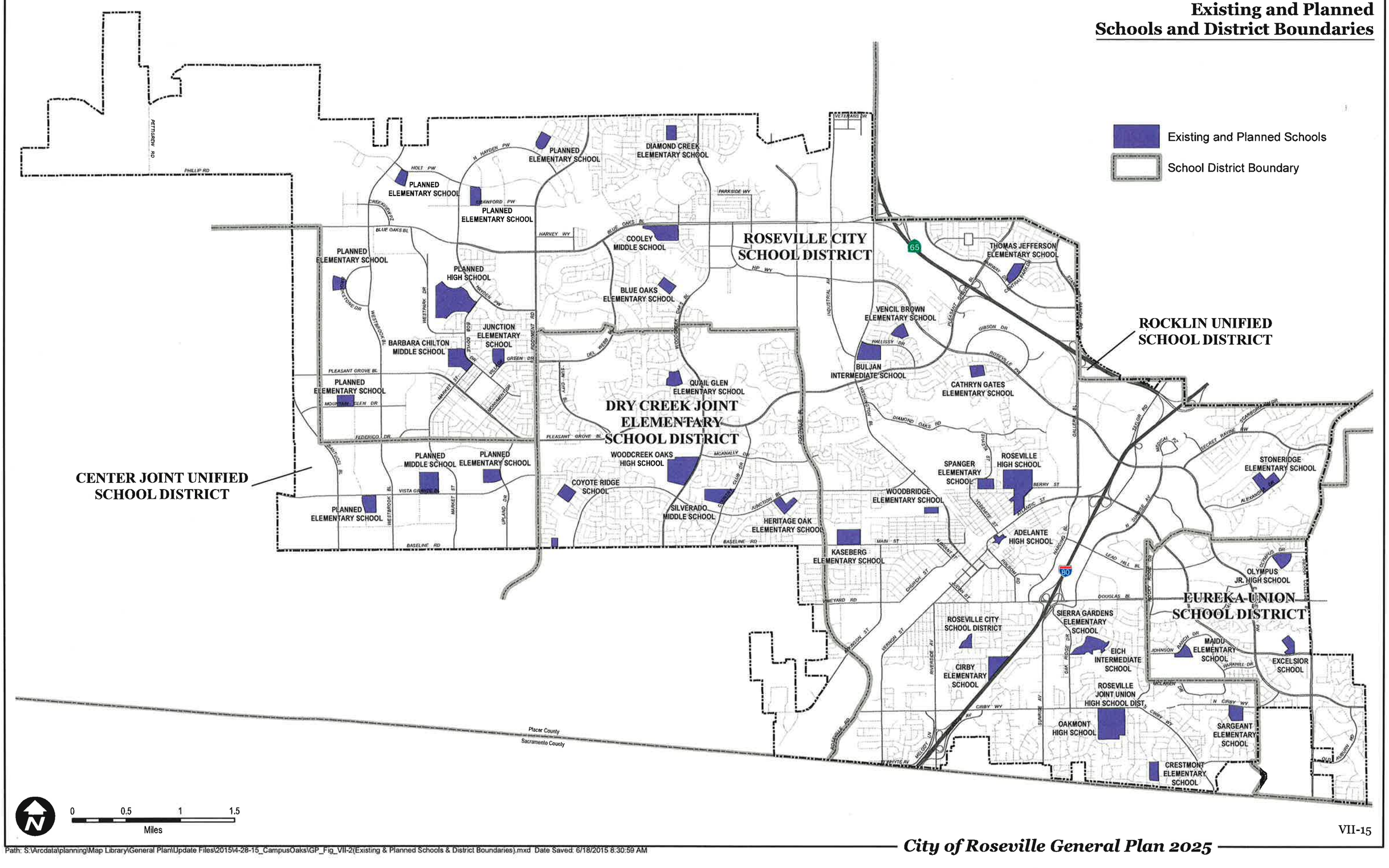
# Fig. VII-2
# Existing and Planned Schools and District Boundaries

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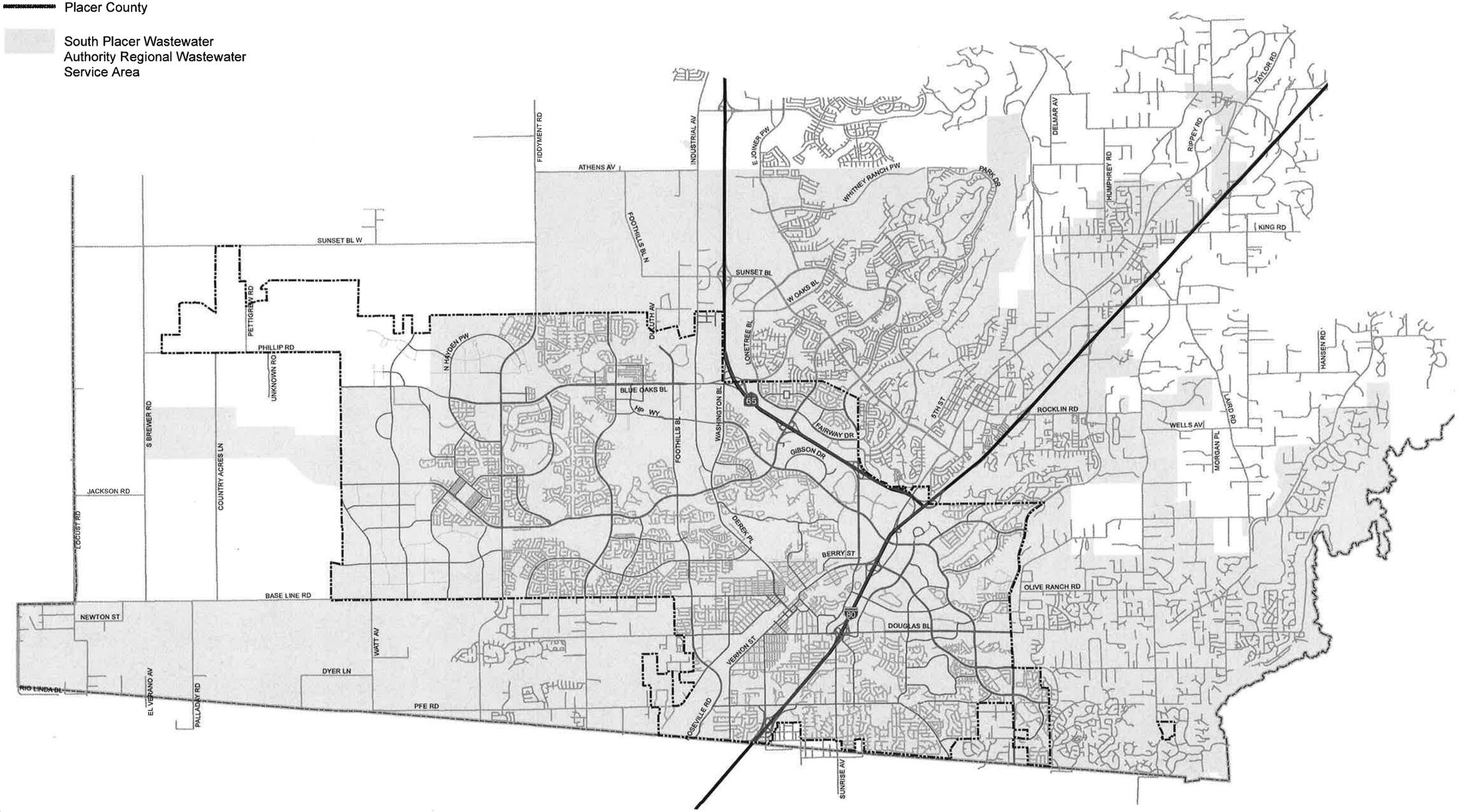
# Fig. VII-3
# Regional Wastewater Service Areas

City of Roseville

Placer County

South Placer Wastewater Authority Regional Wastewater Service Area

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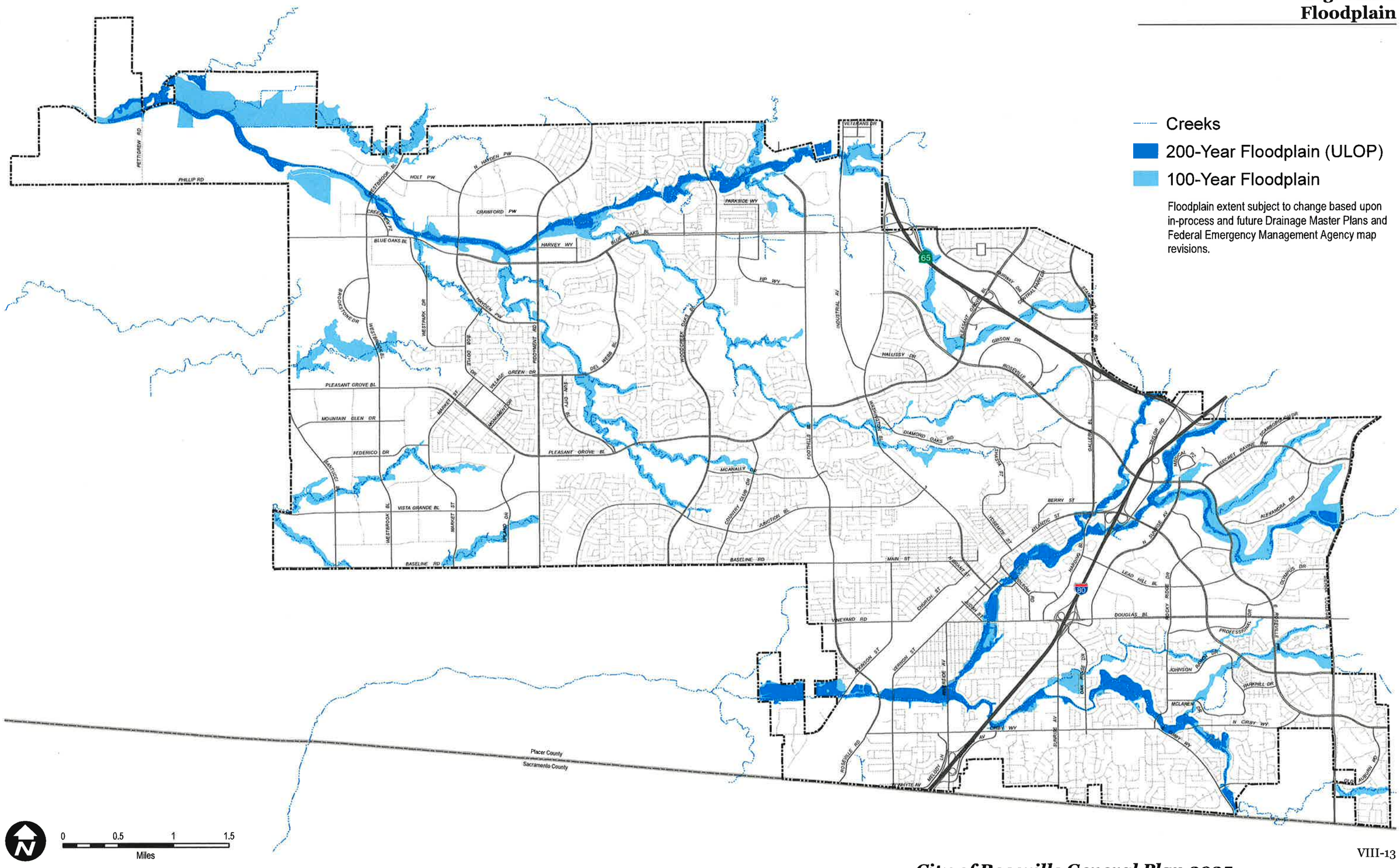
# Fig. VIII-2
# Floodplain



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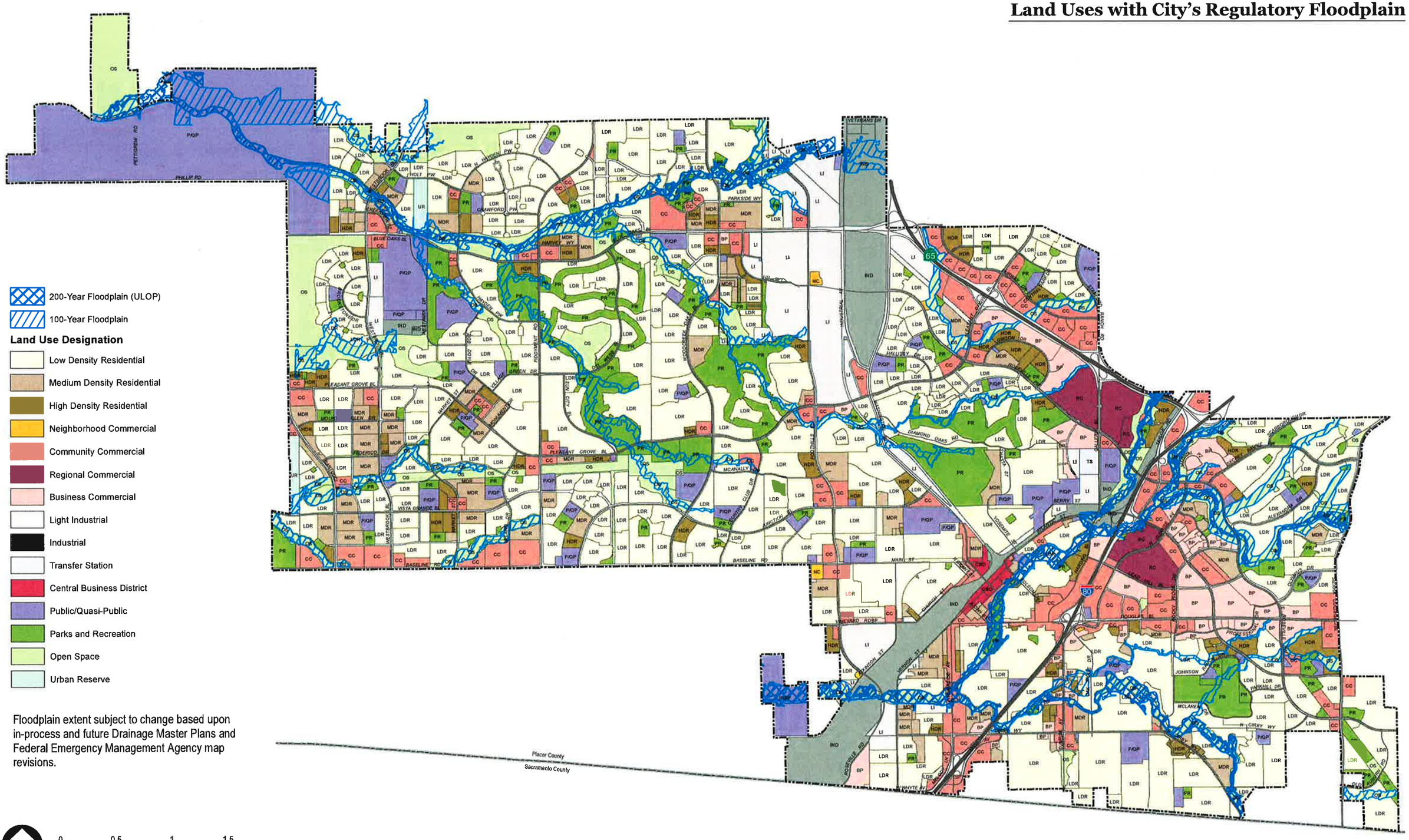
# Fig.VIII-3
# Land Uses with City's Regulatory Floodplain

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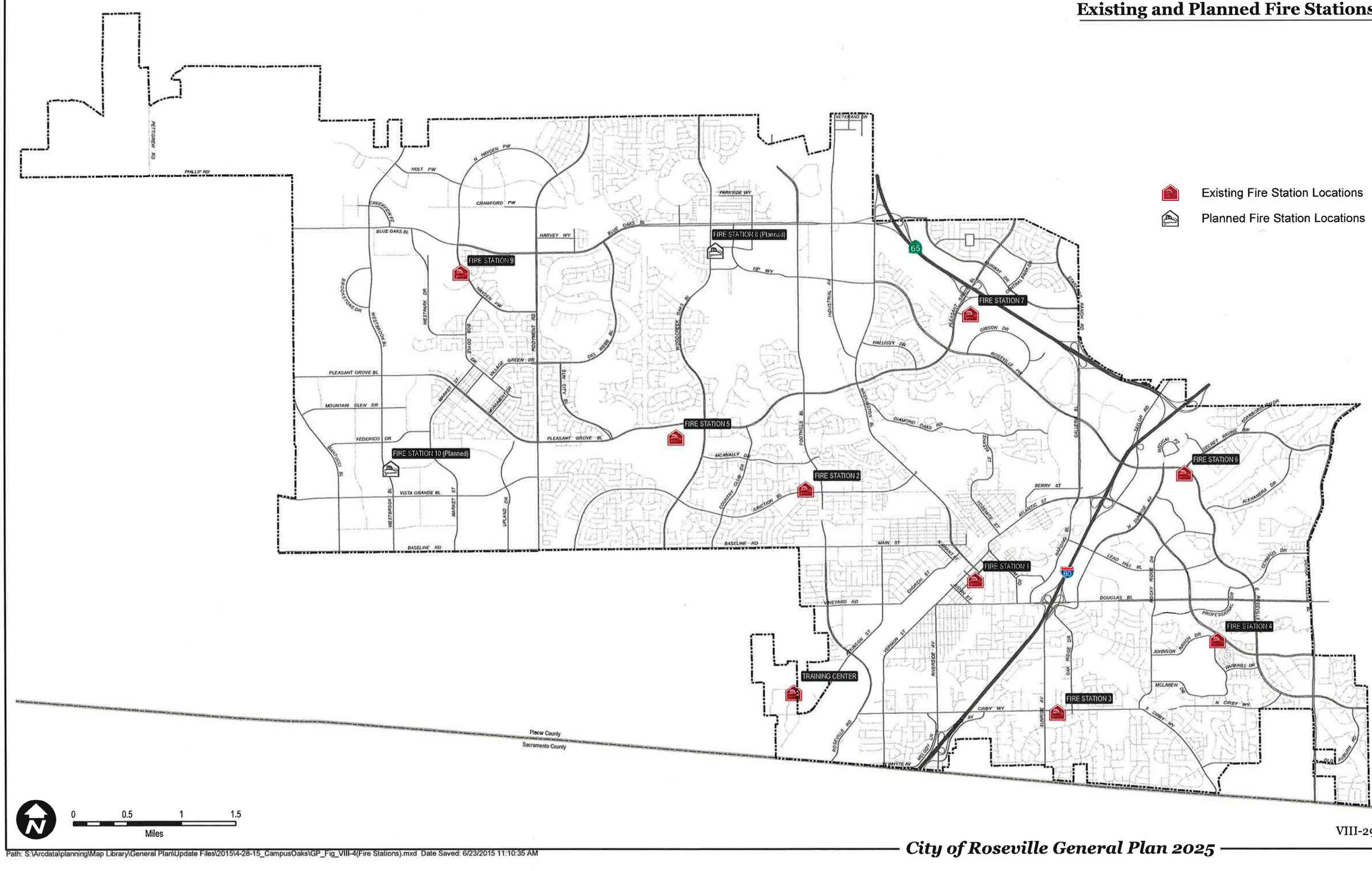
# Fig. VIII-4
# Existing and Planned Fire Stations



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ADDENDUM AND INITIAL STUDY OF ENVIRONMENTAL SIGNIFICANCE

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

May 2015

Lead Agency:

CITY OF ROSEVILLE CALIFORNIA

311 Vernon Street
Roseville, CA 95678

Prepared by:

Environmental Science Associates
2600 Capitol Avenue, Suite 200
Sacramento, CA 95816

# TABLE OF CONTENTS


**ADDENDUM AND INITIAL STUDY OF ENVIRONMENTAL SIGNIFICANCE** 1

**ENVIRONMENTAL CHECKLIST** 31

1. Aesthetics 33
2. Agriculture and Forestry Resources 42
3. Air Quality 46
4. Biological Resources 67
5. Cultural Resources 79
6. Geology and Soils 84
7. Greenhouse Gas Emissions 88
8. Hazards and Hazardous Materials 94
9. Hydrology and Water Quality 102
10. Land Use and Planning 109
11. Mineral Resources 115
12. Noise 117
13. Population and Housing 132
14. Public Services 139
15. Recreation 149
16. Transportation/Traffic 152
17. Utilities and Service Systems 179
18. Mandatory Findings of Significance 195

**Appendix**

A. Air Quality A-1

**List of Tables**

1 Proposed Project Land Uses 3
2 Proposed Dwelling Units 3
3 Existing HPMP Development 8
4 1996 HPMP Land Use and Zoning Summary 14
5 1996 HPMP Buildout Intensity Thresholds 15
6 Land Use Summary 18
7 Park and Open Space Credit 21
8 Student Generation 26
9 Current and Proposed Land Use Comparison 27
3-1 Estimated Project Construction Emissions (pounds/day) 50
3-2 2025 Predicted Maximum 1-Hour and 8-Hour Carbon Monoxide Concentrations (PPM) 55
3-3 Estimated Project Operational Emissions (pounds/day) 57
7-1 Comparison Of 1996 HPMP And Proposed HPCO Amendment GHG Emissions (Metric Tons/Year) 91
12-1 Ambient Noise Measurement Survey 120
12-2 Maximum Allowable Noise Exposure Transportation Noise Sources 121
12-3 Performance Standards For Non-Transportation Noise Sources[1] (As Measured At The Property Line Of The Noise-Sensitive Uses) 122
12-4 Typical Construction Noise Levels 123
12-5 Traffic Noise Levels Along Roadways In The Proposed Project Vicinity 125
12-6 Traffic Noise Levels at Proposed Residential Outdoor Activity Areas Adjacent to Woodcreek Oaks Boulevard 128
12-7 Traffic Noise Levels At Proposed Residential Outdoor Activity Areas Adjacent To HP Way 129
12-8 Traffic Noise Levels At Proposed Residential Outdoor Activity Areas Adjacent To HP Way 129
13-1 Project Demographics 133
13-2 May 2014 Roseville Top Employers 134
14-1 Roseville Fire Stations (1-7, 9) and Training Facility 140

14-2 Roseville City School District School Capacity 142
14-3 Roseville Joint Union High School District School Capacity 143
14-4 Student Generation Rates by School District 146
15-1 Roseville Parks and Open Space Acreage 149
16-1 1996 HPMP Land Uses Trip Generation 153
16-2 Proposed HPCO Amendment Project Trip Generation 154
16-3 Trip Generation Comparison – Proposed Vs. Entitled Land Uses 155
16-4 Citywide Intersection LOS Results – 2025 CIP Conditions 157
16-5 Level Of Service At Roseville Signalized Intersections – 2025 CIP Conditions 158
16-7 Intersection Level Of Service – SuperCumulative Conditions With Mitigation Measures 165
16-8 Intersection Operations Outside Of Roseville – 2025 CIP Conditions 171
16-9 Roadway Segment Operations Outside Of Roseville – 2025 CIP Conditions 172
16-10 AM Peak Hour Freeway Level Of Service – 2025 CIP Conditions 172
16-11 PM Peak Hour Freeway Level Of Service – 2025 CIP Conditions 173
17-1 Solid Waste Generation (tons/year) 191
17-2 Energy Demand 192
18-1 City of Roseville Surface Water Contracts 200

**List of Figures**

1 Plan Area Location 9
2 HPCO Amendment Project Site Area 10
3 Existing Conditions and Surrounding Uses 11
4 1996 HPMP Land Use and Zoning 13
5 Proposed Project Land Use Plan 17
6 Parks and Open Space 22
1-1 Blue Oaks Boulevard looking southwest across project site to Woodcreek Oaks Boulevard 34
1-2 Woodcreek Oaks Boulevard at Painted Desert Drive looking northwest 35
1-3 Woodcreek Oaks Boulevard looking North 35
1-4 Blue Oaks Boulevard at Woodcreek Oaks Boulevard looking northwest 36
1-5 Blue Oaks Boulevard west of Foothills Boulevard, looking north. 36
1-6 Blue Oaks Boulevard at Foothills Boulevard, looking northwest. 37
1-7 Blue Oaks Boulevard at Foothills Boulevard looking northeast. 37
12-1 Noise Measurement Locations 119

CITY OF ROSEVILLE CALIFORNIA

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 AMENDMENT – FILE #PL14-037 |
| **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, Development Agreement Amendment 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 (see Attachments 1–3) 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. Since 1996, 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.

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 Hewlett Packard Master Plan, originally approved in 1996.

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

[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 a City-owned recycled water tank and pumping station site from the project site in 2001, as well as updated mapping accuracy.

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) | - | 21.69 |
| 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 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.

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.

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[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.).

## 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 and other employers 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 plan area, and complement and complete the larger circulation network and utility systems in the project vicinity; and
4. Develop the plan 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.

## 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 140.7 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 235.1 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**

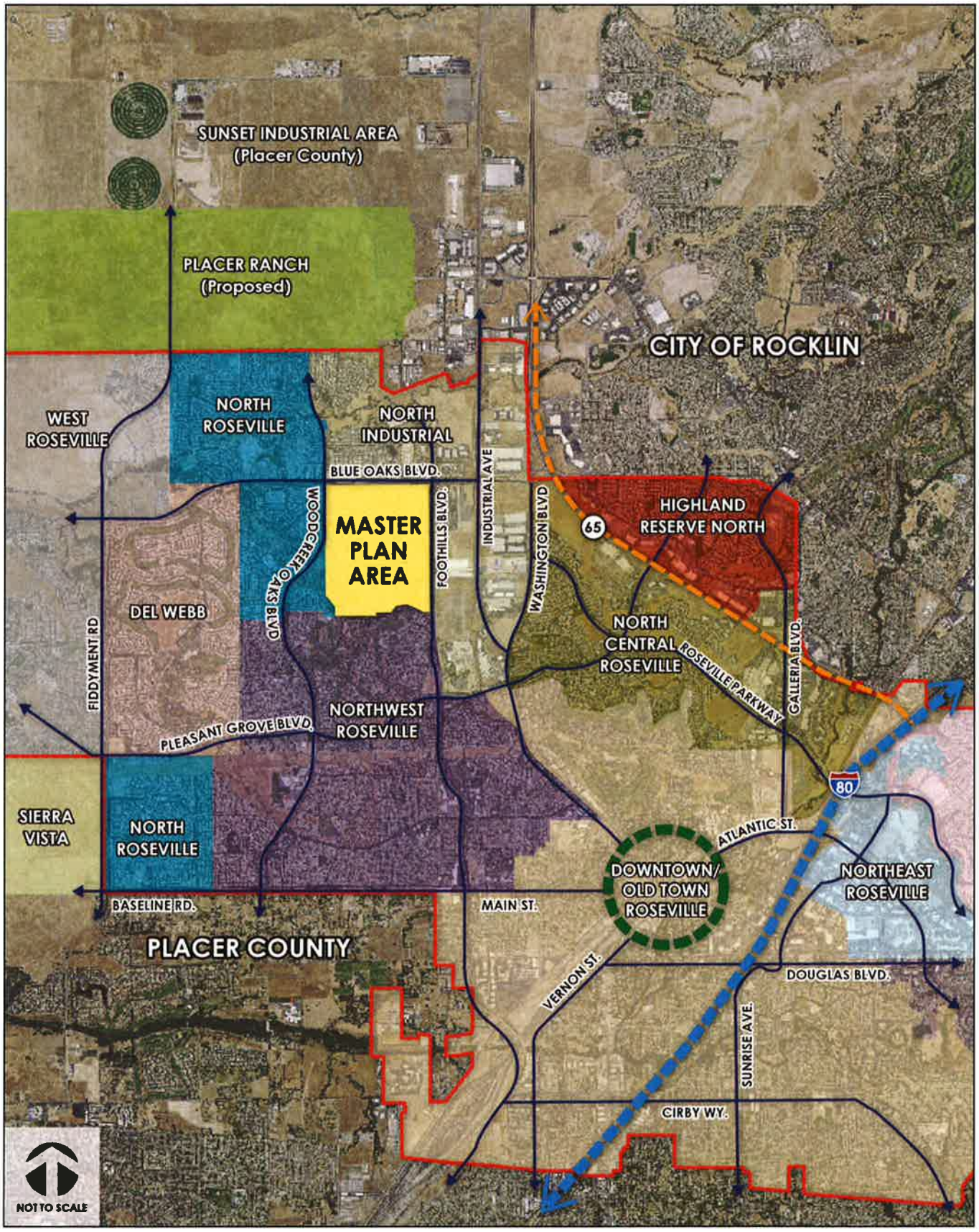


**Figure 2 HPCO Amendment Project Site Area**

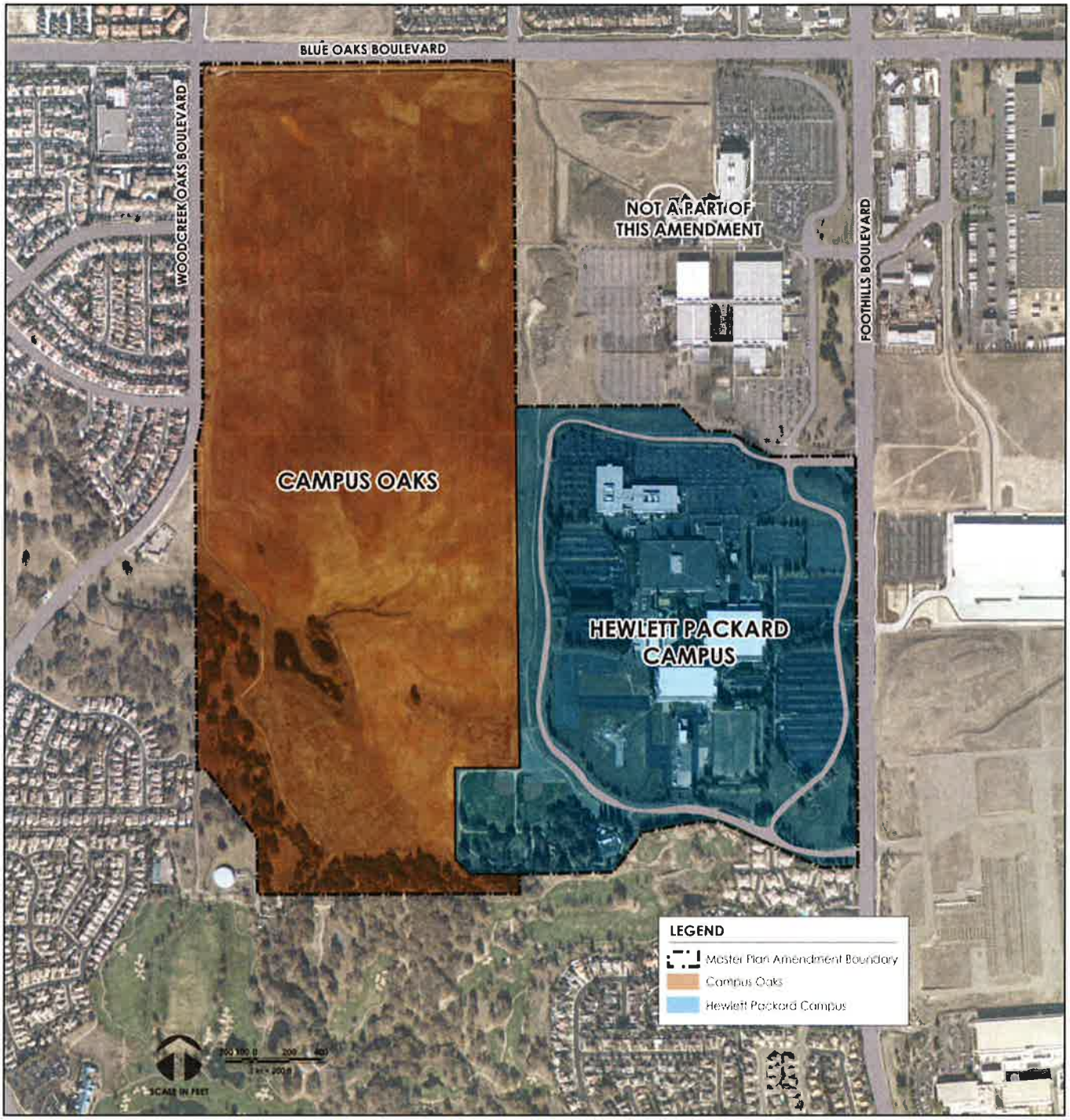
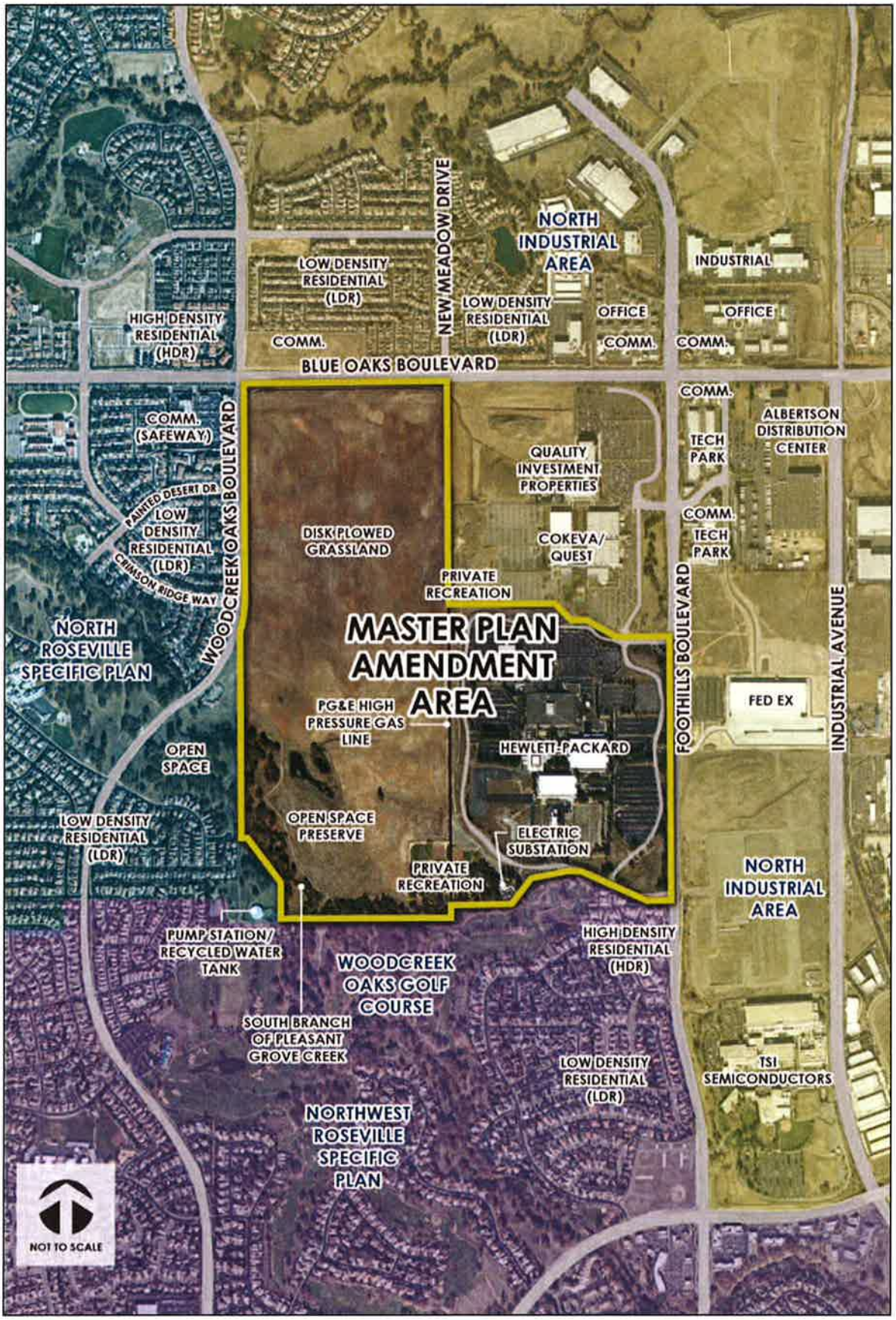


**Figure 3 Existing Conditions and Surrounding Uses**



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

**ZONING: M-1-SA, GC-SA, OS**
**Land Use: Light Industrial, Community Commercial, Open Space**

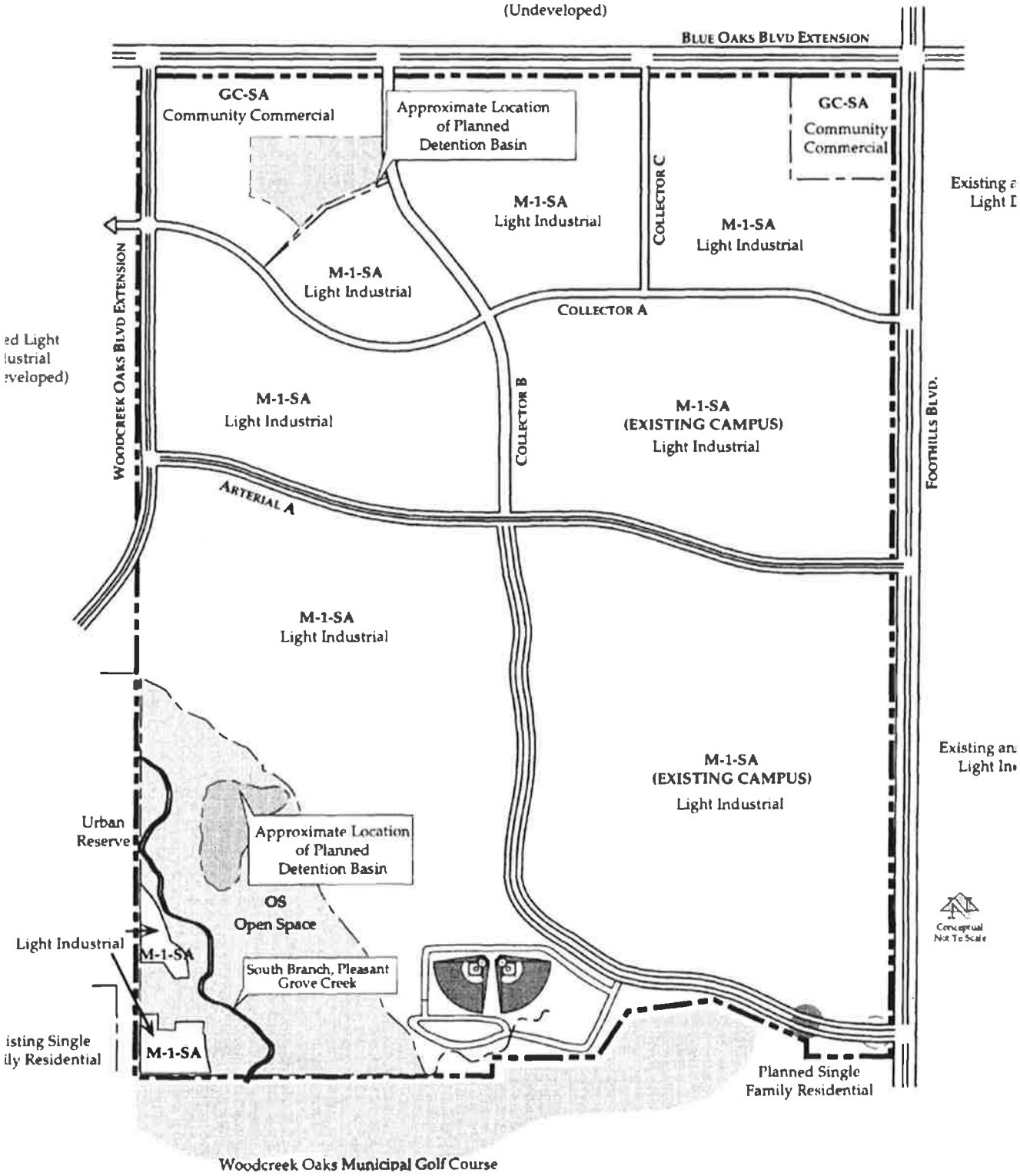


**Table 4**
**1996 HPMP Land Use and Zoning Summary**

| 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**

| | | Square Footage (SF) | | Traffic | | Water | | Wastewater | | Electric | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Use** | **Acres** | **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.

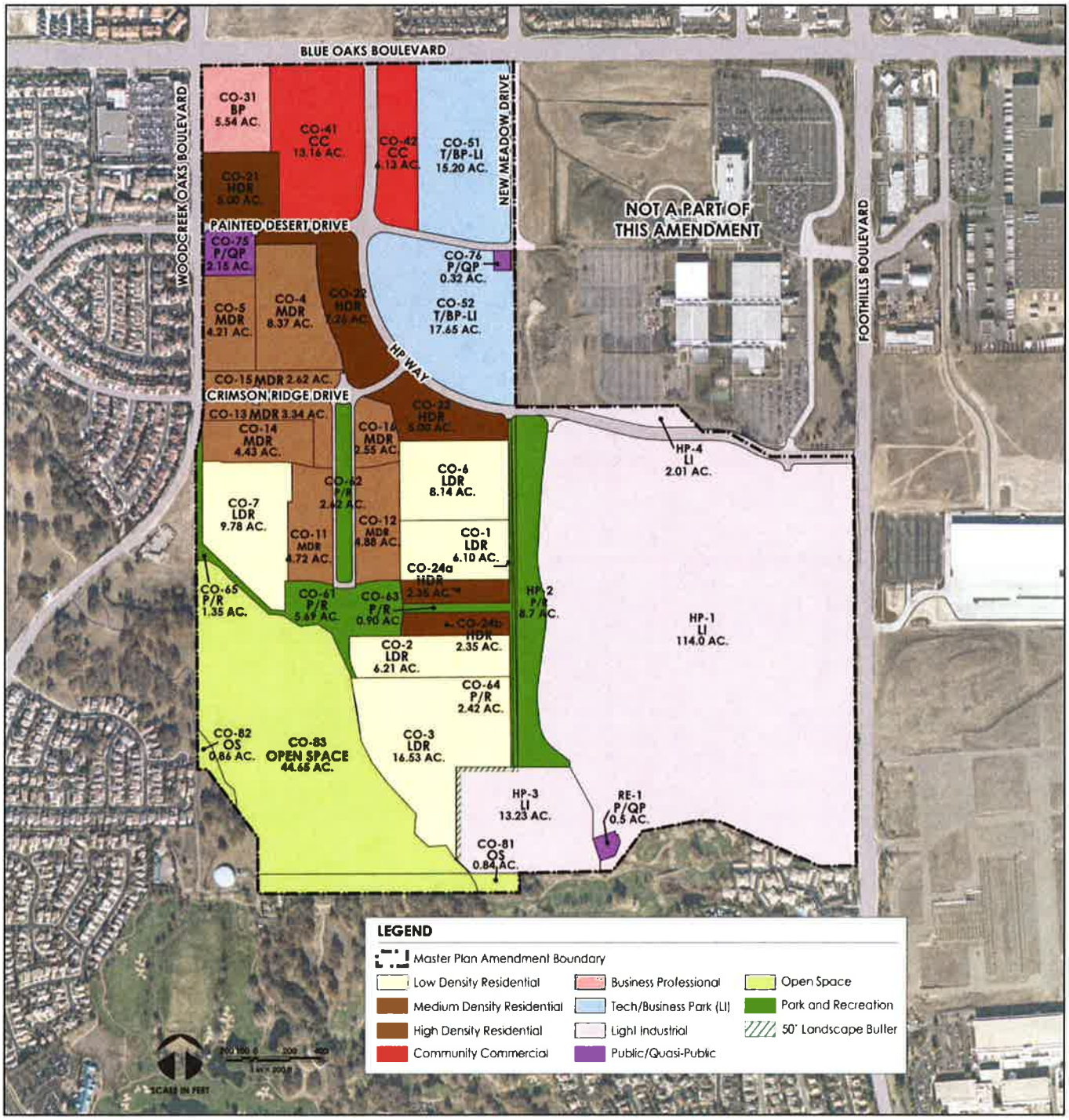
**PROPOSED LAND USE PLAN**

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 | 1,157,820 | 23% | | |
| 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*** | ***1,687,820*** | ***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** | **1,687,820** | **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, avoiding sprawl;
- Tie into existing City roadway and utility systems and capacities, lowering the capital investment and infrastructure burdens required to support new development;
- Introduce a mix of uses that reduce distances between jobs, housing and services, encouraging alternative travel modes; 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 and other employers 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 and other employment uses in a manner that allows for operational synergies and efficiencies;
- Provide for 3 million square feet of 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;
- Provide for commercial uses, services, recreation and other needs within a comfortable walking distance; and
- Incorporate neighborhood street, sidewalk and trail systems that facilitate connectivity and route flexibility.

Establish a Mixed Use Town Center

- Create a commercial "Main Street" 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 and encouraging those uses to mix;
- Provide for convenience retail, grocery, restaurant and service uses to meet residents' and employees' daily needs;
- Establish pedestrian friendly-walkable environment that provides connectivity to adjacent residential neighborhoods and employment uses; 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;
- Create a widened "green couplet" and adjacent neighborhood park as a recreational and visual amenity enhancing neighborhood engagement and identity;

- Incorporate a "community greenway" along the western edge of the Hewlett-Packard Campus supporting performance arts, farmers markets, arts and craft shows, community gardens, a dog park and other activities to facilitate resident and employee interactions; and
- As allowed pursuant to state and federal regulatory permits, integrate passive recreation, environmental stewardship and education into the City-owned Woodcreek Oaks Preserve along Pleasant Grove Creek.

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 Plan Area;
- Incorporate a safe and continuous network of trails, paths, and sidewalks;
- Provide a modified grid street pattern that includes a long sought after public roadway connection through the Plan Area from Foothills Boulevard; and
- Incorporate direct linkages to the City's transit system.

Facilitate Responsible Living

- Integrate a mix of land uses, mobility systems and public spaces that encourage walking, biking, and community activity;
- Ensure that a minimum of 50-percent of all homes are solar powered, and encouraging LEED[3] or similar green building standards;
- Include electric vehicle charging stations in all residential, commercial and employment development;
- Use recycled water for irrigation in High Density residential, non-residential uses, and other suitable uses, native and adaptive drought tolerant plants, and efficient irrigation systems;
- Use Low Impact Development techniques such as vegetative ground cover and natural bio-swales 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

- Create pleasant streetscapes with landscaping, tree canopies, separated sidewalks, bulb-outs, enhanced crossings, street furnishings and other pedestrian amenities;
- Ensure building, landscape and site designs that are attractive, create visual interest and variety, enhance walkability, and integrate environmentally sustainable features;
- Establish gateways to provide a sense of identity and arrival into the Plan Area; and
- Reject the use of walls and other barriers where they are not needed.

Enable Efficient Implementation

- Apply financial resources and funding mechanisms to maintain an economically self-sufficient plan;
- Provide for expedited approval of development projects in light industrial areas of the HPMP determined consistent with the Master Plan;
- Maintain flexibility to adapt to evolving land use, market and other opportunities over time; and
- Execute development agreements to vest development rights and bind improvements and other obligations.

[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.

## 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**.

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 Acreage | Credit Ratio | Credited Acreage |
|---|---|---|---|
| | **Neighborhood Parks** | | |
| CO-61 | 5.70 ac | 1:1 | 5.70 ac |
| C0-62 | 2.62 ac | 1:1 | 2.62 ac |
| C0-64 | 2.42 ac | 1:1 | 2.42 ac |
| HP-2 | 8.70 ac | 1:1 | 8.70 ac |
| **Sub-Total** | **19.44 ac** | | **19.44 ac** |
| | **Paseos** | | |
| CO-63 | 0.09 ac | 1:1 | 0.09 ac |
| CO-65 | 1.35 ac | 1:1 | 1.35 ac |
| **Sub-Total** | **2.25 ac** | | **2.25 ac** |
| | **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 | 22.32 ac |
| **Sub-Total** | **46.35 ac** | | **23.17 ac** |
| **TOTAL** | **68.04 ac** | | **44.86 ac** |

Source: ESA, 2015.

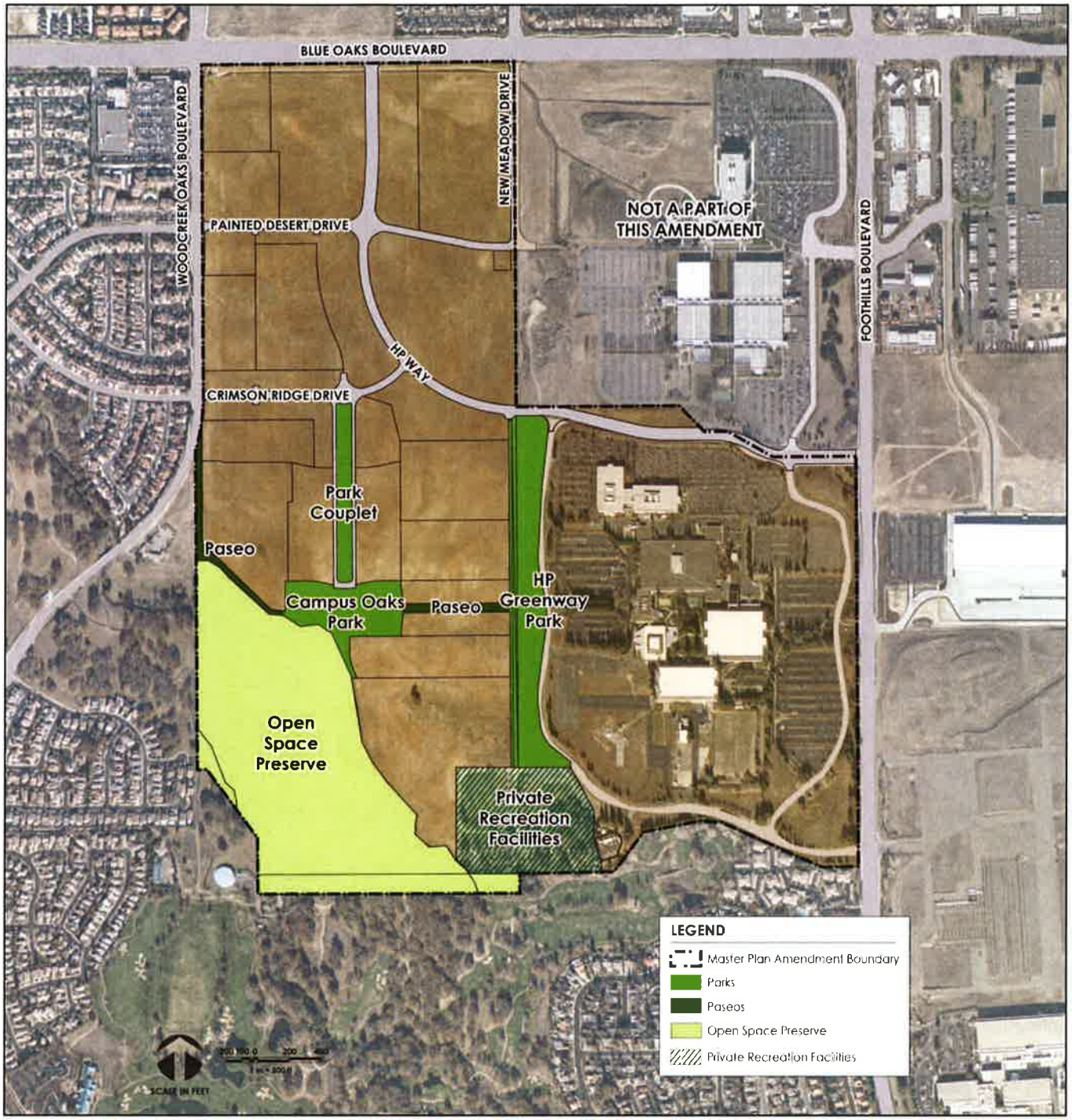
Mobility

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**



*Pedestrian Districts*

The Roseville 2025 General Plan provides for the establishment of Pedestrian Districts with the intent to encourage pedestrian activity and safety by incorporating land use and design features that improve walkability and place greater emphasis on the pedestrian rather than the automobile.

The HP Way corridor would be designated as a Pedestrian District. HP Way would be a multi-modal corridor that would link employment, commercial and residential uses within the project site. Its designation as a Pedestrian District would allow for the central stretch of the roadway to be improved and maintained as a pedestrian- and bicycle-friendly two-lane facility. The HP Way corridor is planned to include sidewalks separated from the street by tree lined landscaped parkways, bike lanes buffered from vehicle travel, pedestrian bulb outs and enhanced intersection crossings, and, roundabouts, speed tables and other traffic calming measures.

*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 the open space preserve and 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, Foothills 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 fifty 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.

Utilities

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 16-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-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 includes 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 Stormwater Quality Design Manual for the Sacramento and South Placer Regions; the Integrated Design Solutions for Urban Development; and the Woodcreek Oaks Preserve Operations and 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 2.49 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 acre. **242 Single Family units.**
2. Multi-Family detached: detached units at or above 8 dwelling units per acre. **310 Multi-Family detached units.**
3. Multi-Family attached: attached units at or above 8 dwelling units per 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 | 564,0000 | 1,157,820 | 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 | 1,094,000 | 1,687,820 | 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) | 21.69 | | | | | | | |
| 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** | **1,094,000** | **1,687,820** | **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), 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*: Prior to consideration of the proposed HPCO Amendment, the Development Agreement between City of Roseville and Hewlett-Packard related to the 1996 HPMP was amended to allocate, update and extend the vesting of land uses and the terms, conditions, rules and requirements for development to each property owner within the HPMP site. As part of the proposed HPCO Amendment, it is proposed that the Development Agreements for the HP Campus and the Campus Oaks property be amended to reflect the proposed HPCO Amendment.

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.

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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.

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)**

| Category | Unmitigated Project Operation Emissions (pounds/day) | | | | | Mitigated Project Operational Emissions (pounds/day) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | **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.Changes to General Plan and other Relevant Documents

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.

**Impact 4.5-8 Potential Loss or Damage to up to Approximately 0.9 Acres of Wetland Preserve and 2 or 3 Oak Trees**

[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.

| 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 4, 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.

Issues Not Addressed in 1996 EIR

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 mining operations. 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.

Issues Not Addressed in 1996 EIR

[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.

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*

**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] County of Placer 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] County of Placer Office of Economic Development. 2013. Placer County Economic and Demographic Profile: 2013. Prepared by Center for Strategic Economic Research. Figure 29: Industry Composition, 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 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 Impact 4.12-7 | No | No | No | Yes |
| Schools? | pp. 4.12-14 through 4.12-15; p. 4.12-17 Impact 4.12-14 | No | No | No | Yes |
| Parks? | Not Addressed | No | No | No | Yes |
| Other public facilities? | p. 4.12-15 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.

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[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 68.04 total acres of parkland, including approximately 19.44 acres of neighborhood parks, 2.25 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.
3. List of study intersections excludes those located in the downtown Pedestrian Overlay district, for which policy does not apply.

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 |

**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 |
| 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 |
| 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 |

**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 |
| 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 |
| 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 |

## 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 |
| 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 |
| 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 |

**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 |
| 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 |
| 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 |

**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 |
| 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 |
| 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 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 16-10and 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 59,800 afy.[121] During driest years (critically dry), Roseville's water supply would be 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

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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*. April 2015. Page 21.
121 Municipal Consulting Group. *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Water Supply Assessment*. April 2015.Page 21, Table 9.
122 Municipal Consulting Group. *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Water Supply Assessment*. April 2015.Page 21, 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.* April 2015. Page 24.
128 Municipal Consulting Group. . *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Water Supply Assessment* April 2015. Page 24.
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.* April 2015. Page 23.
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.* January 2015. Page 23.
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. *HP Master Plan – Sanitary Sewer Master Plan Study.* April 8, 2015. Page 8.
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 Roseville Campus Master Plan Draft Drainage Report.* April 16, 2015. Page 5.
[150] Morton & Pitalo, Inc. *Hewlett-Packard Roseville Campus Master Plan Draft Drainage Report.* April 16, 2015. Page 23.

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 1,345.20 AFY[154], a decrease of 87.18 AFY compared with the water demand for the 1996 HPMP. Recognizing 41.33 AFY of water conservation[155] and 236.73 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 1,067.14 AFY, a total of 365.24 AFY less than would be demanded under the 1996 HPMP.

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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.* April 2015. Page 17, Table64.
154 Municipal Consulting Group. *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Water Supply Assessment.* April 2015. Page 11, Table 3D.
155 Municipal Consulting Group. *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Water Supply Assessment.* April 2015. Page 19, Table 7.
156 Municipal Consulting Group. *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Water Supply Assessment.* April 2015. Page 20, 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 4,519 AFY will be met through recycled water supplies.[157] Thus, the total potable water demand for the City at buildout is currently estimated as 58,716 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 63,147.82 AFY, 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 58,350.766 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.[158] During dry and critically dry years, when diversions from Folsom Lake may be reduced to a low of 39,800 AFY[159], 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 33,400 AFY if run on a continuous basis.[160] 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.* April 2015. Page 23.
[158] Municipal Consulting Group. *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Water Supply Assessment.* April 2015. Page 21, Table 9.
[159] Municipal Consulting Group. *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Water Supply Assessment.* April 2015. Page 21, Table 9.
[160] Municipal Consulting Group. *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Water Supply Assessment.* April 2015. Page 24.

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.[161]

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 236.73 AFY of recycled water would be utilized within the master plan site with the proposed HPCO Amendment.[162] Combined with an additional savings of 41.33 AFY due to conservation practices, the overall potable water demand from the master plan site with the proposed HPCO Amendment would be 365.24 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 33,400 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.[163] 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.

[161] 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.
[162] Municipal Consulting Group. *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Water Supply Assessment.* April 2015. Page 20, Table 8.
[163] 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).[164] 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.[165] 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.

[164] Morton & Pitalo, Inc. *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Sanitary Sewer Master Plan Study.* April 8, 2015. Page 8, Table 6.

[165] Morton & Pitalo, Inc. *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Sanitary Sewer Master Plan Study.* April 8, 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.[166] 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.

166 Morton & Pitalo, Inc. *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Sanitary Sewer Master Plan Study.* April 8, 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.[167] 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.[168] 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.[169] 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).

[167] City of Roseville. *2025 General Plan Public Facilities Element*. Adopted May 5, 2010. Last Updated April 16, 2014. Page VII-47.
[168] Calrecycle. 2014. http://www.calrecycle.ca.gov/SWFacilities/Directory/31-AA-0001/Detail/
[169] Municipal Consulting Group. *Hewlett-Packard/Campus Oaks Rezone & Master Plan Project Solid Waste Generation and Impact Analysis on Western Placer Waste Management Facilities*. April 2015. Page 8.

**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. *Hewlett-Packard /Campus Oaks Rezone & Master Plan Project Solid Waste Generation and Impact Analysis on Western Placer Waste Management Facilities*, April 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.[170]

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**).

[170] 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[171], and concluded that there would be adequate natural gas supplies to serve the 1996 HPMP.[172]

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.

171 A therm is the equivalent of 100,000 British thermal units (Btu).
172 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.[173]

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

[173] 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*

Water. 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.[174] 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

[174] 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.

# Appendix A
## Air Quality
(Available on CD)

CITY OF
ROSEVILLE
CALIFORNIA

FEHR & PEERS

# TECHNICAL MEMORANDUM

Date: January 28, 2015
To: Scott Gandler and Chris Kraft, City of Roseville
From: John Gard, Fehr & Peers
***Subject*: *Traffic Study for Campus Oaks***

*RS14-3276*

Fehr & Peers has completed this traffic analysis of the proposed Campus Oaks project located in Roseville, CA. It is our understanding that this study will be used in support of the preparation of an Addendum to the *Hewlett Packard Master Plan Draft EIR (1996).* This memorandum consists of the following sections:

I. Project Description (pg. 1)
II. Analysis Scenarios (pg. 3)
III. Trip Generation (pg. 3)
IV. 2025 CIP Conditions Operational Analysis (pg. 7)
V. SuperCumulative Conditions Analysis (pg. 26)
VI. Project Access (pg. 29)
VII. Vehicle Miles of Travel (pg. 29)

## I. Project Description

The Campus Oaks property is located on the west side of the Hewlett-Packard (HP) Roseville Campus. The entire campus was entitled for approximately 4,002 ksf [1] of light industrial uses and 248 ksf of retail based on the *Hewlett Packard Master Plan Draft EIR*[2]. The Campus Oaks project is a mixed-use development with residential, commercial, and office uses on a 491-acre portion of the campus.

The project site plan is included in Appendix A. As shown, project access would be provided as follows:

- 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.

1 ksf = thousand square feet.

2 The retail has since been rezoned to industrial uses. However, for comparison purposes with the HP Master Plan DEIR (and as recommended by ESA), we are using the land use assumptions for the DEIR to represent the "No Project" condition, upon which project impacts are compared.

- Crimson Ridge Drive and Painted Desert Drive would extend easterly from Woodcreek Oaks Boulevard to connect with HP Way.
- Newmeadow 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 Newmeadow Drive and at the future location of HP Way (i.e., serves a neighborhood retail center including a Walgreens Store). In addition, one or more driveways may be constructed along the project's frontage on Woodcreek Oaks Boulevard and Blue Oaks Boulevard.

**Table 1** displays the entitled and proposed land use assumptions for the entire HP Campus to be analyzed in this study. Based on the data in Table 1, it can be inferred that the proposed project would replace approximately 1,493 ksf of light industrial space.

**TABLE 1:**
**COMPARISON OF LAND USES FOR 2025 CIP ANALYSIS**

| Land Use Type | Amount |
|---|---|
| **Entitled Land Use (No Project)[1] – HP Master Plan** | |
| Light Industrial | 4,002 ksf |
| Commercial | 248 ksf |
| **Proposed Land Use (With Project)[2] – Campus Oaks Specific Plan** | |
| Light Industrial (East Portion of Campus) | 2,700 ksf |
| Retail (East Portion of Campus) | 57 ksf |
| Commercial (Campus Oaks) | 170 ksf |
| Single-Family Residential (Campus Oaks) | 552 du's |
| Multi-Family Residential (Campus Oaks) | 396 du's |
| Office (Campus Oaks) | 60 ksf |
| Tech/Business Park (Campus Oaks) | 300 ksf |

Notes:
1. Based on land use specified in the *Hewlett Packard Master Plan Draft EIR* (1996).
2. Based on the *Hewlett – Packard Roseville Campus Oaks Master Plan Land Use Plan*, Morton & Pitalo, Inc., October 28, 2014. Retail square footage on east portion of campus for this scenario reflects rezoning of this parcel.
3. du's = dwelling units. ksf = thousand square feet.

## II. Analysis Scenarios

This study analyzes the traffic impacts of the proposed project under the following future year scenarios:

- 2025 CIP Conditions – This is the most recent, adopted travel demand model used by the City of Roseville for its General Plan transportation analysis and Capital Improvements Program (CIP).
- SuperCumulative Conditions – This is a recently developed (by Fehr & Peers) model that builds off the 2025 CIP model by including various other reasonably foreseeable land uses such as the Amoruso and Placer Ranch Specific Plans.

An existing plus project conditions analysis is not presented in this study for several reasons. First, the Campus Oaks project would absorb over a number of years, making an 'existing plus project' analysis meaningless. Second, the City and its environmental consultant for this project have concluded that the appropriate comparison is against the existing entitlements (versus vacant ground).

Each of the above horizons is analyzed for the following development scenarios:

- Entitled Uses (No Project): assumes the entire HP Campus is built out with the land uses contemplated in the *Hewlett Packard Master Plan Draft EIR* (1996) and shown in Table 1. Roadway assumptions (both internal and to adjoining public streets) are assumed consistent with the 1996 DEIR.[3]
- Campus Oaks (Plus Project): assumes the Campus Oaks project occupies the western, undeveloped portion of the HP campus with the proposed land uses, internal streets, and adjoining roadway connections (per the October 28, 2014 site plan).

## III. Trip Generation

The *Hewlett Packard Master Plan Draft EIR* estimated the project's average weekday daily and PM peak hour trip generation (the DEIR did not study AM peak hour conditions). **Table 2** summarizes this information, which was obtained directly from Table 4.9-7 of the DEIR.

We developed an estimate of AM peak hour trips based on trip rates we calculated from traffic counts we 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 DEIR. Table 2 also shows the anticipated AM peak hour trip generation associated with buildout of entitled land uses).

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[3] The DEIR contemplated a gated campus. As such, public use of roadways was presumed to not occur. The travel demand modeling for this scenario considered this.

**TABLE 2:**
**ENTITLED 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.

The proposed Campus Oaks project's trip generation was estimated based on trip rates published in *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012). As shown in **Table 3**, 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.

As stated previously, the proposed land uses for the Campus Oaks project would include a mix of residential, commercial and industrial uses. As a result, a portion of the trips generated by the site would remain within the Campus Oaks property 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. The model considers various built environment variables such as land use density, regional location, proximity to transit, and various design variables when calculating the project's internal trips, and external trips made by auto, transit, and non-motorized modes. The MXD model has been applied in numerous EIRs throughout California.

**TABLE 3:**
**CAMPUS OAKS 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.

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 Campus Oaks project 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 4** compares the external AM and PM peak hour trip generation of the HP Campus for the No Project (Entitled Uses) and Proposed Project (Campus Oaks) conditions. This table indicates that replacement of a portion of the entitled industrial land uses with the Campus Oaks project 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 4 indicates the following:

- Campus Oaks would result in sizeable decreases in external AM peak hour inbound trips and PM peak hour outbound trips when compared to the Entitled Uses. This is expected because the Campus Oaks project 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, Campus Oaks would have a more balanced proportion of inbound and outbound trips.
- Campus Oaks 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 Entitled Uses. 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 4:**
**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 |
| No Project | Buildout of Campus with Entitled Land Uses | **5,450** | **590** | **6,040** | **560** | **4,600** | **5,160** |
| Plus Project | 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.

## IV. 2025 CIP Conditions Operational Analysis

The impacts of Campus Oaks project 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. This is the same methodology applied in the HP Master Plan 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 would result in any new 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 HP Master Plan land uses and roadway network (based on the 1996 DEIR) are included within the City or Roseville's 2025 CIP travel demand model[4]. 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 2. This process was repeated for the Campus Oaks "With Project" scenario, where the external trips matched the trip generation totals in Table 3.

Analysis of City of Roseville Signalized Intersections

The impacts of Campus Oaks were analyzed under 2025 CIP conditions at all existing and planned signalized intersections in the City of Roseville. **Table 5** 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 General Plan policy of at least 70% of signalized intersections operating at LOS C or better during the PM peak hour.

Refer to **Table 6** for LOS results at each intersection for both scenarios. This table shows that the project would cause the following noteworthy[5] 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

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4 It was necessary to make some minor adjustments to the allocation of land uses to specific traffic analysis zones (TAZs) to reflect campus buildout (including the assumption that the site included 248 ksf of retail as was studied in the 1996 DEIR). It was also necessary to make some minor modifications to the roadway network to ensure that access points to public streets matched the 1996 DEIR.

5 "Noteworthy" implies an improvement from unacceptable to an acceptable LOS C, or an improvement by one or more grades for a facility otherwise operating at LOS E or F.

- 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

**TABLE 5:**
**CITYWIDE INTERSECTION LOS RESULTS – 2025 CIP CONDITIONS**

| Number (Percentage) of Signalized Intersections Operating at... | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | 2025 CIP No Project Conditions | 2025 CIP With Project Conditions | 2025 CIP No Project Conditions | 2025 CIP With Project Conditions |
| 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 "no project" scenario represents existing entitled land use specified in the *Hewlett Packard Master Plan Draft EIR* (1996).
2. The "With Project" scenario represents the proposed Campus Oaks project.
3. List of study intersections excludes those located in the downtown Pedestrian Overlay district, for which policy doesn't apply.

Source: Fehr & Peers, 2015.

The LOS improvements are the result of the Plus Project condition generating 1,090 fewer AM peak hour trips and 510 fewer PM peak hour trips when compared to the No Project condition. Those reductions in traffic are distributed throughout the study area, and in the above instances, result in an improved intersection LOS.

**TABLE 6:**
**LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS – 2025 CIP CONDITIONS**

| | Intersection | No Project | | | | With Project | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 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 |

**TABLE 6:**
**LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS – 2025 CIP CONDITIONS**

| Intersection | | No Project | | | | With Project | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS |
| 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 |
| 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 |

**TABLE 6:**
**LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS – 2025 CIP CONDITIONS**

| Intersection | | No Project | | | | With Project | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS |
| 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 |

**TABLE 6:**
**LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS – 2025 CIP CONDITIONS**

| Intersection | | No Project | | | | With Project | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS |
| 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 |
| 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 |

**TABLE 6:**
**LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS – 2025 CIP CONDITIONS**

| Intersection | | No Project | | | | With Project | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS |
| 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 |

**TABLE 6:**
**LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS – 2025 CIP CONDITIONS**

| Intersection | | No Project | | | | With Project | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS |
| 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 |
| 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 |

**TABLE 6:**
**LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS – 2025 CIP CONDITIONS**

| Intersection | | No Project | | | | With Project | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS |
| 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 |
| 150 | Pleasant Grove Blvd/Hwy-65 NB Ramps | 0.52 | A | 0.76 | C | 0.51 | A | 0.77 | C |

**TABLE 6:**
**LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS – 2025 CIP CONDITIONS**

| Intersection | | No Project | | | | With Project | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS |
| 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 |

**TABLE 6:**
**LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS – 2025 CIP CONDITIONS**

| Intersection | | No Project | | | | With Project | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS |
| 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 |
| 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 |

**TABLE 6:**
**LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS – 2025 CIP CONDITIONS**

| Intersection | | No Project | | | | With Project | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS |
| 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 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 C 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 Campus Oaks project proposes that HP Way extend 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, 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 1** displays the proposed configuration of HP Way and volume of traffic anticipated to use it. As shown, the volume on HP Way within Campus Oaks 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 buildout 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.

<u>Impacts and Mitigation Measures – City of Roseville Intersections</u>

**Impact TR-1** **The project would cause signalized intersections in the City of Roseville to be degraded to a significant degree under 2025 CIP conditions. This is considered a significant impact.**

The project would cause the following significant intersection degradations during the PM peak hour. This is considered a ***significant*** impact.

- Foothills Boulevard/HP Way/Roseville Parkway (LOS D to F)

- Blue Oaks Boulevard/Wood Meadow Drive/HP Way (LOS C to F)
- Pleasant Grove Boulevard/Hallissey Drive (LOS C to D)

*Mitigation Measures*: The following mitigation measures are recommended to restore operations to an acceptable level at each intersection (see Appendix A):

MM TR-1a: *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.

MM TR-1b: *The project applicant shall cause the following improvements to be constructed at the Blue Oaks Boulevard/Wood Meadow Drive/HP Way intersection, which are over and 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.

MM TR-1c: *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.

**Table 7** shows the resultant operations at each impacted intersection with the proposed mitigation measures in place. Since the mitigation measures are feasible and would restore operations to acceptable and/or "No Project" conditions, they would reduce the significance of the identified impacts to ***less than significant***.

**TABLE 7:**

**INTERSECTION LEVEL OF SERVICE – 2025 CIP CONDITIONS WITH MITIGATION MEASURES**

| Intersection | Control | PM Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|
| | | No Project | | With Project | | With Project 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

Analysis of Adjacent Jurisdiction Facilities

The impacts of the Campus Oaks project were analyzed in surrounding jurisdictions under 2025 CIP conditions. **Table 8** displays the 2025 CIP AM and PM peak hour operations at various study intersections in Placer and Sutter Counties under No Project and With Project conditions. Although a number of locations are forecast to operate unacceptably, the Campus Oaks project would not result in a degradation in LOS at any of these study intersections. Consequently, the project would not result in significant intersection impacts under the 2025 CIP conditions at intersections outside of the City.

**TABLE 8:**

**INTERSECTION OPERATIONS OUTSIDE OF ROSEVILLE – 2025 CIP CONDITIONS**

| Intersection | Jurisdiction | Control Type | No Project | | | | With Project | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | 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 9** displays the number of lanes, ADT, v/c ratio, and LOS at study roadways located in Placer and Sutter County under 2025 CIP No Project and With Project conditions. As shown, the Campus Oaks project 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 project would not cause any significant roadway segment impacts under 2025 CIP conditions.

**TABLE 9:**

**ROADWAY SEGMENT OPERATIONS OUTSIDE OF ROSEVILLE – 2025 CIP CONDITIONS**

| Segment | Jurisdiction | Number of Lanes | No Project | | | With Project | | |
|---|---|---|---|---|---|---|---|---|
| | | | 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

Analysis of Freeway Facilities

**Table 10 and 11** show 2025 CIP freeway operations on SR 65 for the AM and PM peak hours, respectively. As indicated by the trip generation comparison (see Table 4), the project would generate more outbound AM peak hour trips than the existing entitlements. Accordingly, Table 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 project would generate substantially less northbound SR 65 AM peak hour and southbound SR 65 PM peak hour traffic than the Entitled Uses, it was not necessary to analyze the freeway for these conditions.

It should be noted that while improvements to the SR 65 corridor are under study, specific improvements have not been identified, are not fully funded at this time, and do not have an expected open-to-traffic date. Accordingly, no improvements in the corridor were assumed for the purposes of this analysis.

**TABLE 10:**
**AM PEAK HOUR FREEWAY LEVEL OF SERVICE – 2025 CIP CONDITIONS**

| Southbound SR 65 | Type | AM Peak Hour | | |
|---|---|---|---|---|
| | | LOS [1] | | Volume Net Difference[2] |
| | | No Project | With Project | |
| 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 11:**
**PM PEAK HOUR FREEWAY LEVEL OF SERVICE – 2025 CIP CONDITIONS**

| Northbound SR 65 | Type | PM Peak Hour | | |
|---|---|---|---|---|
| | | LOS[1] | | Volume Net Difference[2] |
| | | No Project | No Project | |
| 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 10 and 11, the Campus Oaks project would add trips to various segments of SR 65 that are projected to operate at LOS F under 2025 CIP Conditions. The project would add the following increases on facilities that are projected to operate at LOS F:

- SB SR 65 between Blue Oaks Boulevard and I-80: the project 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.[6]
- NB SR 65 between I-80 and Sunset Boulevard: the project would cause a net increase of no more than 23 AM peak hour trips on these segments.

[6] It should be noted that a portion of this increase is associated with shifts in background travel patterns resulting from the change in land uses on the project site from employment to mixed-use. Specifically, there is a net increase of 16 vehicles using the Blue Oaks Boulevard loop on-ramp. Many of these are home-based work trips from residential areas in Rocklin east of SR 65 who are now traveling to other employment centers as a result of the change in land use.

The project 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.

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 the project would cause a less than 60 peak hour trip increase to any given segment of SR 65, the project would not cause any significant freeway impacts under 2025 CIP conditions.

It should be noted that the project applicant is 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 project does not cause any significant adverse effects to SR 65, mechanisms are in place that require they contribute funding for their improvements.

## V. 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. Both projects are currently undergoing environmental review, and are considered reasonably foreseeable projects under CEQA. Accordingly, we used the SuperCumulative version of the City's travel demand model to analyze intersection operations under the No Project and Proposed Project scenarios.

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 Campus Oaks project would cause improved versus degraded operations at intersections in

the project vicinity when these reasonably foreseeable projects are considered. A citywide analysis of intersections is not necessary nor appropriate.

**Table 12** displays traffic operation results under No Project and Plus Project conditions 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 12:**
**LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS – SUPERCUMULATIVE CONDITIONS**

| Intersection | No Project | | | | With Project | | | |
|---|---|---|---|---|---|---|---|---|
| | 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 provides additional east-west travel capacity, thereby relieving Blue Oaks Boulevard.

**Table 13** 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 'no project' levels.

**TABLE 13:**

**INTERSECTION LEVEL OF SERVICE – SUPERCUMULATIVE CONDITIONS WITH MITIGATION MEASURES**

| Intersection | Control | PM Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|
| | | No Project | | With Project | | With Project 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 Campus Oaks project would cause fewer impacts than the Entitled Uses. Similar to the 2025 CIP analysis conclusions, the proposed project would cause degraded operations at the Blue Oaks Boulevard/HP Way and Foothills Boulevard/Roseville Parkway/HP Way intersections. However, operations are restored to "No Project" levels with implementation of the mitigation measures identified for the 2025 CIP conditions.

## VI. Project Access

Project access along Blue Oaks Boulevard would be provided by traffic signals at HP Way and Newmeadow Drive. In addition, one or more right-turn only driveways may be constructed into individual parcels.

Project access along Woodcreek Oaks Boulevard would be provided by future traffic signals at Crimson Ridge Drive and Painted Desert Drive. The timing of these traffic signals will depend on the location/degree of land use absorption within the plan and growth in background traffic on Woodcreek Oaks Boulevard.

**Figure 2** displays the recommended access modifications to Woodcreek Oaks Boulevard between Painted Desert Drive and Blue Oaks Boulevard. As shown, there are two existing driveways on the west side of the street that provide access to an apartment complex and the Safeway/Crocker Ranch Shopping Center. This figure shows that the southerly driveway is recommended to be restricted to right-turns only via constructed of a raised median, while the northerly driveway would continue to permit all turning movements. The figure also shows a potential right-turn only driveway on the east side of the street that would provide shared access to the office and apartment parcels within Campus Oaks.

## VII. Vehicle Miles of Travel

A comparative analysis of Vehicle Miles of Travel (VMT) for the Entitled Land Uses and Proposed Project was conducted using the 2025 CIP travel demand model. This data is used as an input to air quality and noise analyses. 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 Entitled Uses: 156,253
- VMT for Proposed Project: 97,260

As shown, the Campus Oaks project would generate 38 percent less VMT than the Entitled Land Uses.

We hope this information is helpful. Please do not hesitate to call or e-mail us with any questions or comments.

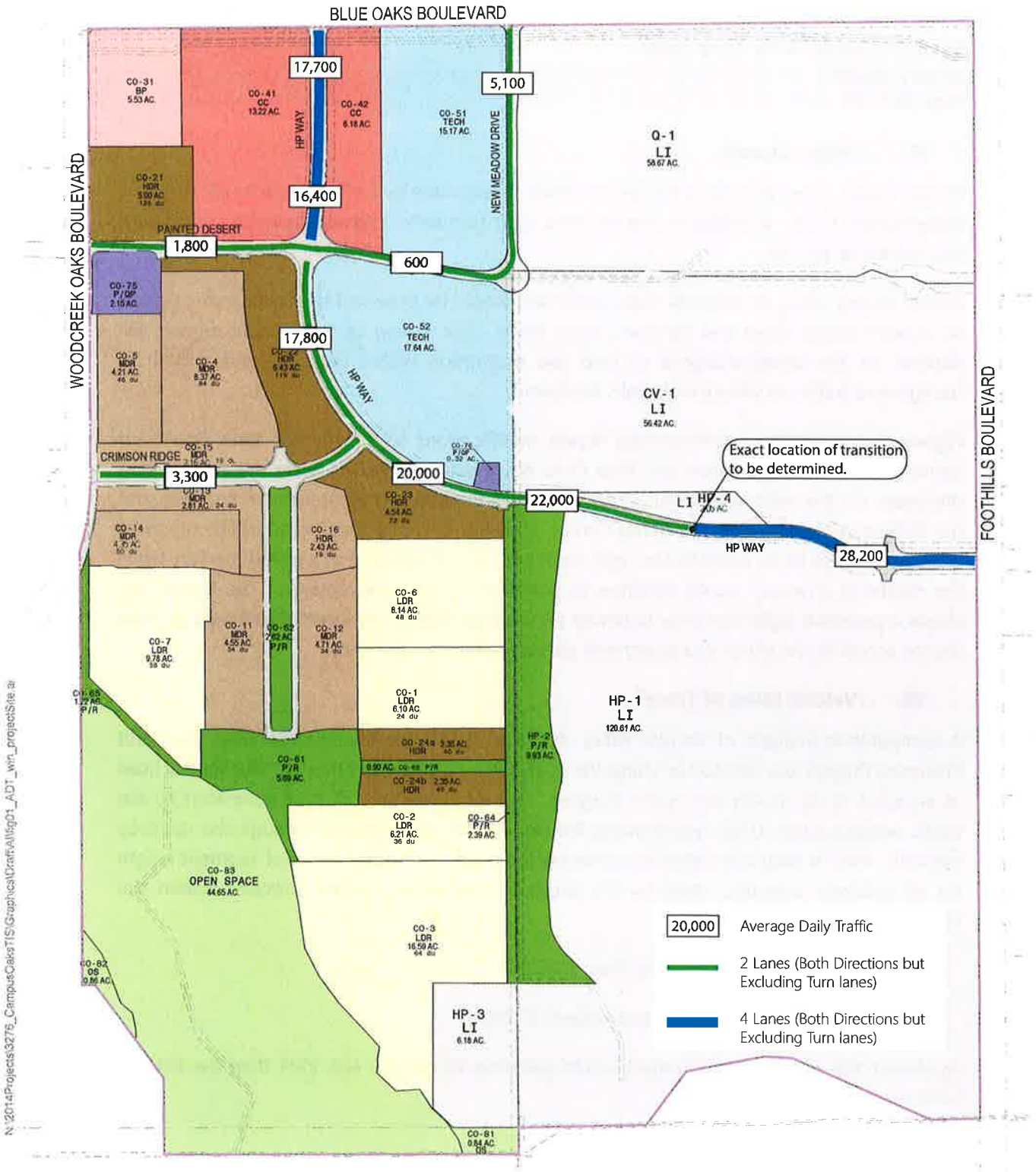


Figure 1

## Average Daily Traffic (ADT) Within Project Site Under 2025 CIP Conditions

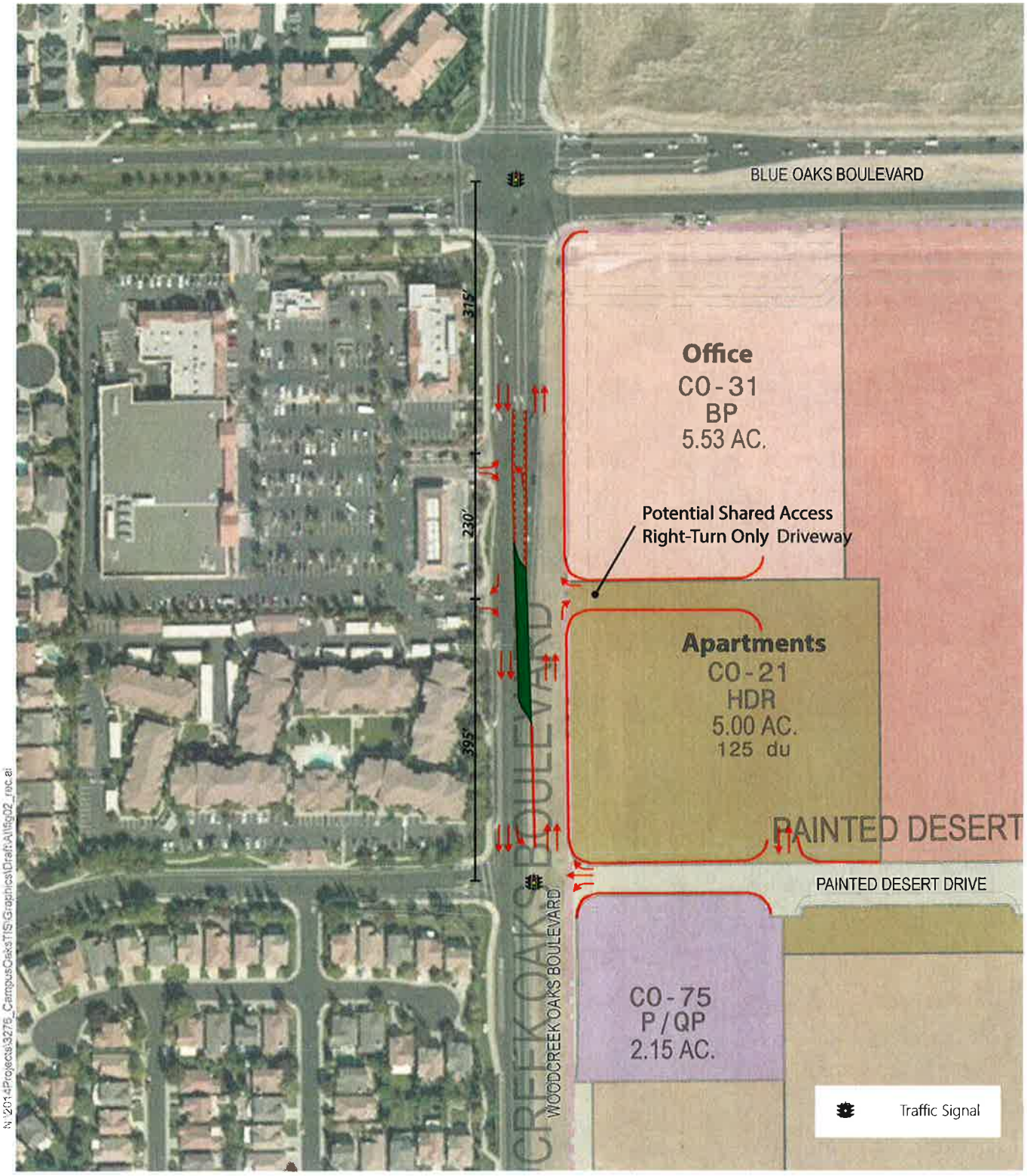


Figure 2

Recommended Access on
Woodcreek Oaks Boulevard

FEHR PEERS

# TECHNICAL MEMORANDUM

Date: February 27, 2015
To: Scott Gandler and Chris Kraft, City of Roseville
From: John Gard and Allen Wang, Fehr & Peers
***Subject: Traffic Analysis for Proposed Changes in Circulation for the Hewlett Packard Campus in Roseville, CA***

*RS14-3276*

Fehr & Peers has completed the traffic analysis for the proposed changes in vehicular circulation within the Hewlett-Packard Campus in Roseville, CA.

## I. Proposed HP Campus Circulation System

This analysis determines whether the proposed changes in the circulation system on the Hewlett-Packard (HP) Campus would cause any adverse impacts to intersections in the City of Roseville. The analysis is conducted for Year 2025 conditions assuming the campus builds out in accordance with its entitled land uses and planned roadway improvements contained in the City's Capital Improvement Program (CIP).

According to the *Hewlett Packard Master Plan Draft EIR (1996)*, the campus was entitled for approximately 4,002 ksf[1] of light industrial uses and 248 ksf of retail based on the master plan[2]. The original circulation plan in the *Hewlett Packard Master Plan Draft EIR* assumes a closed campus with accesses from Woodcreek Oaks Boulevard, Blue Oaks Boulevard, and Foothills Boulevard. This study analyzes the impact of the following changes in the circulation system (refer to Figure 1 for proposed circulation system map):

- HP Way would extend as a two to four-lane public street from Blue Oaks Boulevard southeasterly through the campus, 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 as two-lane public collector streets.
- Newmeadow Drive would extend southerly from Blue Oaks Boulevard as a two-lane public collector street to connect with the extension of Painted Desert Drive.
- Collector C would extend as a two-lane public street from Blue Oaks Boulevard southeasterly through the campus, terminating at Foothills Boulevard opposite Albertsons Drive.

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1 ksf = thousand square feet.

2 The retail has since been rezoned to industrial uses. However, for analysis purposes (and to facilitate comparisons in findings with the HP Master Plan DEIR), we are using the land use assumptions for the DEIR, upon which circulation system changes are compared.

- The existing campus loop road, which extends from the most southerly campus access on Foothills Boulevard to HP Way, would remain a private access road.

Figure 1 shows the existing and proposed traffic signals along the HP Campus frontage on Blue Oaks Boulevard, Foothills Boulevard, and Woodcreek Oaks Boulevard. As shown, access to the campus would be provided by two signalized intersections on Woodcreek Oaks Boulevard, three signalized intersections on Blue Oaks Boulevard, and three signalized intersections on Foothills Boulevard.

## II. Analysis Scenarios

This study analyzes the traffic impacts of the proposed circulation system changes under 2025 CIP Conditions. This is the most recent, adopted travel demand model used by the City of Roseville for its General Plan transportation analysis and CIP.

The following scenarios are analyzed:

- Scenario 1 (No Project): assumes the HP Campus is built out with the land uses contemplated in the *Hewlett Packard Master Plan Draft EIR* (1996). Roadway assumptions (both internal and to adjoining public streets) are assumed consistent with the 1996 DEIR.[3]
- Scenario 2 (Proposed Circulation System): assumes the entitled land uses in the *Hewlett Packard Master Plan Draft EIR* (1996) and the circulation system shown on Figure 1.

## III. 2025 CIP Conditions Operational Analysis

The impacts of the circulation system changes 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 intersection analysis methodology. This is the same methodology applied in the HP Master Plan EIR and also used in other recent EIRs in the City (e.g., Roseville Hotel/Conference Center EIR).

Appendix A displays Average Daily Traffic (ADT) model plots for Scenarios 1 and 2 for roadways within the HP Campus vicinity. The volume forecasted by the 2025 CIP traffic model for Scenario 2 on HP Way within the HP Campus would range from 17,100 to 34,600 ADT. The two-lane portion of HP Way would carry between 18,400 and 20,400 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 buildout and Roseville Parkway is extended from Washington Boulevard to Foothills Boulevard.

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[3] The DEIR contemplated a gated campus. As such, public use of roadways was presumed to not occur. The travel demand modeling for this scenario considered this.

**Table 1** summarizes the results of this analysis including the number of intersections operating in various LOS ranges for the AM and PM peak hours for both scenarios. This table shows that the proposed circulation plan changes would cause an increase in the percentage of intersections City-wide operating at LOS C or better during the AM peak hour and maintain the percentage for the PM peak hour. Thus, the proposed circulation system changes would maintain consistency with the City's General Plan policy of at least 70% of signalized intersections operating at LOS C or better during the PM peak hour.

**TABLE 1:**
**CITYWIDE INTERSECTION LOS RESULTS – 2025 CIP CONDITIONS**

| Number (Percentage) of Signalized Intersections Operating at... | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | Scenario 1 (No Project) | Scenario 2 (Proposed Circulation System) | Scenario 1 (No Project) | Scenario 2 (Proposed Circulation System) |
| LOS A – LOS C | 175 | 179 | 156 | 156 |
| LOS D | 12 | 11 | 28 | 27 |
| LOS E | 12 | 9 | 9 | 9 |
| LOS F | 5 | 5 | 11 | 12 |
| Total | 204 | 204 | 204 | 204 |
| Percentage Operating at LOS C or better | 85.8% | 87.7% | 76.5% | 76.5% |

Notes:
1. List of study intersections excludes those located in the downtown Pedestrian Overlay district, for which policy doesn't apply.

Source: Fehr & Peers, 2015.

Refer to **Table 2** for LOS results at each intersection for both scenarios (refer to Appendix A for technical calculations).

**TABLE 2:**
**LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS – 2025 CIP CONDITIONS**

| | Intersection | Scenario 1 (No Project) | | | | Scenario 2 (Proposed Circulation System) | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 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 | 0.82 | D | 0.77 | 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 | 0.94 | E | 0.80 | C |
| 6 | Blue Oaks Blvd/Del Webb Blvd | 0.63 | B | 0.66 | B | 0.66 | 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 | 0.61 | B |
| 9 | Blue Oaks Blvd/Orchard View Rd | 0.68 | B | 0.65 | B | 0.70 | B | 0.66 | B |
| 10 | Blue Oaks Blvd/Diamond Creek Blvd | 0.93 | E | 1.04 | F | 0.93 | E | 1.06 | F |
| 11 | Blue Oaks Blvd/Foothills Blvd | 1.26 | F | 1.12 | F | 1.14 | F | 1.04 | F |
| 12 | Blue Oaks Blvd/Woodcreek Oaks Blvd | 1.03 | F | 0.70 | B | 1.25 | F | 0.72 | C |
| 13 | Cirby Way/Sunrise Ave | 0.76 | C | 1.09 | F | 0.75 | C | 1.10 | 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 | 0.66 | B | 0.89 | D |
| 19 | Cirby Way/Parkview Dr | 0.52 | A | 0.54 | A | 0.52 | A | 0.53 | 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 | 0.65 | 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 | 1.30 | F |
| 24 | Douglas Blvd/Eureka Road | 0.58 | A | 0.67 | B | 0.58 | A | 0.67 | B |
| 25 | Douglas Blvd/Rocky Ridge Drive | 0.70 | B | 0.83 | D | 0.70 | B | 0.83 | D |

**TABLE 2:**
**LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS – 2025 CIP CONDITIONS**

| | Intersection | Scenario 1 (No Project) | | | | Scenario 2 (Proposed Circulation System) | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS |
| 26 | Douglas Blvd/Santa Clara Dr | 0.57 | A | 0.70 | B | 0.57 | A | 0.71 | C |
| 27 | Douglas Blvd/Sierra Gardens Dr | 0.53 | A | 0.69 | B | 0.53 | A | 0.69 | 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 |
| 33 | Douglas Blvd/Judah St | 0.30 | A | 0.49 | A | 0.29 | A | 0.50 | A |
| 34 | Douglas Blvd/Keehner Ave | 0.58 | A | 0.49 | A | 0.57 | A | 0.49 | A |
| 35 | Douglas Blvd/Park Dr | 0.39 | A | 0.41 | A | 0.39 | A | 0.42 | 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 | 0.42 | 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 | 0.26 | 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 | 0.48 | A | 0.52 | A |
| 46 | Fairway Dr/Target Dwy | 0.58 | A | 0.45 | A | 0.57 | A | 0.44 | A |
| 47 | Village Green Dr/Fiddyment Rd | 0.64 | B | 0.69 | B | 0.65 | B | 0.68 | 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 | 0.71 | C | 0.55 | A |

**TABLE 2:**
**LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS – 2025 CIP CONDITIONS**

| | Intersection | Scenario 1 (No Project) | | | | Scenario 2 (Proposed Circulation System) | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS |
| 52 | Albertsons Dr/Foothills Blvd | 0.54 | A | 0.61 | B | 0.43 | A | 0.77 | C |
| 53 | Denio Loop/Foothills Blvd | 0.63 | B | 0.57 | A | 0.62 | B | 0.57 | A |
| 54 | HP-Main Dwy/Foothills Blvd | 0.90 | D | 0.89 | D | 0.77 | C | **1.38** | **F** |
| 55 | HP-South Dwy/Foothills Blvd | 0.80 | C | 0.56 | A | 0.78 | C | 0.54 | A |
| 56 | Junction Blvd/Foothills Blvd | 0.83 | D | 0.84 | D | 0.82 | D | 0.85 | D |
| 57 | McAnally Dr/Foothills Blvd | 0.84 | D | 0.94 | E | 0.76 | C | 0.86 | D |
| 58 | Pleasant Grove Blvd/Foothills Blvd | 0.94 | E | 1.01 | F | 0.96 | E | 1.01 | F |
| 59 | Pilgrim Dr/Foothills Blvd | 0.49 | A | 0.61 | B | 0.50 | A | 0.59 | A |
| 60 | Vineyard Rd/Foothills Blvd | 0.79 | C | 0.84 | D | 0.78 | 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 | 0.59 | A | 0.84 | D |
| 63 | Roseville Pkwy/Galleria Blvd | 0.69 | B | 1.03 | F | 0.69 | B | 1.03 | F |
| 64 | Wills Rd/Harding Blvd | 0.71 | C | 0.80 | C | 0.71 | C | 0.81 | C |
| 65 | Estates Dr/Harding Blvd | 0.48 | A | 0.72 | C | 0.48 | A | 0.72 | C |
| 66 | Lead Hill Blvd/Harding Blvd | 0.57 | A | 0.79 | C | 0.57 | A | 0.79 | 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 | 0.76 | C | 0.58 | A |
| 69 | Junction Blvd/Americana Dr | 0.76 | C | 0.63 | B | 0.68 | B | 0.58 | A |
| 70 | Baseline Rd/Junction Blvd | 0.62 | B | 0.88 | D | 0.61 | B | 0.87 | D |
| 71 | Junction Blvd/Country Club Dr | 0.93 | E | 0.81 | C | 0.87 | D | 0.75 | C |
| 72 | Junction Blvd/Park Regency Dr | 0.77 | C | 0.64 | B | 0.76 | C | 0.64 | B |
| 73 | Junction Blvd/Sawtell Rd | 0.75 | C | 0.71 | C | 0.71 | C | 0.69 | B |
| 74 | Junction Blvd/Revere Dr | 0.69 | B | 0.72 | C | 0.64 | B | 0.60 | A |
| 75 | Junction Blvd/Washington Blvd | 0.51 | A | 1.01 | F | 0.49 | A | 0.99 | E |
| 76 | Junction Blvd/Woodcreek Oaks Blvd | 0.55 | A | 0.76 | C | 0.61 | B | 0.67 | B |
| 77 | Lead Hill Blvd/N. Sunrise Ave | 0.42 | A | 0.74 | C | 0.43 | A | 0.74 | C |

**TABLE 2:**
**LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS – 2025 CIP CONDITIONS**

| Intersection | | Scenario 1 (No Project) | | | | Scenario 2 (Proposed Circulation System) | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS |
| 78 | Lead Hill Blvd/Rocky Ridge Dr | 0.36 | A | 0.66 | B | 0.36 | A | 0.66 | 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 | 0.60 | A |
| 82 | Sierra Gardens Dr/N. Sunrise Ave | 0.39 | A | 0.62 | B | 0.40 | A | 0.62 | B |
| 83 | Olympus Dr/Europa St | 0.27 | A | 0.20 | A | 0.27 | A | 0.20 | A |
| 84 | PFE Rd/Hilltop Cir | 0.31 | A | 0.45 | A | 0.30 | A | 0.45 | A |
| 85 | Fairway Dr/Pleasant Grove Blvd | 0.52 | A | 0.96 | E | 0.52 | A | 0.96 | E |
| 86 | Pleasant Grove Blvd/Fiddyment Rd | 0.82 | D | 1.06 | F | 0.79 | C | 1.03 | F |
| 87 | Pleasant Grove Blvd/Hallissy Dr | 0.75 | C | 0.81 | C | 0.74 | C | **0.83** | **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 | 0.76 | C | 0.83 | D |
| 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 | 0.72 | C | 0.83 | D |
| 93 | Pleasant Grove Blvd/Roseville Pkwy | 0.95 | E | 1.25 | F | 0.95 | E | 1.26 | F |
| 94 | Pleasant Grove Blvd/Sun City Blvd | 0.75 | C | 0.72 | C | 0.76 | C | 0.72 | C |
| 95 | Highland Pointe Dr/Pleasant Grove Blvd | 0.42 | A | 0.85 | D | 0.41 | A | 0.84 | D |
| 96 | Pleasant Grove Blvd/Washington Blvd | 0.86 | D | 0.93 | E | 0.85 | D | 0.92 | 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 | 0.73 | C | 0.90 | D |
| 99 | Meadowlark Way/Rocky Ridge Dr | 0.69 | B | 0.60 | A | 0.69 | 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 | 0.62 | B | 0.86 | D |

**TABLE 2:**
**LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS – 2025 CIP CONDITIONS**

| Intersection | | Scenario 1 (No Project) | | | | Scenario 2 (Proposed Circulation System) | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS |
| 104 | Roseville Pkwy/Creekside Ridge Dr | 0.52 | A | 0.80 | C | 0.52 | A | 0.80 | 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 | 0.92 | 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 | 0.88 | D | 0.83 | D |
| 110 | West Mall/Roseville Pkwy | 0.47 | A | 0.60 | A | 0.47 | A | 0.61 | B |
| 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 | 0.61 | B | 0.70 | B |
| 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 | 0.51 | A |
| 115 | Olympus Dr/Roseville Pkwy | 0.60 | A | 0.60 | A | 0.60 | A | 0.61 | B |
| 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 | 0.80 | C |
| 118 | Trestle Rd/Roseville Pkwy | 0.51 | A | 0.68 | B | 0.51 | A | 0.72 | C |
| 119 | Village Dr/E. Roseville Pkwy | 0.48 | A | 0.52 | A | 0.48 | A | 0.52 | A |
| 120 | Roseville Pkwy/Washington Blvd | 0.63 | B | 0.78 | C | 0.65 | B | 0.80 | 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 | 0.58 | A | 0.45 | 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 | 0.65 | B | 0.57 | A |
| 127 | Indigo Creek Apts Dwy/Sierra College Blvd | 0.43 | A | 0.78 | C | 0.42 | A | 0.78 | C |
| 128 | Old Auburn Rd/Sierra College Blvd | 0.67 | B | 0.79 | C | 0.66 | B | 0.79 | C |
| 129 | Olympus Dr/Sierra College Blvd | 0.74 | C | 0.55 | A | 0.73 | C | 0.55 | A |

**TABLE 2:**
**LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS – 2025 CIP CONDITIONS**

| Intersection | | Scenario 1 (No Project) | | | | Scenario 2 (Proposed Circulation System) | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS |
| 130 | Fairway Dr/Stanford Ranch Rd | 0.70 | B | 0.67 | B | 0.69 | B | 0.67 | B |
| 131 | 5 Star Blvd/Stanford Ranch Rd | 0.49 | A | 0.62 | B | 0.50 | A | 0.63 | B |
| 132 | Highland Park/Stanford Ranch Rd | 0.38 | A | 0.55 | A | 0.38 | A | 0.55 | 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 | 0.93 | E |
| 135 | Sun Tree Dr/Sunrise Ave | 0.63 | B | 0.71 | C | 0.63 | B | 0.70 | B |
| 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 | 0.46 | A |
| 138 | Diamond Oaks Rd/Washington Blvd | 0.70 | B | 0.77 | C | 0.68 | B | 0.77 | C |
| 139 | Sawtell Rd/Washington Blvd | 0.56 | A | 0.83 | D | 0.54 | A | 0.82 | D |
| 140 | Hallissy Dr/Washington Blvd | 0.63 | B | 0.48 | A | 0.62 | B | 0.48 | A |
| 141 | Baseline Rd/Woodcreek Oaks Blvd | 0.94 | E | 0.72 | C | 0.93 | E | 0.73 | C |
| 142 | Canevari Dr/Woodcreek Oaks Blvd | 0.57 | A | 0.65 | B | 0.51 | A | 0.73 | C |
| 143 | Horncastle Ave/Woodcreek Oaks Blvd | 0.54 | A | 0.54 | A | 0.66 | B | 0.63 | B |
| 144 | McAnally Dr/Woodcreek Oaks Blvd | 0.91 | E | 0.67 | B | 0.89 | D | 0.72 | C |
| 145 | Trailee Ln/Woodcreek Oaks Blvd | 0.61 | B | 0.45 | A | 0.67 | B | 0.53 | A |
| 146 | Blue Oaks Blvd/Washington Blvd | 0.58 | A | 0.66 | B | 0.58 | A | 0.67 | B |
| 147 | Douglas Blvd/I-80 EB Ramps | 0.44 | A | 0.67 | B | 0.43 | 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 | 0.55 | A |
| 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 | 0.72 | C |
| 152 | I-80 WB Ramps/Riverside Ave | 0.55 | A | 0.63 | B | 0.55 | A | 0.63 | 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 | 0.83 | D |
| 155 | Eureka Rd/Taylor Rd | 0.87 | D | 0.97 | E | 0.87 | D | 0.96 | E |

**TABLE 2:**
**LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS – 2025 CIP CONDITIONS**

| | Intersection | Scenario 1 (No Project) | | | | Scenario 2 (Proposed Circulation System) | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS |
| 156 | Fairway Dr/Highland Park Dr | 0.28 | A | 0.59 | A | 0.27 | 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 | 0.58 | A | 0.74 | C |
| 160 | NEC/Foothills Blvd | 0.92 | E | 0.82 | D | 0.91 | E | 0.65 | B |
| 161 | Blue Oaks Blvd/Wood Meadow Dr/HP Way | 0.65 | B | 0.74 | C | 0.67 | B | **1.17** | **F** |
| 162 | Convention Center Dr/Gibson Dr | 0.49 | A | 0.71 | C | 0.49 | A | 0.72 | C |
| 163 | Blue Oaks Blvd/Westbrook Blvd | 0.82 | D | 0.79 | C | 0.83 | D | 0.80 | C |
| 164 | Blue Oaks Blvd/Hayden Pkwy | 0.62 | B | 0.57 | A | 0.62 | B | 0.59 | A |
| 165 | Westhills Dr/Fiddyment Rd | 0.76 | C | 0.86 | D | 0.78 | C | 0.87 | D |
| 166 | Pleasant Grove Blvd/Westbrook Blvd | 0.74 | C | 0.85 | D | 0.74 | 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 | 0.40 | A |
| 169 | Parkside Way/Woodcreek Oaks Blvd | 0.48 | A | 0.55 | A | 0.47 | A | 0.53 | A |
| 170 | Alantown Dr/Industrial Ave | 0.93 | E | 0.85 | D | 0.92 | E | 0.82 | D |
| 171 | Roseville Pkwy/Gibson Drive (w) | 1.06 | F | 0.87 | D | 1.05 | F | 0.88 | 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 | 0.62 | B |
| 176 | Douglas Blvd/I-80 EB On Ramp | 0.48 | A | 0.74 | C | 0.48 | A | 0.73 | C |
| 177 | Pleasant Grove Blvd/Santucci Blvd | 0.53 | A | 0.58 | A | 0.53 | A | 0.58 | A |
| 178 | Road A/Santucci Rd | 0.43 | A | 0.39 | A | 0.43 | A | 0.40 | A |
| 179 | Road B/Santucci Blvd | 0.34 | A | 0.41 | A | 0.34 | A | 0.41 | A |
| 180 | Baseline Rd/Santucci Blvd | 0.67 | B | 0.78 | C | 0.68 | B | 0.78 | C |
| 181 | Road A/Westbrook Blvd | 0.43 | A | 0.39 | A | 0.42 | A | 0.39 | A |

**TABLE 2:**
**LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS – 2025 CIP CONDITIONS**

| Intersection | | Scenario 1 (No Project) | | | | Scenario 2 (Proposed Circulation System) | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS |
| 182 | Road B/Westbrook Blvd | 0.44 | A | 0.69 | B | 0.43 | A | 0.72 | C |
| 183 | Baseline Rd/Westbrook Blvd | 0.75 | C | 0.80 | C | 0.76 | C | 0.80 | C |
| 184 | Road B/Market St | 0.31 | A | 0.34 | A | 0.31 | A | 0.34 | A |
| 185 | Baseline Rd/Market St | 0.65 | B | 0.64 | B | 0.65 | B | 0.64 | B |
| 186 | Pleasant Grove Blvd/Upland Dr | 0.58 | A | 0.58 | A | 0.56 | A | 0.57 | A |
| 187 | Road B/Upland Dr | 0.32 | A | 0.38 | A | 0.32 | A | 0.39 | A |
| 188 | Baseline Rd/Upland Dr | 0.52 | A | 0.58 | A | 0.52 | A | 0.58 | A |
| 189 | Baseline Rd/CMU3 Entrance | 0.44 | A | 0.58 | A | 0.45 | A | 0.58 | A |
| 190 | SV EW Coll/Westbrook Blvd | 0.43 | A | 0.51 | A | 0.42 | A | 0.51 | A |
| 191 | Road B/SV NS Coll 3 | 0.18 | A | 0.22 | A | 0.19 | A | 0.23 | A |
| 192 | Road B/SV NS Coll 5 | 0.29 | A | 0.31 | A | 0.29 | A | 0.32 | A |
| 193 | SV CC5 CC6/Santucci Blvd | 0.30 | A | 0.34 | A | 0.30 | A | 0.33 | A |
| 194 | SV EW Coll/Santucci Blvd | 0.45 | A | 0.42 | A | 0.45 | A | 0.42 | A |
| 195 | Road B/SV NS Coll2 | 0.08 | A | 0.06 | A | 0.08 | A | 0.06 | A |
| 196 | SV EW Coll/Westbrook Blvd | 0.32 | A | 0.34 | A | 0.31 | A | 0.34 | A |
| 197 | Baseline Rd/SV CC2 | 0.46 | A | 0.63 | B | 0.46 | A | 0.64 | B |
| 198 | Baseline Rd/SV CCBP2 | 0.48 | A | 0.58 | A | 0.49 | A | 0.58 | A |
| 199 | Baseline Road/SV DF-40 | 0.48 | A | 0.74 | C | 0.48 | A | 0.74 | C |
| 200 | Road C/Santucci Blvd | 0.33 | A | 0.41 | A | 0.32 | A | 0.41 | A |
| 201 | Road C/Westbrook Blvd | 0.32 | A | 0.33 | A | 0.32 | A | 0.33 | A |
| 202 | Pleasant Grove Blvd/SV NS Coll 1 | 0.42 | A | 0.40 | A | 0.42 | A | 0.40 | A |
| 203 | Parkway One/Westbrook Blvd | 0.54 | A | 0.52 | A | 0.54 | A | 0.52 | A |
| 204 | Nobo Dr/Westbrook Blvd | 0.44 | A | 0.51 | A | 0.45 | A | 0.52 | A |
| 100 | Darling/Riverside | 0.67 | B | 0.64 | B | 0.67 | B | 0.64 | B |
| 100 | Vernon/Douglas | 0.41 | A | 0.66 | B | 0.42 | A | 0.65 | B |
| 100 | Vernon/Grant | 0.45 | A | 0.58 | A | 0.44 | A | 0.56 | A |

**TABLE 2:**
**LEVEL OF SERVICE AT ROSEVILLE SIGNALIZED INTERSECTIONS – 2025 CIP CONDITIONS**

| | Intersection | Scenario 1 (No Project) | | | | Scenario 2 (Proposed Circulation System) | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS |
| 100 | Vernon/Judah | 0.37 | A | 0.60 | A | 0.37 | A | 0.59 | A |
| 100 | Vernon/Lincoln | 0.50 | A | 1.00 | E | 0.49 | A | 0.99 | E |
| 100 | Main/Washington | 0.55 | A | 0.85 | D | 0.55 | A | 0.84 | D |
| 100 | Oak/Washington | 0.51 | A | 0.75 | C | 0.51 | A | 0.75 | C |

Notes: V/C ratio reported based on Circular 2012 method. Shaded boxes represent a significant impact.
Source: Fehr & Peers, 2015

**Table 2** indicates that the proposed circulation system change would cause the following noteworthy improvements in LOS in the project vicinity:

- Foothills Boulevard/Mistywood Drive – LOS B to A during PM peak hour
- Foothills Boulevard/McAnally Drive – LOS D to C during AM peak hour and LOS E to LOS D during PM peak hour
- Junction Boulevard/Americana Drive – LOS C to B during AM peak hour and LOS B to A during PM peak hour
- Junction Boulevard/Country Club Drive – LOS E to D during AM peak hour
- Junction Boulevard/Washington Boulevard – LOS F to E during PM peak hour
- Junction Boulevard/Woodcreek Oaks Boulevard – LOS C to B during PM peak hour
- Pleasant Grove Boulevard/Fiddyment Road – LOS D to C in the AM peak hour
- Pleasant Grove Boulevard/Country Club Drive – LOS D to C during the AM peak hour
- Woodcreek Oaks Boulevard/McAnally Drive – LOS E to D during the AM peak hour
- Foothills Boulevard/NEC Driveway – LOS D to B during PM peak hour
- Foothills Boulevard/HP Far South Driveway – LOS D to B during the PM peak hour

**Table 2** also indicates that the proposed circulation system change would cause the following noteworthy (although not necessarily significant) degradations in LOS in the project vicinity:

- Woodcreek Oaks Boulevard/Blue Oaks Boulevard – LOS B to C during PM peak hour
- Foothills Boulevard/Albertsons Drive – LOS B to C during PM peak hour
- Foothills Boulevard/HP Main Driveway – LOS D to F during PM peak hour
- Junction Boulevard/Woodcreek Oaks Boulevard – LOS A to B during AM peak hour
- Pleasant Grove Boulevard/Hallissy Drive – LOS C to D during PM peak hour
- Roseville Parkway/Trestle Drive – LOS B to C during PM peak hour
- Woodcreek Oaks Boulevard/Canevari Drive – LOS B to C during PM peak hour
- Woodcreek Oaks Boulevard/Horncastle Drive – LOS A to B during AM and PM peak hours
- Woodcreek Oaks Boulevard/McAnally Drive – LOS B to C during PM peak hour
- Washington Boulevard/Industrial Avenue – LOS B to C during PM peak hour
- Blue Oaks Boulevard/Woodmeadow Dr./HP Way – LOS C to F during PM peak hour

The above list indicates that the proposed circulation system changes would provide operational benefits to portions of Foothills Boulevard (south of the campus), Pleasant Grove Boulevard, and Junction Boulevard. However, the new street connections would also result in greater levels of traffic on certain streets including Woodcreek Oaks Boulevard (south of the campus).

Impacts and Mitigation Measures

The significance of intersection impacts was evaluated using the same significance criteria as was used for the Campus Oaks Traffic Study (Technical Memorandum dated 1/28/15). The proposed circulation system changes would result in the following three significant impacts:

- Foothills Boulevard / HP Way / Roseville Parkway would degrade from LOS D to F during the PM peak hour.
- Blue Oaks Boulevard / Wood Meadow Drive / HP Way would degrade from LOS C to LOS F during the PM peak hour.
- Pleasant Grove Boulevard/Hallissy Drive would degrade from LOS C to D during the PM peak hour.

The Pleasant Grove Boulevard/Hallissy 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 this degradation have been identified and incorporated in previous EIRs such as the Roseville Hotel/Conference Center EIR.

**Impact TR-1 The proposed circulation system changes would cause signalized intersections in the City of Roseville to be degraded to a significant degree under 2025 CIP conditions. This is considered a significant impact.**

The project would cause the following significant intersection degradations during the PM peak hour. This is considered a ***significant*** impact.

- Foothills Boulevard/HP Way/Roseville Parkway (LOS D to F)
- Blue Oaks Boulevard/Wood Meadow Drive/HP Way (LOS C to F)
- Pleasant Grove Boulevard/Hallissy Drive (LOS C to D)

*Mitigation Measures*: The following mitigation measures are recommended to restore operations to an acceptable level at each intersection (see Appendix A):

MM TR-1a: *The City of Roseville shall modify its CIP to include the following modifications 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.*
- *Widen the southbound approach to include a third through lane approaching and departing the intersection.*

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 to Blue Oaks Boulevard. The PM peak hour through volume of 1,172 vehicles under 2025 CIP conditions cannot be accommodated by a single through lane. With these improvements in place, operations would improve from LOS F (v/c ratio = 1.38) to LOS D (v/c ratio = 0.82) during the PM peak hour.[4,5]

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4 As part of the September 2012 approval of the Creekview Specific Plan, the City Council amended the General Plan to acknowledge and accept that certain signalized intersections within the City will operate at worse than LOS C under 2025 PM peak hour. This includes the Foothills Boulevard/HP Way/Roseville Parkway intersection, which is projected to operate at LOS D.

5 The proposed Campus Oaks project also caused a significant impact at this intersection. Mitigation for this impact included the restriping of the westbound approach. However, the addition of a southbound 3rd through lane was not necessary. This lane is necessary with the entitled land uses due to their greater trip generation as compared to Campus Oaks.

MM TR-1b: *The City of Roseville shall modify its CIP to include the following lane configurations at the Blue Oaks Boulevard/Wood Meadow Drive/HP Way intersection, which are over and 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 901 vehicles. 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 = 1.17) to LOS C (v/c ratio = 0.78) during the PM peak hour. Since this improvement would be constructed entirely within the HP Campus property, it is considered feasible.

MM TR-1c: *The City shall modify its CIP to include the following modification at the Pleasant Grove Boulevard/Hallissy 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.

**Table 3** shows the resultant operations at each impacted intersection with the proposed mitigation measures in place.

**TABLE 3:**

**INTERSECTION LEVEL OF SERVICE – 2025 CIP CONDITIONS WITH MITIGATION MEASURES**

| Intersection | Control | PM Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|
| | | Scenario 1 (No Project) | | Scenario 2 (Proposed Circulation System) | | Scenario 2 (Proposed Circulation System) with Proposed Mitigation Measures | |
| | | V/C Ratio[1] | LOS[2] | V/C Ratio[1] | LOS | V/C Ratio[1] | LOS[2] |
| Foothills Boulevard / HP Way / Roseville Parkway | Traffic Signal | 0.89 | D | 1.38 | F | 0.82 | D |
| Blue Oaks Boulevard / HP Way / Wood Meadow Drive | Traffic Signal | 0.74 | C | 1.17 | F | 0.78 | C |
| Pleasant Grove Boulevard / Hallissy Drive | Traffic Signal | 0.81 | C | 0.83 | D | 0.75 | 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

## IV. Conclusions

This analysis has concluded that the proposed circulation changes within the HP Campus would cause three significant intersection impacts under Year 2025 conditions. Mitigation measures are available to restore each of impacted intersection to an acceptable level.

We hope this information is helpful. Please call or email us with any questions or comments.

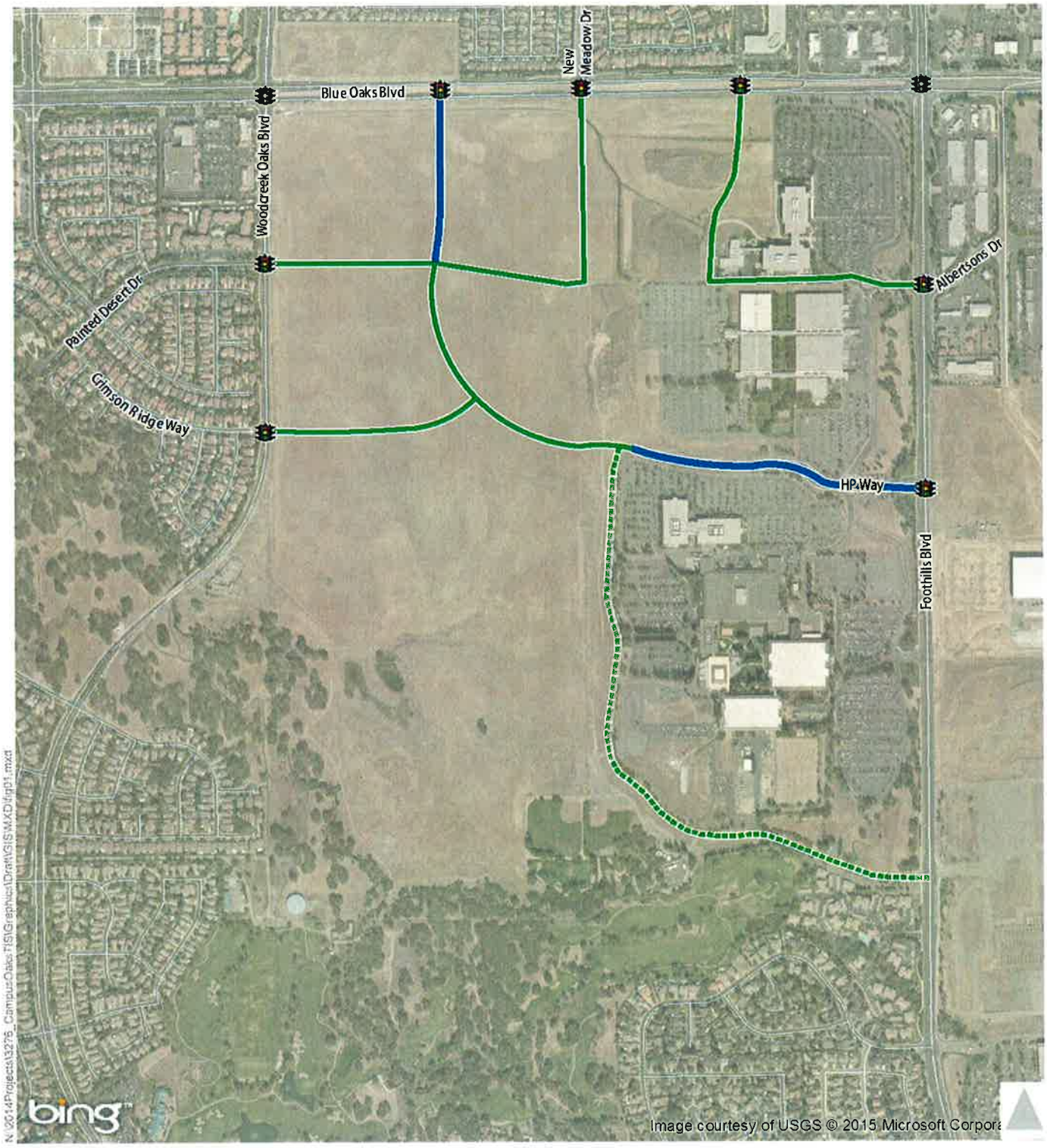


Figure 1

## Revised HP Master Plan Circulation System

# Transportation Commission Meeting
# June 30, 2015 – 7:00 p.m.
# Reports and Updates

**Item 8A. Alternative Transportation Division Update**

**Staff:** Michael Wixon, Alternative Transportation Manager

## Recommendation

This item is provided to update the Transportation Commission on the activities of the Alternative Transportation Division and other transportation related items of the region, no action is needed.

## May is Bike Month 2015

May is Bike Month (MIBM) 2015 was very successful as bicyclists took advantage of the good weather. In the Sacramento region 8,223 bicyclists logged 1,599,032 miles.

In Roseville, 577 employees who work at local businesses logged 111,307 miles. Which was an increase of 7% over last year participants. In addition, 528 residents who either work outside of Roseville or are retired/unemployed logged 86,404 miles. Approximately 632 students at seven Roseville schools participated in May is Bike Month and logged over 1,615 bike trips. Participants at all of the MIBM activities had a chance to win bike shop gift cards and bike socks.

City staff promoted May is Bike Month at the following events: City of Roseville Celebrate the Earth, Hewlett Packard's Earth Day, and Kaiser's Earth Day. Staff also promoted May is Bike Month at two energizer stations – one after work along the Miner's Ravine Trail near Sculpture Park and one on the way to work on Foothills Boulevard on Bike to Work Day. Approximately 100 participants attended the two energizer stations.

Staff, with support from two local bike shops, Roseville Cyclery and The Hub, hosted four one-hour Smart Cycling and Bicycle Maintenance Clinics for employees and the public. Over 50 bicyclists developed a better understanding of the rules of the road, techniques of bicycling with traffic and how to fix a flat tire. Staff also assisted employment sites host Bike to Work events.

On May 2, the City of Roseville hosted the first annual Bike with the Mayor event to kick off May is Bike Month and support healthy lifestyles. More than 60 bicyclists (from young children to the retired adults) rode with the mayor from Veterans Memorial Park North to Dugan Park (approximately 3 miles). When they returned from the bike ride, they had an opportunity to make a smoothie on the bicycle powered blender, register for Bike Month, and learn more about Roseville multi-use trails and Safe Routes to School programs.

City staff worked with seven Roseville elementary schools (Cirby, Diamond Creek, Fiddyment Farms, Junction, Kaseberg, Spanger, and Stoneridege) to promote MIBM. These schools raffled off MIBM prizes throughout the month and held a friendly competition between grade levels to compete for a bike blender smoothie party for the greatest participation. In addition, Cirby and Diamond Creek Elementary schools held a Bike Rodeo for 4th and 5th graders (approximately 350 students). At these two events the

students learned about helmet safety, bicycle maintenance, rules of the road and had a chance to ride on an obstacle course. Staff also provided 12 helmets to children in need of a new helmet.

Partial funding for the May is Bike Month program is through Sacramento Area Council of Governments.

## TSM Quarterly Training

On Tuesday, June 22 staff hosted the TSM Quarterly Training at Adventist Health. Approximately 25 employee transportation coordinators, representing over 40 businesses attended the meeting. At the meeting staff provided a May is Bike month wrap-up. Staff from PCTPA kicked off the summer Spare the Air for Bucks campaign. Staff from Breathe California attended and explained their programs and how they are working to help with Clean Air, Healthy Lungs and a Tobacco Free Future. We were also surprised with a guest appearance by Scooter the Spare the Air mascot.

## Marketing and Communications Update

*Summer Youth Bus Pass*

Currently the $10 Summer Youth Bus Pass is on sale, offering youth in elementary through high school unlimited bus trips on Roseville Transit, Placer County Transit, Auburn Transit, and Lincoln Transit. Passes are valid each year June 1 – August 31. This partnership with south Placer transit agencies provides an easy and affordable way for youth to be learn about public transportation and become comfortable traveling by bus. During the summer when air quality is worst, the pass also encourages transit as a way to reduce the number of vehicles on the roadways. Promotion of the pass has included: ads on the exterior of Roseville Transit buses, social media, school newspaper ads, magazine ads, Recreation Guide ads, school newsletters to families, fliers, and e-newsletters.

*Sponsorship of Emigrant Trails Bike Trek*

Roseville Transit is sponsoring Breathe California's Emigrant Trails Bike Trek in September for the second year. Because Alternative Transportation's goal for clean air align with Breathe California's mission, Roseville's support of this event includes donating space on transit buses for three exterior ads. Roseville Transit will also have a team of riders participating in the trek. More information on the Bike Trek can be found by visiting sacbreath.org/trek.

*Roadway Projects*

Construction season is underway and public communication to residents and businesses is ongoing for these roadway and capital improvement projects:

- Sidewalk improvements on Church Street: Repair to existing sidewalks and addition of new sidewalks and curb ramps where they are currently absent. Funded by a Community Development Block Grant.
- Construction at Lincoln Street and Linda Drive: bike trail segment under the bridge and grading for future site of a relocated fire station no. 1.

- New crosswalk and pedestrian refuge median for Woodcreek Oaks and Parkside: to improve visibility and safety for pedestrians traveling between surrounding neighborhoods and Rickey Park.
- New pedestrian path connecting Bonicelli and Mt. Baldy Courts: to provide a more direct pedestrian route for children walking to and from Diamond Creek Elementary School. Previously there was a large fence separating these two courts.
- Residential street resurfacing: mid-summer through fall in the Foothills/Junction, West Park, and Fiddyment Farm neighborhoods: Maintenance in these areas is necessary to guard against major more costly street repairs in the future.
- Rehabilitation for Washington Boulevard between Oak and Elefa Streets: includes a surface treatment to improve the ride quality of the roadway and replacement of damages sections of the street. During the work, traffic control will be in place, including temporary lane closures. Work on Washington between Oak and Main will be weeknights, 9 p.m. – 6 a.m. Work on Washington between Main and Elefa will be weekdays, 9 a.m. – 5 p.m., because of the proximity to residences.

Detailed information about these roadway projects can be found online at roseville.ca.us/publicworks.

## Legislative Update

As it relates to proposed state legislation, the City Council continues to support AB15 (Cooper – Fare Evasion), SB 9 (Beall – Transit & Intercity Rail Funding, Greenhouse Gas Reduction Fund), and SB16 (Beall -- Transportation Funding). More information is attached herein for these bills.

The Governor signed the $115.4 billion State General Fund Budget. Highlights of the budget can be found at the following link... http://www.gov.ca.gov/news.php?id=19005 . The new budget offers no solutions for chronically underfunded roadway maintenance. Instead, the Governor has called on the legislature to provide a more permanent solution for this on-going need. Legislation similar to SB16 (Beall) can be expected from legislative leaders to help address the on-going, chronic shortfall for roadway maintenance.

The existing federal transportation authorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), expires on July 31, 2015. On June 23, 2015, Senators Jim Inhofe (R-OK), Barbara Boxer (D-CA), David Vitter (R-LA), and Tom Carper (D-DE) introduced the Developing a Reliable and Innovative Vision for the Economy Act (DRIVE Act), a new six-year surface transportation reauthorization bill. It still remains unclear how Congress plans to pay for the proposed bill, which has a cost of approximately $275 billion. The Senate Environment and Public Works Committee continues to work on the policies of new transportation authorization bill. A copy of the highlights of the bill are attached herein.

## Foothills Blvd/Blue Oaks Blvd

Staff has addressed concerns regarding this intersection that were brought to the Commission at its last meeting. Although a safety issue was not determined to exist, staff will also continue to monitor safety at this location. Staff from the Public Works Department contacted Mr. Silver to complete the loop of communication following our review.

**Attachments:**

1. Law and Regulation Committee update to City Council – Priority List of Legislation June 2015
2. Highlights of the DRIVE Act – The Ferguson Group, LLC

# Attachment #1

0103-32-02

CITY OF ROSEVILLE CALIFORNIA

## CITY COUNCIL
## Law & Regulation Committee

# 6971
**City Clerk Use Only**

**DATE:** May 7, 2015

**TITLE:** Priority List of Legislation – June 2015

**CONTACT:** Mark Wolinski, Government Relations Administrator: Email: mwolinski@roseville.ca.us

**Meeting Date: June 24, 2015**

**SUMMARY RECOMMENDATION**

The following is an update overview of the City's list of priority legislation. The update includes a review of an assortment of advocacy positions the City has taken on specific legislation. The updated list includes 81 bills. (Attachment A) All legislation included in the list meets the various criteria defined within the Council's adopted 2015 Legislative and Regulatory Platform for State and Federal Advocacy. Staff recommends bringing the revised priority list back to the committee in the remaining months of the legislative session, but requests input from the Committee on any bill(s) that are of particular importance to the Committee.

**BACKGROUND**

City staff recently completed a review of the master list and the list of priority legislation after the June 5 legislative deadline for bills to pass their house of origin. Since this is the first year of the two-year legislative session many bills that did not pass their house of origin have become "two-year" bills. The outcome of the bill review is that 55 bills did not pass their house of origin and those bills have been removed from the list. The list will continue to be refined as the legislative session moves through its calendar and deadlines.

Several bills that did not pass their house of origin and were of particular concern to the Committee included AB 278, which would have required a legislative body of a city to adopt an ordinance, without submitting the ordinance to the voters of the city, for the election of members of the legislative body by district; and, AB 1098, which would have deleted traffic level of service standards as an element of a congestion management program.

The City's legislative efforts remains focused on identifying bills that would impact local control, would have significant fiscal implications to the city, would require the City to provide a service or benefit without appropriate and full funding and would negatively impact City revenues including the General Fund, Enterprise Fund and sales or property taxes. The following bills are a representation of the types of legislation contained in the City's initial priority bill list.

- **AB 869 (Cooper) - Public Transportation Agencies: Fare Evasion (Support)** Relates to prohibited conduct on public transit. Provides a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger misconduct may be subject to criminal penalties. Requires the notice of fare contain a printed statement that the person may be charged with an infraction or misdemeanor if the penalty is not paid or dismissed.

**Routing Approval:** ACM ATTY

**AGENDA ITEM # 6.2**

Requires dismissal of collection if the person is criminally charged. ***Comment:*** *The alternative transportation division supports this bill for the help it would provide in discouraging fare evasion. Fares are an important element to transit operations and minimizing loss of revenue at the fare box has benefits to keeping the transit system operating effectively.*

- **AB 974 (Bloom) - Redevelopment Dissolution: Housing: Bond Proceeds (Oppose)** Relates to redevelopment dissolution, housing projects and bond proceeds. Authorizes a successor housing entity to designate the use of, and commit, proceeds from indebtedness that was issued for affordable housing purposes. Provides that such proceeds shall be used only for qualified projects, to be funded by successor agencies. Provides for refinancing of bonds, if proceeds derived from those bonds can be used for projects meeting specified criteria. ***Comment:*** *The City is opposed to this bill due to the restrictions it would place on how housing bond proceeds from the former a Redevelopment Agency could be used. This would be restrictive and impact local control over these types of funds.*

- **AB 1230 (Gomez) - Americans with Disabilities Act (ADA) Small Business (Support)** This bill would enact the California Americans with Disabilities Act Small Business Compliance Financing Authority Act. Establishes a self-sustaining program to provide loans to assist small business finance the costs of projects that alter or retrofit small business facilities to comply with the federal Americans with Disabilities Act. Provides for secured loans, unsecured loans and repayment periods. Provides for agreements and contracts. ***Comment:*** *The City supports this bill for the resource it would provide small businesses working to make ADA compliance improvements to their facilities.*

- **SB 9 (Beall) - Greenhouse Gas Reduction Fund: Transit/Intercity Rail (Support)** This bill would modify the purpose of the Transit and Intercity Rail Capital Program and would provide for the funding of defined large, transformative capital improvements. ***Comment:*** *The public works department supports this bill since it has the potential for a significant benefit to both Placer County and the City. The bill would put the majority of Transit and Intercity Rail Cap and Trade money to projects, which could benefit projects such as the Roseville to Sacramento Third Track project.*

- **SB 16 (Beall) - Transportation Funding (Support)** The bill would create the Road Maintenance and Rehabilitation Program and a related fund for deferred highway and local road maintenance. Provides for an increase in motor vehicle fuel tax, a vehicle registration fee, commercial vehicle weight fees. Transfers a portion of the diesel fuel tax increase to the Trade Corridors Investment Fund. Increases the vehicle license fee for transportation bond debt service. Relates to petroleum storage taxes. Relates to allocation for supplemental project allocation requests. ***Comment:*** *The public works department supports this legislation for the funding it would provide for transportation and roadway maintenance projects. The funding deficit for these types of projects throughout the state is a growing concern and this bill would help to address this need.*

- **SB 555 (Wolk) Urban Retail Water Suppliers: Water Loss Management (Oppose)** Require each urban retail water supplier to submit a completed and validated water loss audit report for the previous calendar year. Requires the Department of Water Resources of post a reports on its Internet Web site and to develop metrics for reporting year-over-year progress on water loss reduction. Requires rules requiring urban retail water suppliers to meet performance standards for the volume of water losses. ***Comment:*** *The environmental utilities department is opposed to this bill for the*

*potentially costly additional reporting requirements that would become necessary if the bill were to become law. The department currently is required to complete a water loss audit report and this bill would add a duplicative reporting requirement. In addition, the bill would require that the audit be completed by a third party, which would be a new cost to the department.*

The bills on the City's list of priority bills are placed on the list because of the impacts they would have on the City or the community if the bills were signed into law. Certain bills, such as AB 869, SB 9 and SB 16 would provide City departments with more resources to effectively provide services to the community. While AB 974 and SB 555 are on the list due to the loss of local control and increased costs the bills would present to the City if they were enacted. Finally, AB 1230 is on the list because of the potential benefit it would provide to businesses in Roseville and throughout the region.

**Conclusion**
Government relations staff will continue to review, track, advocate and meet with departments to revise the city's priority list of legislation throughout the legislative and congressional sessions. Staff will continue to bring the revised list back to the L&R Committee for the Committee's input and review.

**FISCAL IMPACT**
The costs of these activities are contained within the City's current budget.

**ECONOMIC DEVELOPMENT/JOBS CREATED**
The activities detained in this report will not result in job development or creation.

**ENVIRONMENTAL REVIEW**
The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment (CEQA Guidelines §1506(b) (3). The action of reviewing proposed CEQA legislation does not include the potential for a significant environmental effect, therefore is not subject to CEQA.

Respectfully submitted,

Mark Wolinski,
Government Relations Administrator,
Public Affairs & Communications

Megan MacPherson,
Director,
FOR Public Affairs & Communications

**APPROVED:**

FOR Ray Kerridge,
City Manager

Attachment A

# List of Priority Legislation – June 2015

1. **CA AB 2**

**Community Revitalization Authority**

Authorizes certain local agencies to form a community revitalization authority with a community revitalization and investment area to carry out provisions of the Community Redevelopment Law in that area for infrastructure, affordable housing, and economic revitalization and to provide for the issuance of bonds serviced by tax increment revenues.

**Latest Action**

- 06/10/2015
  From SENATE Committee on GOVERNANCE AND FINANCE: Do pass as amended to Committee on TRANSPORTATION AND HOUSING.
- **Department:** EconDevelop, Finance
- **Position:** Watch
- **Priority:** StatePriority

2. **CA AB 10**

**Political Reform Act of 1974: Disclosures**

Requires the disclosure of certain behested payments. Increases the thresholds at which a public official has a disqualifying financial interest in sources of income in investments in business entities and in interests in real property. Revises the dollar amounts associated with the value ranges for reporting the value of economic interests. Requires certain public officials to disclose information relating to governmental decisions for which the public official had a disqualifying financial interest.

**Latest Action**

- 06/11/2015
  To SENATE Committee on ELECTIONS AND CONSTITUTIONAL AMENDMENTS.
- **Commentary:** Political Reform Act of 1974.
  Fiscal Committee: yes
  Urgency Clause: no
  Introduced: 12/01/2014
  Disposition: Pending
  Location: ASSEMBLY
  Summary: Increases the thresholds at which a public official has a disqualifying financial interest in sources of income in investments in business entities and in interests in real property. Revises the dollar amounts associated with the value ranges for reporting the value of economic interests. Requires certain public officials to disclose information relating to governmental decisions for which the public official had a disqualifying financial interest.
- **Department:** CityAttorney, Clerk
- **Position:** Watch
- **Priority:** StatePriority

3. **CA AB 12**

**State Government: Administrative Regulations: Review**

Requires each state agency after a noticed public hearing, to review the agency's regulations, identify any regulations that are duplicative, overlapping, inconsistent, or out of date, to revise those identified regulations, and report to the Legislature and Governor.

**Latest Action**

- 06/11/2015
  To SENATE Committee on GOVERNMENTAL ORGANIZATION.

- **Commentary:** State Government: Administrative Regulations: Review
  Fiscal Committee: yes
  Urgency Clause: no
  Introduced: 12/01/2014
  Disposition: Pending
  Location: ASSEMBLY
  Summary: Requires each state agency after a noticed public hearing, to review and revise that agency's regulations to eliminate any inconsistencies, overlaps, or outdated provisions in the regulations, to adopt the revisions as emergency regulations, and report the Legislature and Governor.
- **Department:** Electric, PAC
- **Position:** Watch
- **Priority:** StatePriority

4. **CA AB 22**
**Office of Emergency Services: Oil-by-Rail Spills**
Requires the Curriculum Development Advisory Committee to review the curriculum and courses of instruction offered by public and private programs that train firefighters in response methods for oil-by-rail spills. Requires the Office of Emergency Services to compile a list of those curriculum and courses of instruction.
**Latest Action**
- 06/11/2015
  To SENATE Committee on GOVERNMENTAL ORGANIZATION.
- **Commentary:** Office of Emergency Services: Oil-by-Rail Spills
  Fiscal Committee: yes
  Urgency Clause: no
  Introduced: 12/01/2014
  Disposition: Pending
  Location: ASSEMBLY
  Summary: Requires the Curriculum Development Advisory Committee to review the curriculum and courses of instruction offered by public and private programs that train firefighters in response methods for oil-by-rail spills. Requires the Office of Emergency Services to compile a list of those curriculum and courses of instruction.
- **Department:** Fire
- **Position:** Watch
- **Priority:** StatePriority

5. **CA AB 33**
**Global Warming Solutions Act: Energy Council**
Establishes the Energy Integration Advisory Council. Requires the Council to develop recommendations for inclusion in the scoping plan prepared by the State Air Resources Board including an analysis of the various strategies necessary for the energy grid to integrate specified annual procurement targets as part of the State Renewables Portfolio Standard Program.
**Latest Action**
- 06/03/2015
  In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.
- **Commentary:** Global Warming Solutions Act: Scoping Plan
  Fiscal Committee: yes
  Urgency Clause: no
  Introduced: 12/01/2014

Disposition: Pending
Location: ASSEMBLY
Summary: Requires, for purposes of advising the update of the next scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions, the State Air Resources Board to develop specified information and to submit a report to the appropriate committees of the Legislature.

- **Department:** DevelopmentSvcs, Electric, Planning
- **Position:** Watch
- **Priority:** StatePriority

6. **CA AB 44**
**Elections: Statewide Recounts**
Provides procedures governing aspects of statewide election recounts to include the storing of sealed ballots, regulations regarding the charges for conducting a manual recount, a voter's request for a recount and the method of the recount, a state-funded manual recount of votes for a statewide officer and the Office of the President and a statewide ballot measure, and the approval of voting system prior to any election by the Secretary of State, and approval of a change to a noncompliant voting system.
**Latest Action**

- 06/11/2015
  To SENATE Committee on ELECTIONS AND CONSTITUTIONAL AMENDMENTS.
- **Commentary:** Elections: Statewide Recounts
  Fiscal Committee: yes
  Urgency Clause: no
  Introduced: 12/01/2014
  Disposition: Pending
  Location: ASSEMBLY
  Summary: Requires the Secretary of State to order an automatic manual recount of all votes cast for statewide office, the office of the President of the U.S., or a state ballot measure if the difference in the number of votes received is less than or equal to 0.1%.
- **Department:** Clerk
- **Position:** Watch
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

7. **CA AB 56**
**Unmanned Aircraft Systems**
Prohibits the use of unmanned aircraft systems by public agencies or the contracting therefor. Exempts law enforcement agencies. Requires public notice by agencies when intending to deploy such system. Provides the time frame for destruction of images and data collected. Prohibits public dissemination of images and data. Prohibits arming. Relates to surveillance restrictions. Applies to private entities contracting with agencies. Relates to data and images subject to disclosure. Requires public comment.
**Latest Action**

- 06/04/2015
  To SENATE Committees on PUBLIC SAFETY and JUDICIARY.
- **Commentary:** Unmanned Aircraft Systems
  Fiscal Committee: yes
  Urgency Clause: no
  Introduced: 12/02/2014
  Disposition: Pending

Location: ASSEMBLY
Summary: Prohibits the use of unmanned aircraft systems by public agencies or the contracting therefor. Exempts law enforcement agencies. Requires public notice by agencies when intending to deploy such system. Provides the time frame for destruction of images and data collected. Prohibits public dissemination of images and data. Prohibits arming such system. Relates to surveillance restrictions. Applies to private entities contracting with public agencies. Makes providing data and images subject to disclosure.

- **Department:** CityAttorney, Electric, PD
- **Position:** Watch
- **PrimaryContact:** ChrisR, MarkW
- **Priority:** StatePriority

8. **CA AB 57**
**Wireless Telecommunications Facilities**
Provides that a colocation or siting application for a wireless telecommunications facility is deemed approved, if the city or county fails to approve or disapprove the application within the time periods established by the Federal Communications Commission and all required public notices have been provided regarding the application.
**Latest Action**

- 06/04/2015
  To SENATE Committees on ENERGY, UTILITIES AND COMMUNICATIONS and GOVERNANCE AND FINANCE.
- **Commentary:** Broadband Communications Infrastructure
  Fiscal Committee: no
  Urgency Clause: no
  Introduced: 12/02/2014
  Disposition: Pending
  Location: ASSEMBLY
  Summary: States the intent of the Legislature to enact legislation to promote the deployment of communications infrastructure by removing barriers to investment.
- **Department:** IT
- **Position:** Watch
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

9. **CA AB 69**
**Peace Officers: Body-Worn Cameras**
Requires law enforcement agencies to consider specified best practices when establishing policies and procedures for downloading and storing data from body-worn cameras, including, prohibiting unauthorized use, duplication, or distribution of the data, and establishing storage periods for evidentiary and nonevidentiary data.
**Latest Action**

- 06/11/2015
  To SENATE Committee on PUBLIC SAFETY.
- **Commentary:** Peace Officers: Body-Worn Cameras
  Fiscal Committee: no
  Urgency Clause: no
  Introduced: 12/18/2014
  Disposition: Pending
  Location: ASSEMBLY

Summary: States the intent of the Legislature to enact legislation to require all peace officers statewide to wear body cameras to capture their interactions with the public.
- **Department:** PD
- **Position:** Watch
- **PrimaryContact:** ScottK
- **Priority:** StatePriority

*10.* ***CA AB 71***
**Criminal Justice: Reporting**
Requires each sheriff and police chief to annually furnish a report to the Department of Justice on shootings that involve peace officers and result in the injury or death of an individual or a peace officer. Requires the agency to report the number of cases that resulted in criminal prosecution for instances when an individual is injured or killed. Requires the Department to include a summary of the annual reports in its annual crime report.
**Latest Action**
- 06/11/2015
  To SENATE Committee on PUBLIC SAFETY.
- **Commentary:** Criminal Justice: Reporting
  Fiscal Committee: yes
  Urgency Clause: no
  Introduced: 12/18/2014
  Disposition: Pending
  Location: ASSEMBLY
  Summary: Requires each sheriff and police chief to annually furnish a report to the Department of Justice on shootings that involve peace officers and result in the injury or death of an individual or a peace officer.
- **Department:** PD
- **Position:** Watch
- **PrimaryContact:** ScottK
- **Priority:** StatePriority

*11.* ***CA AB 85***
**Open Meetings**
Amends the Bagley-Keene Open Meeting Act. Specifies that the definition of a State body includes an advisory board, advisory commission, advisory committee, advisory subcommittee, or similar multimember advisory body of a State body that consists of a specified number of individuals. Provides exceptions.
**Latest Action**
- 06/11/2015
  To SENATE Committee on GOVERNMENTAL ORGANIZATION.
- **Commentary:** Open Meetings
  Fiscal Committee: yes
  Urgency Clause: yes
  *Introduced: 01/06/2015*
  Disposition: Pending
  Location: ASSEMBLY
  Summary: Amends the Bagley-Keene Open Meeting Act. Specifies that the definition of state body includes an advisory board, advisory commission, advisory committee, advisory subcommittee, or similar multimember advisory body of a state body that consists of 3 or more individuals. Provides exceptions.
- **Department:** CityAttorney, Clerk

- **Position:** Watch
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

12. **CA AB 182**
**California Voting Rights Act of 2001**
Prohibits the use of a district-based election in a political subdivision if it would impair the ability of a protected class to elect candidates of its choice. Requires a court to implement specified remedies upon a finding that such an election was imposed or applied in a manner that impaired the ability of a protected class to elect candidates of its choice.
**Latest Action**
- 05/21/2015
  To SENATE Committee on ELECTIONS AND CONSTITUTIONAL AMENDMENTS.
- **Commentary:** California Voting Rights Act of 2001
  Fiscal Committee: no
  Urgency Clause: no
  Introduced: 01/26/2015
  Disposition: Pending
  Location: Assembly Elections and Redistricting Committee
  Summary: Provides parallel provisions that prohibit the use of a district-based election in a political subdivision if it would impair the ability of a protected class to elect candidates of its choice or otherwise influence the outcome of an election. Requires a court to implement specified remedies upon a finding that such an election was imposed or applied in a manner that impaired the ability of a protected class to elect candidates of its choice.
- **Department:** CityAttorney, Clerk
- **Position:** Watch
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

13. **CA AB 219**
**Public Works: Concrete Delivery**
Expands the definition of public works for purposes of requirements regarding the payment of prevailing wages for public works projects to include the hauling and delivery of ready-mixed contract to carry out a public works contract, with respect to contracts involving any State agency or any political subdivision of he State. Requires the applicable prevailing wage rate to be the rate for the geographic area in which the concrete factory or batching plant is located.
**Latest Action**
- 06/03/2015
  In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.
- **Notes:** Expands the definition of public works for purposes of requirements regarding the payment of prevailing wages for public works projects to include the delivery of ready-mixed concrete with respect to contracts involving any state agency or any political subdivision of the state/hd
- **Department:** PW
- **Position:** Oppose
- **Priority:** StatePriority

14. **CA AB 259**
**Personal Information Privacy**
Requires an agency, if the agency was the source of the breach and the breach compromised a

person's social security number, driver's license number, or California identification card number, to offer to provide the person with identity theft prevention and mitigation services at no cost for not less than 12 months.

**Latest Action**

- 06/01/2015
  In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.
- **Commentary:** Author: Dababneh (D)
  Title Personal Information Privacy
  Fiscal Committee: yes
  Urgency Clause: no
  Introduced: 02/09/2015
  Disposition: Pending
  Location: Assembly Privacy and Consumer Protection Committee
  Summary: Requires an agency, if the agency was the source of the breach and the breach compromised a person's social security number, driver's license number, or California identification card number, to offer to provide the person with identity theft prevention and mitigation services at no cost for not less than 12 months.
- **Department:** CityAttorney, Finance, IT
- **Position:** Watch
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

15. **CA AB 277**

**California Voting Rights Act of 2001**

Amends the California Voting Rights Act (CVRA) of 2001's definition of political subdivision to expressly include a charter city, charter county, or charter city and county. Provides for intent to codify the holding of the state courts regarding the applicability of the CVRA to a charter city.

**Latest Action**

- 05/14/2015
  To SENATE Committee on ELECTIONS AND CONSTITUTIONAL AMENDMENTS.
- **Commentary:** Author: Hernandez R (D)
  Title California Voting Rights Act of 2001
  Fiscal Committee: no
  Urgency Clause: no
  Introduced: 02/11/2015
  Disposition: Pending
  Location: ASSEMBLY
  Summary: Amends the California Voting Rights Act of 2001's definition of political subdivision to expressly include a charter city, charter county, or charter city and county.
- **Department:** CityAttorney, Clerk
- **Position:** Watch
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

16. **CA AB 278**

**District-Based Municipal Elections**

Requires the legislative body of a city with a specified minimum population to adopt an ordinance, without submitting the ordinance to the voters of the city, for the election of members of the legislative body by district. Requires the boundary lines of each district be adjusted in accordance with specified provisions of law. Requires the proposed boundaries satisfy specified criteria.

**Latest Action**

- 06/03/2015
  In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.
- **Commentary:** Author: Hernandez R (D)
  Title District-Based Municipal Elections
  Fiscal Committee: yes
  Urgency Clause: no
  Introduced: 02/11/2015
  Disposition: Pending
  Location: ASSEMBLY
  Summary: Requires the legislative body of a city with a population of 100,000 or more to adopt an ordinance, without submitting the ordinance to the voters of the city for approval, for the election of members of the legislative body by district. Requires that the boundary lines of each district be adjusted in accordance with specified provisions of law.
- **Department:** CityAttorney, Clerk
- **Position:** Oppose
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

17. **CA AB 279**

**Disclosure of Information: Franchise Tax Board**

Amends existing law that requires, upon the request of the Franchise Tax Board, each city that assesses a city business tax or requires a city business license to annually submit to the board specified information relating to the administration of the city's business tax program.

**Latest Action**

- 05/28/2015
  To SENATE Committee on GOVERNANCE AND FINANCE.
- **Commentary:** Author: Dodd (D)
  Title Disclosure of Information: Franchise Tax Board
  Fiscal Committee: yes
  Urgency Clause: no
  Introduced: 02/11/2015
  Disposition: Pending
  Location: ASSEMBLY
  Summary: Amends existing law that requires, upon the request of the Franchise Tax Board, each city that assesses a city business tax or requires a city business license to annually submit to the board specified information relating to the administration of the city's business tax program.
- **Department:** CityAttorney, Finance
- **Position:** Watch
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

18. **CA AB 448**

**Local Government Finance: Vehicle License Fee**

Relates to county vehicle license fee property tax compensation funds and the funding of additional allocations from ad valorem property tax revenues otherwise required to be allocated to educational entities. Modifies certain reduction and transfer provisions, by providing for a vehicle license fee adjustment amount calculated on the basis of changes in assessed valuation.

**Latest Action**

- 06/11/2015
  To SENATE Committee on GOVERNANCE AND FINANCE.
- **Commentary:** Author: Brown (D)
  Title: Local Government Finance: Vehicle License Fee
  Fiscal Committee: yes
  Urgency Clause: yes
  Introduced: 02/23/2015
  Disposition: Pending
  Location: ASSEMBLY
  Summary: Relates to county vehicle license fee property tax compensation funds and the funding of additional allocations from ad valorem property tax revenues otherwise required to be allocated to educational entities. Modifies certain reduction and transfer provisions, by providing for a vehicle license fee adjustment amount calculated on the basis of changes in assessed valuation.
- **Department:** Finance
- **Position:** Watch
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

19. **CA AB 498**
**Wildlife Conservation: Wildlife Corridors**
Declares that it is the policy of the state to encourage voluntary steps to protect the functioning of wildlife corridors through various means. Includes within the purposes of a conservation bank the protection of habitat connectivity for fish and wildlife resources. Provides that a project applicant may receive advance mitigation credits for investing in a mitigation bank that protects habitat connectivity. Provides for prohibited grounds for denying a permit or requiring additional mitigation.
**Latest Action**

- 06/11/2015
  To SENATE Committee on NATURAL RESOURCES AND WATER.
- **Commentary:** Author: Levine (D)
  Title: Wildlife Conservation: Wildlife Corridors
  Fiscal Committee: yes
  Urgency Clause: no
  Introduced: 02/23/2015
  Disposition: Pending
  Location: ASSEMBLY
  Summary: Declares that it is the policy of the state and all state agencies, with regard to a project proposed in an area identified as a wildlife corridor, to encourage the project proponent to consult with the Department of Fish and Wildlife, and take steps to protect or restore functioning of the wildlife corridor.
- **Department:** DevelopmentSvcs, Planning
- **Position:** Watch
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

20. **CA AB 617**
**Groundwater**
Authorizes a minimum combination of local agency and mutual water companies to enter into an agreement to form a groundwater sustainability agency. Authorizes such agency to enter into

agreements and funding with private parties that assist in or facilitate the implementation of groundwater sustainability plans or elements of a plan. Requires the Water Resources Control Board to direct a State agency's cooperation with the plan. Relates to the designation of probationary basins. Relates to plan extensions.

**Latest Action**

- 06/11/2015
  To SENATE Committee on NATURAL RESOURCES AND WATER.
- **Department:** EU
- **Position:** Support
- **Priority:** StatePriority

21. **CA AB 645**

**California Renewables Portfolio Standard**

Expresses the intent of the Legislature for the purposes of the Renewables Portfolio Standard program that the amount of electricity generated per year from eligible renewable energy resources be increased to an amount equal to at least 50% by a specified date. Requires the Public Utilities Commission to establish the quantity of electricity products from eligible renewable energy resources to be procured by each retail seller for specified periods.

**Latest Action**

- 06/03/2015
  In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.
- **Department:** Electric, Planning
- **Position:** Oppose
- **Priority:** StatePriority

22. **CA AB 647**

**Beneficial Use: Storing of Water Underground**

Declares that the storing of water underground constitutes a beneficial use of water if the diverted water is used while it is in underground storage for specified purposes. States the intent of the Legislature that this storage of water not injure any legal user of the water involved. Provides that the period for the reversion of a water right does not include any period when the water is being used in the aquifer or storage area or is being held in storage for later application to beneficial use.

**Latest Action**

- 06/04/2015
  In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.
- **Commentary:** Beneficial Use: Diversion of Water Underground
  Fiscal Committee: yes
  Urgency Clause: no
  Introduced: 02/24/2015
  Disposition: Pending
  Location: Assembly Water, Parks and Wildlife Committee
  Summary: Declares that the diversion of water underground constitutes a beneficial use of water for which an appropriation may be made if the diverted water is stored and thereafter applied to beneficial use or if beneficial use of the water, including, but not limited to, protection of water quality or recovery of groundwater levels, is made while the water is underground.
- **Department:** DevelopmentSvcs, EU
- **Position:** Support
- **PrimaryContact:** MarkW, SeanB
- **Priority:** StatePriority

23. **CA AB 744**
**Planning and Zoning: Density Bonuses**
Relates to housing development-related density bonuses and incentives for the production of lower income housing units or donation of certain land. Prohibits at the request of the developer, a city, county, or city and county from imposing a vehicular parking ratio for a development that includes the maximum percentage of low- and very low income units, and is located near a major transit stop. Relates to proximity of a stop with access for person of a specified age at a for-rent housing development.
**Latest Action**

- 06/04/2015
  In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.
- **Commentary:** Planning and Zoning: Density Bonuses
  Fiscal Committee: no
  Urgency Clause: no
  Introduced: 02/25/2015
  Disposition: Pending
  Location: ASSEMBLY
  Summary: Makes technical, nonsubstantive changes to the Planning and Zoning Law that requires, when a developer of housing proposes a housing development within the jurisdiction of the local government, that the city, county, or city and county provide the developer with a density bonus.
- **Department:** Planning
- **Position:** Oppose
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

24. **CA AB 779**
**Environmental Quality: Transit Priority Areas**
Relates to the California Environmental Quality Act that requires a lead agency to prepare, or cause to be prepared, an environmental import on a project that it proposes to carry out or approve that may or may not have a significant effect on the environment. Authorizes the Office of Planning and Research to determine that transportation impacts for residential and mixed-use projects in transit priority areas do not meet the threshold of significance.
**Latest Action**

- 06/03/2015
  In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.
- **Commentary:** Office of Planning and Research
  Fiscal Committee: no
  Urgency Clause: no
  Introduced: 02/25/2015
  Disposition: Pending
  Location: ASSEMBLY
  Summary: Makes nonsubstantive changes to existing law that requires the Office of Planning and Research to prepare and publish an advisory planning handbook for use by local officials, planners, and builders that explains how to reduce land use conflicts between the effects of civilian development and military readiness activities carried out on military installation and areas.
- **Department:** Building, DevelopmentSvcs, Planning
- **Position:** Support
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

25. **CA AB 797**
**Regulations: Effective Dates: Legislative Review**
Relates to the Administrative Procedure Act and the Office of Administrative Law. Requires the office to submit to the policy committee of each Legislative house a copy of each major regulation it submits to the Secretary of State. Provides that the Legislature may pass a statute to override the regulation. Requires the office to submit a copy of each major regulation submitted to the Secretary of State to the appropriate policy committees with responsibility for the subject matter.
**Latest Action**

- 05/14/2015
  To SENATE Committee on GOVERNMENTAL ORGANIZATION.
- **Commentary:** Regulations: Effective Dates: Legislative Review
  Fiscal Committee: yes
  Urgency Clause: no
  Introduced: 02/26/2015
  Disposition: Pending
  Location: Assembly Accountability and Administrative Review Committee
  Summary: Relates to the Administrative Procedure Act and the Office of Administrative Law. Requires the office to submit to each Legislative house, a copy of each major regulation it submits to the Secretary of State. Eliminates the quarterly schedule pursuant to which regulations and orders of repeal become effective, as well as provisions addressing the effective date of regulations by the Fish and Game Commission.
- **Department:** PAC
- **Position:** Watch
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

26. **CA AB 869**
**Public Transportation Agencies: Fare Evasion**
Relates to prohibited conduct on public transit. Provides a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger misconduct may be subject to criminal penalties. Requires the notice of fare contain a printed statement that the person may be charged with an infraction or misdemeanor if the penalty is not paid or dismissed. Requires dismissal of collection if the person is criminally charged.
**Latest Action**

- 05/21/2015
  To SENATE Committee on TRANSPORTATION AND HOUSING.
- **Commentary:** Public Transportation Agencies: Fare Evasion
  Fiscal Committee: yes
  Urgency Clause: no
  Introduced: 02/26/2015
  Disposition: Pending
  Committee: Assembly Transportation Committee
  Hearing: 04/06/2015 1:30 pm, State Capitol, Room 4202
  Summary: Relates to prohibited conduct on public transit. Provides that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger misconduct may be subject to criminal penalties. Requires the notice of fare evasion or passenger

misconduct to contain a printed statement that the person may be charged with an infraction or misdemeanor if the penalty is not paid or dismissed.

- **Department:** PW
- **Position:** Support
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

27. **CA AB 908**

**Disability Compensation: Family Disability Insurance**

Amends the Family Temporary Disability Insurance Program. Requires the program to provide up to a specified number of weeks of wage replacement benefits. Requires the weekly benefit amount to be calculated with a specified formula. Provides the minimum amount that would be required to be paid. Authorizes an increase in the expenditure of money from the Unemployment Compensation Disability Fund. Makes an appropriation.

**Latest Action**

- 06/11/2015
  To SENATE Committee on LABOR AND INDUSTRIAL RELATIONS.
- **Commentary:** Disability Compensation: Family Disability Insurance
  Fiscal Committee: yes
  Urgency Clause: no
  Introduced: 02/26/2015
  Last Amend: 03/18/2015
  Disposition: Pending
  Committee: Assembly Insurance Committee
  Hearing: 04/08/2015 9:00 am, State Capitol, Room 437
  Summary: Amends the Family Temporary Disability Insurance Program. Requires the program to provide up to a specified number of weeks of wage replacement benefits. Requires the weekly benefit amount to be calculated with a specified formula. Provides the minimum amount that would be required to be paid. Authorizes an increase in the expenditure of money from the Unemployment Compensation Disability Fund. Makes an appropriation.
- **Department:** HR
- **Position:** Watch
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

28. **CA AB 937**

**Groundwater Plan/Monitor: Disadvantaged Communities**

Requires the Department of Water Resources to provide technical assistance to disadvantaged communities so that they may participate in groundwater planning, including planning for regional groundwater banking, with any county or other local agency. Authorizes the Department to exempt an entity that submits documentation demonstrating that there are special circumstances justifying the entity's noncompliance, including that a significant portion of the service area qualifies as such community.

**Latest Action**

- 06/03/2015
  In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.
- **Commentary:** Groundwater Storage: Beneficial Use
  Fiscal Committee: yes
  Urgency Clause: no
  Introduced: 02/26/2015

Last Amend: 03/26/2015
Disposition: Pending
Committee: Assembly Water, Parks and Wildlife Committee
Hearing: 04/14/2015 9:00 am, State Capitol, Room 437
Summary: Declares the recharging of a groundwater basin by a local groundwater management agency or a local groundwater sustainability agency for the purposes of repelling saline intrusion or recovering basin groundwater levels and the flowing of waters on lands or other similar means necessary for the accomplishment of groundwater recharge for these purposes, constitutes a beneficial use of water if the recharge is consistent with the groundwater management plan or sustainability plan.

- **Department:** DevelopmentSvcs, EU
- **Position:** Support
- **PrimaryContact:** MarkW, SeanB
- **Priority:** StatePriority

29. **CA AB 938**
**Groundwater: Basin Reprioritization**
Imposes the requirement to establish a groundwater sustainability agency on a local agency or combination of local agencies overlying a groundwater basin.
**Latest Action**

- 05/07/2015
  To SENATE Committee on NATURAL RESOURCES AND WATER.
- **Commentary:** Groundwater: Basin Reprioritization
  Fiscal Committee: no
  Urgency Clause: no
  Introduced: 02/26/2015
  Disposition: Pending
  Committee: Assembly Water, Parks and Wildlife Committee
  Hearing: 04/14/2015 9:00 am, State Capitol, Room 437
  Summary: Imposes the requirement to establish a groundwater sustainability agency on a local agency or combination of local agencies overlying a groundwater basin.
- **Department:** EU
- **Position:** Watch
- **PrimaryContact:** MarkW, SeanB
- **Priority:** StatePriority

30. **CA AB 939**
**Groundwater Sustainability Agency: Financial Authority**
Requires a groundwater sustainability agency to make the data upon which a proposed fee is based available prior to a public meeting to impose or increase a fee.
**Latest Action**

- 05/07/2015
  To SENATE Committee on NATURAL RESOURCES AND WATER.
- **Commentary:** Groundwater Sustainability Agency: Financial Authority
  Fiscal Committee: no
  Urgency Clause: no
  Introduced: 02/26/2015
  Disposition: Pending
  Committee: Assembly Water, Parks and Wildlife Committee
  Hearing: 04/14/2015 9:00 am, State Capitol, Room 437

Summary: Requires a groundwater sustainability agency to make the data upon which a proposed fee is based available prior to a public meeting to impose or increase a fee.
- **Department:** EU
- **Position:** Watch
- **PrimaryContact:** MarkW, SeanB
- **Priority:** StatePriority

31. **CA AB 974**
**Redevelopment Dissolution: Housing: Bond Proceeds**
Relates to redevelopment dissolution, housing projects and bond proceeds. Authorizes a successor housing entity to designate the use of, and commit, proceeds from indebtedness that was issued for affordable housing purposes. Provides that such proceeds shall be used only for qualified projects, to be funded by successor agencies. Provides for refinancing of bonds, if proceeds derived from those bonds can be used for projects meeting specified criteria. Relates to greenhouse gas emissions reduction.
**Latest Action**
- 06/11/2015
  To SENATE Committees on TRANSPORTATION AND HOUSING and GOVERNANCE AND FINANCE.
- **Commentary:** Redevelopment Dissolution: Housing: Bond Proceeds
  Fiscal Committee: yes
  Urgency Clause: no
  Introduced: 02/26/2015
  Last Amend: 03/26/2015
  Disposition: Pending
  Location: Assembly Local Government Committee
  Summary: Relates to redevelopment dissolution, housing projects and bond proceeds. Authorizes a successor housing entity to designate the use of, and commit, proceeds from indebtedness that was issued for affordable housing purposes. Provides that such proceeds shall be used only for qualified projects, to be funded by successor agencies. Provides for refinancing of bonds, if proceeds derived from those bonds can be used for projects meeting specified criteria. Relates to greenhouse gas emissions reduction.
- **Department:** CityAttorney, Redevelopment
- **Position:** Oppose
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

32. **CA AB 1030**
**Global Warming Solutions Act of 2006: Greenhouse Gas**
Amends existing law that relates to the Greenhouse Gas Reduction Fund. Requires, for greenhouse gas emission reduction projects involving hiring, priority be given to projects that include partnerships with training entities that have a proven track record of placing disadvantaged workers in career-track jobs.
**Latest Action**
- 06/04/2015
  To SENATE Committee on ENVIRONMENTAL QUALITY.
- **Department:** Electric, Planning
- **Position:** Oppose
- **PrimaryContact:** ChrisR, MarkW
- **Priority:** StatePriority

33. **CA AB 1144**
**Renewables Portfolio Standard Program: Credits**
Provides that unbundled renewable energy credits may be used to meet the first category of the portfolio content requirements if the credits are earned by electricity that is generated by an entity that, if it were a person or corporation, would be excluded from the definition of an electrical corporation by operation of the exclusions for a corporation or person employing landfill gas technology or digester gas technology, and the entity has specified first points of interconnection.
**Latest Action**

- 06/04/2015
  To SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS.
- **Commentary:** Renewables Portfolio Standard Program: Credits
  Fiscal Committee: yes
  Urgency Clause: no
  Introduced: 02/27/2015
  Disposition: Pending
  Location: Assembly Utilities and Commerce Committee
  Summary: Provides that unbundled renewable energy credits may be used to meet the first category of the portfolio content requirements if the credits are earned by electricity that is generated by an entity that, if it were a person or corporation, would be excluded from the definition of an electrical corporation by operation of the exclusions for a corporation or person employing landfill gas technology or digester gas technology, and the entity has specified first points of interconnection.
- **Department:** Electric
- **Position:** Watch
- **PrimaryContact:** ChrisR, MarkW
- **Priority:** StatePriority

34. **CA AB 1171**
**Construction Manager: General Contractor Method**
Authorizes regional transportation agencies to use the Construction Manager/General Contractor project delivery method to design and construct certain expressways that are not on the state highway system if the expressways are developed in accordance with an expenditure plan approved by voters as of a specified date. Requires specified information provided to a regional transportation agency to be verified under oath.
**Latest Action**

- 05/28/2015
  To SENATE Committee on TRANSPORTATION AND HOUSING.
- **Commentary:** Construction Manager: General Contractor Method
  Fiscal Committee: yes
  Urgency Clause: no
  Introduced: 02/27/2015
  Disposition: Pending
  Location: Assembly Transportation Committee
  Summary: Authorizes regional transportation agencies to use the Construction Manager/General Contractor project delivery method to design and construct certain projects on expressways that are not on the state highway system if the projects are developed in accordance with an approved expenditure plan. Requires specified information provided to a regional transportation agency to be verified under oath.
- **Department:** PW
- **Position:** Support

- **PrimaryContact:** MarkW
- **Priority:** StatePriority

35. **CA AB 1205**
**River Revitalization and Greenway Development Act**
Requires the Natural Resources Agency to establish a grant program for eligible applicants to develop projects on or adjacent to riparian corridors that assist the State in implementing the State Global Warming Solutions Act of 2006, and to prioritize funding for projects that provide the greatest level of specified cobenefits. Creates the CalRIVER Fund with moneys to be available upon appropriation to implement the grant program.
**Latest Action**
- 06/03/2015
  In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.
- **Commentary:** Park Access
  Fiscal Committee: yes
  Urgency Clause: no
  Introduced: 02/27/2015
  Last Amend: 03/26/2015
  Disposition: Pending
  Location: Assembly Transportation Committee
  Summary: Creates a program in the Department of Transportation to develop pathways between community parks, including local parks and State parks, and to connect those parks to public transportation systems, for the purpose of reducing greenhouse gas emissions. Provides for moneys to be available to the Department for the program from the Greenhouse Gas Reduction Fund.
- **Department:** DevelopmentSvcs, PW, Parks, Planning
- **Position:** Support
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

36. **CA AB 1223**
**Emergency Medical Services: Ambulance Transportation**
Authorizes a local emergency medical services agency to adopt policies and procedures relating to ambulance patient offload time. Requires the Emergency Medical Services Authority to develop a statewide standard methodology for the calculation and reporting by a local agency of ambulance patient offload time.
**Latest Action**
- 06/04/2015
  To SENATE Committee on HEALTH.
- **Commentary:** Emergency Medical Services: Noncritical Cases
  Fiscal Committee: no
  Urgency Clause: no
  Introduced: 02/27/2015
  Disposition: Pending
  Location: Assembly Health Committee
  Summary: Relates to the Emergency Medical Services System and the Prehospital Emergency Medical Care Personnel Act. Allows for the transportation of a noncritical case that cannot be immediately admitted to a hospital emergency room to another appropriate medical treatment facility, including, but not limited to, a clinic or doctors' office.
- **Department:** Fire

- **Position:** Support
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

37. **CA AB 1230**
**Americans with Disabilities Act Small Business**
Enacts the California Americans with Disabilities Act Small Business Compliance Financing Authority Act. Establishes a self-sustaining program to provide loans to assist small business finance the costs of projects that alter or retrofit small business facilities to comply with the federal Americans with Disabilities Act. Provides for secured loans, unsecured loans and repayment periods. Provides for agreements and contracts.
**Latest Action**
- 06/11/2015
  To SENATE Committee on GOVERNMENTAL ORGANIZATION.
- **Commentary:** Enacts the California Americans with Disabilities Act Small Business Compliance Financing Authority Act. Establishes a self-sustaining program to provide loans, funded in part by bond issuances, to assist small business finance the costs of projects that alter or retrofit small business facilities to comply with the federal Act. Establishes a related Authority and fund. Requires the Authority to utilize the fund for its purposes. Transfers funds from the General Fund to the Authority's fund.
- **Department:** Building, EconDevelop, PAC
- **Position:** Support, Watch
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

38. **CA AB 1236**
**Local Ordinances: Electric Vehicle Charging Stations**
Relates to the Electric Vehicle Charging Stations Open Access Act. Requires a city, county or city and county to approve the installation of electric vehicle charging stations through the issuance of specified permits unless the proposed installation would have an adverse impact upon the public health or safety. Provides appeal of that decision. Creates an expedited and streamlined permitting process for electric vehicle charging stations.
**Latest Action**
- 06/04/2015
  To SENATE Committees on GOVERNANCE AND FINANCE and TRANSPORTATION AND HOUSING.
- **Commentary:** Relates to the Electric Vehicle Charging Stations Open Access Act. Requires a city or county to approve the installation of electric vehicle charging stations through the issuance of specified permits unless the proposed installation would have an adverse impact upon the public health or safety. Provides appeal of that decision. Creates an expedited and streamlined permitting process for electric vehicle charging stations.
- **Department:** Building, Electric
- **Position:** Oppose, Watch
- **PrimaryContact:** ChrisR, MarkW
- **Priority:** StatePriority

39. **CA AB 1301**
**Voting Rights Preclearance**
Establishes a State preclearance system whereby if a covered political subdivision enacts or seeks to administer a voting-related law, regulation, or policy that is different from that in force

or effect on the date this act is enacted, the governing body of the covered political subdivision would be required to submit the law, regulation, or policy to the Secretary of State for approval. Requires the Secretary's approval prior to enactment. Allows for review of Secretary's decision in Superior Court.

**Latest Action**

- 06/11/2015
  To SENATE Committee on ELECTIONS AND CONSTITUTIONAL AMENDMENTS.
- **Department:** Clerk
- **Position:** Oppose
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

40. **CA AB 1330**

**Energy Efficiency Resource Standard Act**

Enacts the Energy Efficiency Resource Standard Act. Requires The Public Utilities Commission, in consultation with the State Energy Resources Conservation and Development Commission, to be responsible for supervising the implementation of the Act by community choice aggregators, electric service providers, electrical corporations and gas corporations. Requires the adoption of a cost limitation for each retail seller of electricity for meeting an efficiency standard.

**Latest Action**

- 06/04/2015
  In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.
- **Department:** Electric
- **Position:** Watch
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

41. **CA AB 1342**

**Disability Access**

Requires applicants for certified access specialist (CASp) to provide specified information to the State Architect. Provides an additional fee for a local business license or permit for the Disability Access and Education Revolving Fund. Requires commercial property leases or rentals owners to provide a current disability access inspection certificate. Authorizes such an inspection at tenant's expense. Requires posting related information on inspections on the Commission on Disability Access' Web site.

**Latest Action**

- 06/03/2015
  In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.
- **Department:** Building, CentralServices, CityAttorney, Fire, Housing, Parks, Planning
- **Position:** Watch
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

42. **CA AB 1347**

**Public Contracts Claims**

Establishes for state and local public contracts a claim resolution process applicable to all claims by contractors in connection with public works. Defines a claim. Provides the procedures that are required of a public entity, upon receipt of a claim sent by registered mail. Provides an alternative claim procedure if the public entity fails to issue a statement. Requires the claim

deemed approved in its entirety. Authorizes nonbinding mediation. Provides a public works contractor claim procedure.

**Latest Action**

- 06/03/2015
  In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.
- **Commentary:** Establishes for state and local public contracts entered into or on or after January 1, 2016, a claim resolution process applicable to all public entity contracts. Defines a claim as a contractor's written demand or assertion, including a request for a modification, contract amendment, or change order, seeking an adjustment or interpretation of the terms of the contract documents, payment of money, extension of time.
- **Department:** CentralServices, CityAttorney, DevelopmentSvcs, EU, EconDevelop, Electric, Fire, Housing, PAC, PD, PW, Planning, Redevelopment
- **Position:** Oppose
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

43. **CA AB 1390**

**Groundwater: Adjudication**

Establishes special procedures for an adjudication action to determine the rights to extract groundwater within a basin or store water from a basin. Authorizes the court to determine all rights to groundwater in a basin whether based on appropriation, overlying right, or other basis of right. Requires a complaint filed in an action to name certain defendants, including counties or cities that provide water service and overlie a basin in whole or in part, and to be served and published in a specified manner.

**Latest Action**

- 06/04/2015
  To SENATE Committees on NATURAL RESOURCES AND WATER and JUDICIARY.
- **Department:** EU
- **Position:** Watch
- **PrimaryContact:** MarkW, SeanB
- **Priority:** StatePriority

44. **CA AB 1461**

**Voter Registration**

Requires the Secretary of State and the Department of Motor Vehicles to establish the New Motor Voter Program. Requires the Department of Motor Vehicles to electronically provide to the Secretary of State the records of each person issued an original or renewal driver's license or state identification card. Requires the Secretary to provide those records to the appropriate county elections official and to notify the person that he or she will be registered to vote unless he or she declines.

**Latest Action**

- 06/11/2015
  To SENATE Committee on ELECTIONS AND CONSTITUTIONAL AMENDMENTS.
- **Department:** Clerk
- **Position:** Oppose
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

45. **CA AB 1541**
**Privacy: Personal Information**
Amends an existing law which requires a business that owns, licenses, or maintains personal information to implement and maintain reasonable security procedures and practices. Revises the definition of personal information to include health insurance information and a username or email address combined with a password or security question and answer for access to an online account.
**Latest Action**

- 05/28/2015
  To SENATE Committee on JUDICIARY.
- **Department:** CityAttorney, IT
- **Position:** Watch
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

46. **CA SB 7**
**Housing: Water Meters: Multi-unit Structures**
Encourages the conservation of water in multifamily residential rental buildings through means within the landlord's or the tenant's control, and to ensure that the practices involving the submetering of dwelling units for water service are just and reasonable, and including appropriate safeguards for both tenants and landlords. Authorizes building standards that require the installation of water submeters in multiunit residential buildings. Defines the term submeter for the Water Measurement Law.
**Latest Action**

- 05/22/2015
  To ASSEMBLY Committees on HOUSING AND COMMUNITY DEVELOPMENT and WATER, PARKS AND WILDLIFE.
- **Commentary:**
  Author: Wolk (D)
  Title: Housing: Water Meters: Multi-unit Structures
  Fiscal Committee: yes
  Urgency Clause: no
  Introduced: 12/01/2014
  Disposition: Pending
  Location: SENATE
  Summary: Encourages the conservation of water in multifamily residential rental buildings through means within the landlord's or the tenant's control, and to ensure that the practices involving the submetering of dwelling units for water service are just and reasonable, and including appropriate safeguards for both tenants and landlords. Authorizes building standards that require the installation of water submeters in multiunit residential buildings. Defines the term submeter for the Water Measurement Law.
  Status:
  12/01/2014 INTRODUCED.
- **Department:** Building, EU
- **Position:** Watch
- **PrimaryContact:** MarkW, SeanB
- **Priority:** StatePriority

47. **CA SB 9**
**Greenhouse Gas Reduction Fund: Transit/Intercity Rail**
Modifies the purpose of the Transit and Intercity Rail Capital Program. Provides for the funding

of defined large, transformative capital improvements. Updates project selection criteria under the program to projects that reduce greenhouse emissions and expand transit service. Requires estimates of funding available under the program. Allows the issuance of a no prejudice letter to allow an applicant to utilize its own funds on a project subject to reimbursement from program funds for eligible expenditures.

**Latest Action**

- 06/03/2015
  In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.
- **Department:** Electric, PW
- **Position:** Support
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

48. **CA SB 13**

**Groundwater**

Authorizes the State Water Resource Control Board to designate a basin as a probationary basin and to develop an interim plan. Relates deficiency remedies by a local agency or groundwater sustainability agency. Relates to the designation of a basin as probationary. Relates to establishing a groundwater sustainability plan. Authorizes a mutual water company to participate in such agency. Provides a water corporation or mutual water company may participate. Extends the deadline for basins to be under a plan.

**Latest Action**

- 05/21/2015
  From ASSEMBLY Committee on WATER, PARKS AND WILDLIFE with author's amendments.
- 05/21/2015
  In ASSEMBLY. Read second time and amended. Re-referred to Committee on WATER, PARKS AND WILDLIFE.
- **Commentary:**
  Author: Pavley (D)
  Title: Groundwater
  Fiscal Committee: yes
  Urgency Clause: no
  Introduced: 12/01/2014
  Disposition: Pending
  Location: SENATE
  Summary: Authorizes the State Water Resource Control Board to designate a basin as a probationary basin and to develop an interim plan. Provides a local agency or groundwater sustainability agency a specified time to remedy deficiencies. Provides that if the Department of Water Resources determines that all or part of a basin or sub-basin is not being monitored, then it would require the Department to determine whether there is sufficient interest in establishing a groundwater sustainability plan.
  Status:
  12/01/2014 INTRODUCED.
- **Department:** EU
- **Position:** Watch
- **PrimaryContact:** SeanB
- **Priority:** StatePriority

49. **CA SB 21**
**Political Reform Act of 1974: Gifts of Travel**
Requires a nonprofit organization that pays for travel for an elected state officer or local elected officeholder to disclose the names of donors responsible for funding the payments.
**Latest Action**

- 06/01/2015
  In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.
- **Commentary:**
  Author: Hill (D)
  Title: Political Reform Act of 16974: Gifts of Travel
  Fiscal Committee: yes
  Urgency Clause: no
  Introduced: 12/01/2014
  Disposition: Pending
  Location: SENATE
  Summary: Requires a nonprofit organization that pays for travel for an elected state officer or local elected officeholder to disclose the names of donors responsible for funding the payments.
- **Department:** Clerk
- **Position:** Support
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

50. **CA SB 25**
**Local Government Finance: Property Tax Revenue**
Amends an existing law which requires that each city, county and city and county receive certain additional property tax revenues in the form of a vehicle license fee adjustment amount and which requires that these additional allocations be funded from ad valorem property tax revenues otherwise required to be allocated to educational entities. Modifies certain reduction and transfer provisions.
**Latest Action**

- 06/01/2015
  In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.
- 06/01/2015
  In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.
- **Commentary:** LocalGovernment Finance - Summary: Amends an existing law which requires that each city, county and city and county receive certain additional property tax revenues in the form of a vehicle license fee adjustment amount and which requires that these additional allocations be funded from ad valorem property tax revenues otherwise required to be allocated to educational entities. Modifies certain reduction and transfer provisions.
- **Department:** Finance
- **Position:** Watch
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

51. **CA SB 32**
**Global Warning Solutions Act of 2006: Emissions Limit**
Requires the State Air Resources Board to approve a specified statewide greenhouse gas emission limits that are the equivalent to a specified percentage below the 1990 level to be

achieved by 2030 and another percentage below the 1990 level by 2050. Authorizes the Board to adopt an interim emissions level target to be achieve by 2040. Makes conforming changes.
**Latest Action**

- 06/03/2015
  In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.
- **Commentary:** Global Warming Solutions Act of 2006: Emissions Limit
  Fiscal Committee: yes
  Urgency Clause: no
  Introduced: 12/01/2014
  Disposition: Pending
  Location: SENATE
  Summary: Requires the State Air Resources Board to approve a specified statewide greenhouse gas emission limit.
- **Department:** Electric
- **Position:** Watch
- **Priority:** StatePriority

52. **CA SB 48**
**Public Utilities Commission**
Repeals a staff direction requirement of the President of the Public Utilities Commission. Requires the Commission to hold sessions in specified cities. Makes the Administrative Adjudication Code of Ethics applicable to Commission adjudication hearings. Updates Commissioner disqualification procedures. Relates to investigations. Relates to the development of an annual workplan. Updates the ex parte communication definition.
**Latest Action**

- 06/01/2015
  In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.
- **Commentary:** Public Utilities Commission
  Fiscal Committee: yes
  Urgency Clause: no
  Introduced: 12/18/2014
  Disposition: Pending
  Location: SENATE
  Summary: Repeals a staff direction requirement of the President of the Public Utilities Commission. Requires the development of performance criteria for the performance evaluation of the Executive Director. Requires the Commission to hold sessions in specified cities. Makes the Code of Ethics applicable to Commission adjudication hearings. Requires the adoption of Commissioner disqualification procedures. Relates to the development of an annual workplan. Updates the ex parte communication definition.
- **Department:** Electric
- **Position:** Watch
- **PrimaryContact:** ChrisR
- **Priority:** StatePriority

53. **CA SB 64**
**State Transportation Plan**
Requires the State Transportation Commission to review recommendations in the update to the Transportation Plan prepared by the department in 2015, and periodically thereafter, to prepare specific action-oriented and pragmatic recommendations for transportation system improvements, and to submit a report in that regard to the Legislature and the Governor.
**Latest Action**

- 06/04/2015
  To ASSEMBLY Committee on TRANSPORTATION.
- **Commentary:** State Transportation Plan
  Fiscal Committee: yes
  Urgency Clause: no
  Introduced: 01/05/2015
  Disposition: Pending
  Location: Senate Transportation and Housing Committee
  Summary: Requires the State Transportation Commission to review recommendations in the update to the Transportation Plan prepared by the department in 2015, and every 5 years thereafter, to prepare specific recommendations for statewide integrated multimodal transportation system improvements, and to submit a report in that regard to the Legislature and the Governor.
- **Department:** PW
- **Position:** Watch
- **PrimaryContact:** ChrisR, MarkW
- **Priority:** StatePriority

54. **CA SB 122**
**Environmental Quality Act: Record of Proceedings**
Amends the Environmental Quality Act. Relates to a database for the collection, storage, retrieval, and dissemination of environmental documents, notices of exemption, notices of preparation, notices of determination, and notices of completion provided to the office that shall be available online to the public through the internet. Provides for the phase-in of electronic documents. Requires the lead agency to submit to the State Clearinghouse a sufficient number of environmental documents for review.
**Latest Action**
- 06/11/2015
  To ASSEMBLY Committee on NATURAL RESOURCES.
- **Commentary:** California Environmental Quality Act: Records
  Fiscal Committee: yes
  Urgency Clause: no
  Introduced: 01/15/2015
  Disposition: Pending
  Location: SENATE
  Summary: Requires the lead agency, at the request of a project applicant and consent of the lead agency, to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, environmental impact report, or other environmental document for projects.
- **Department:** DevelopmentSvcs, Planning
- **Position:** Oppose
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

55. **CA SB 175**
**Peace Officers: Body-Worn Cameras**
Requires each department or agency that employs peace officers and that elects to require peace officers to wear body-worn cameras to develop a policy relating to the use of body-worn cameras. Requires the policy to be developed in collaboration with nonsupervisory officers and to include certain provisions including the duration time and place that such cameras shall be

worn and operation. Requires the policy to be provided to each officer required to wear such camera.

**Latest Action**

- 05/14/2015
  To ASSEMBLY Committees on PUBLIC SAFETY and PRIVACY AND CONSUMER PROTECTION.
- **Department:** PD
- **Position:** Watch
- **PrimaryContact:** MarkW, ScottK
- **Priority:** StatePriority

56. **CA SB 178**

**Privacy: Electronic Communications: Search Warrant**

Prohibits a government entity from compelling the production of or access to electronic communication information or electronic device information without a search warrant or wiretap order, except for emergency situations. Provides the necessary information requirements for the warrant. Provides information obtained in violation of these provisions would be inadmissible in a criminal, civil, or administrative proceeding. Exempts corporations from civil actions for providing information under a warrant.

**Latest Action**

- 06/11/2015
  To ASSEMBLY Committees on PRIVACY AND CONSUMER PROTECTION and PUBLIC SAFETY.
- **Department:** CityAttorney, IT, PD
- **Position:** Watch
- **PrimaryContact:** MarkW, ScottK
- **Priority:** StatePriority

57. **CA SB 226**

**Sustainable Groundwater Management Act**

Provides for a comprehensive method for determining groundwater rights. Provides that a court shall use the Code of Civil Procedure for determining rights to groundwater. Requires the rights determination process to be available to specified courts. Provides for applicability to Indian tribes and the federal government. Requires the boundaries of a basin to be identified in Bulletin 118. Authorizes certain departments to intervene in specified actions. Provides for expert witness disclosures.

**Latest Action**

- 06/11/2015
  To ASSEMBLY Committees on WATER, PARKS AND WILDLIFE and JUDICIARY.
- **Department:** EU
- **Position:** Watch
- **PrimaryContact:** MarkW, SeanB
- **Priority:** StatePriority

58. **CA SB 239**

**Local Services: Contracts: Fire Protection Services**

Permits a public agency to exercise new or extended services outside the agency's current service area as per a fire protection contract only if the agency receives a specified approval. Requires, prior to entering into a proposal, the agency enter into an agreement for the performance of new or extended services per such contract with, or provide notice of such

contract to, each affected public agency and employee organization representing firefighters in the affected area and conduct a public hearing.

**Latest Action**

- 06/02/2015
  In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.
- **Notes:** Amends existing law that requires the executive officer of the local agency formation commission, upon receipt of a request for approval by a city or district of a contract to extend services outside its jurisdictional boundary, to determine whether the request is complete and acceptable for filing. Extends the period within which the executive officer is required to make that determination/hd
- **Department:** CityAttorney, DevelopmentSvcs, Planning
- **Position:** Oppose
- **Priority:** StatePriority

59. **CA SB 272**

**State Public Records Act: Local Agencies: Inventory**

Requires each local agency, in implementing the State Public Records Act, to create a catalog of enterprise systems, to make the catalog publicly available upon request in the office of the clerk of the agency's legislative body, and to post the catalog on the local agency's Internet Web site. Requires the catalog to disclose a list of the systems utilized by the agency and, among other things, the current system vendor and product.

**Latest Action**

- 05/22/2015
  To ASSEMBLY Committees on JUDICIARY and LOCAL GOVERNMENT.
- **Department:** CityAttorney, Clerk, Electric, Finance, IT
- **Position:** Watch
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

60. **CA SB 321**

**Motor Vehicle Fuel Taxes: Rates: Adjustments**

Relates to motor fuel tax rates. Requires the State Board of Equalization to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to an exception that reflects the combined average of the actual fuel price over previous fiscal years and the estimated fuel price for the current fiscal year. Relates to revenue neutrality for each year.

**Latest Action**

- 06/01/2015
  In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.
- **Department:** Finance, PAC, PW
- **Position:** Support
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

61. **CA SB 331**

**Public Contracts: Local Agencies: Negotiations**

Enacts the Civic Reporting Openness in Negotiations Efficiency Act. Establishes specified procedures for the negotiation and approval of contracts with a specified minimum value, by cities, counties, or cities and counties, and special districts that have adopted a related ordinance. Requires a review and report on the cost of any contract. Requires the local entities

to disclose prescribed information on the entities' Internet Web site. Requires contracts to be discussed at public meetings before approval.

**Latest Action**

- 06/11/2015
  To ASSEMBLY Committee on LOCAL GOVERNMENT.
- **Notes:** Expresses the intent of the Legislature to enact legislation that would increase transparency in local government/hd
- **Department:** CityAttorney, Electric, PAC, Planning
- **Position:** Oppose
- **Priority:** StatePriority

62. **CA SB 350**

**Clean Energy and Pollution Reduction Act of 2015**

Establishes the quantity of electricity products from eligible renewable energy resources be procured by each retail seller for specified periods. Requires the boards of local publicly owned electric utilities to ensure that specified quantities of such products be procured to achieve a specified percentage by a specified date. Excludes combustion from municipal waste as eligible renewable energy sources. Requires submission of renewable energy procurement plans. Relates to reducing motor vehicle emissions.

**Latest Action**

- 06/03/2015
  In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.
- **Department:** Electric
- **Position:** Watch
- **PrimaryContact:** ChrisR, MarkW
- **Priority:** StatePriority

63. **CA SB 413**

**Public Transit: Prohibited Conduct**

Relates to certain acts on or in a facility or vehicle of a public transportation system. Relates this provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing sound equipment on or in a public transportation system facility or vehicle. Provides an infraction to fail to yield seating of a facility or vehicle reserved for an elderly or disabled persons.

**Latest Action**

- 06/04/2015
  To ASSEMBLY Committees on TRANSPORTATION and PUBLIC SAFETY.
- **Commentary:** Author: Wieckowski (D)
  Title: Public transit: Prohibited Conduct
  Fiscal Committee: yes
  Urgency Clause: no
  Introduced: 02/25/2015
  Disposition: Pending
  Location: SENATE
  Summary: Relates to certain acts on or in a facility or vehicle of a public transportation system. Relates this provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing sound equipment on or in a public transportation system facility or vehicle.
- **Department:** CityAttorney, PD, PW

- **Position:** Support
- **PrimaryContact:** ScottK
- **Priority:** StatePriority

64. **CA SB 493**
**Elections in Cities: By or From Districts**
Authorizes the legislative body of a city to adopt an ordinance that requires the members of the body to be elected by district or by district with an elective mayor without being required to submit the ordinance to the voters for approval.
**Latest Action**
- 05/28/2015
  To ASSEMBLY Committees on ELECTIONS AND REDISTRICTING and LOCAL GOVERNMENT.
- **Department:** CityAttorney, Clerk
- **Position:** Oppose
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

65. **CA SB 551**
**State Water Policy: Water and Energy Efficiency**
Declares the policy of the state that water use and water treatment shall be as energy efficient as in feasible and energy use and generation shall be as water efficient as is feasible. Requires all relevant state agencies to consider this state policy when revising, or establishing policies, regulations, and grant criteria when pertinent to these uses of water and energy.
**Latest Action**
- 06/01/2015
  In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.
- **Department:** EU, Electric
- **Position:** Watch
- **PrimaryContact:** ChrisR, MarkW, SeanB
- **Priority:** StatePriority

66. **CA SB 555**
**Urban Retail Water Suppliers: Water Loss Management**
Require each urban retail water supplier to submit a completed and validated water loss audit report for the previous calendar year. Requires the Department of Water Resources of post a reports on its Internet Web site and to develop metrics for reporting year-over-year progress on water loss reduction. Requires rules requiring urban retail water suppliers to meet performance standards for the volume of water losses.
**Latest Action**
- 06/01/2015
  In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.
- **Department:** EU
- **Position:** Oppose
- **PrimaryContact:** MarkW, SeanB
- **Priority:** StatePriority

67. **CA SB 704**
**Public Officers and Employees: Conflicts of Interest**
Relates to conflicts of interest of public officers and employees. Provides for an updated definition of remote interest when dealing with seeking and awarding public entity contracts.

**Latest Action**

- 06/11/2015
  To ASSEMBLY Committee on ELECTIONS AND REDISTRICTING.
- **Department:** CityAttorney, Clerk
- **Position:** Oppose
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

68. **CA SB 741**

**Mobile Communications: Privacy**

Requires every local agency that operates cellular communications interception technology to meet specified requirements in the protection of information and data gathered through the use of such technology. Prohibits such agency from acquiring or using such technology unless the acquisition or use is approved by an adopted resolution or ordinance. Authorizes an aggrieved person to bring a civil action against a person who knowingly caused a violation.

**Latest Action**

- 06/11/2015
  To ASSEMBLY Committees on PRIVACY AND CONSUMER PROTECTION and LOCAL GOVERNMENT.
- **Department:** CityAttorney, IT, PAC
- **Position:** Watch
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

69. **CA SB 765**

**State Market Transformation Administrator**

Requires the Public Utilities Commission to contract with an independent entity to serve as the State Market Transformation Administrator. Requires the Administrator to take certain actions including working with other such administrators that are carrying out energy efficiency activities to incorporate long-term market transformation strategies into the State's energy efficiency portfolio and to work to encourages local electric utilities to participate in planning and funding for full market development.

**Latest Action**

- 06/03/2015
  In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.
- **Department:** Electric
- **Position:** Watch
- **PrimaryContact:** ChrisR, MarkW
- **Priority:** StatePriority

**United States**

70. **US HR 3**

**Keystone XL Pipeline**

Approves the Keystone XL Pipeline.

**Latest Action**

- 01/12/2015
  In SENATE. Read second time. Placed on Legislative Calendar under General Orders.
- **Commentary:** Keystone XL Pipeline
- **Department:** PAC
- **Position:** Watch
- **PrimaryContact:** MarkW

- **Priority:** FederalPriority

71. **US HR 33**
**Volunteers Under the Affordable Care Act**
Amends the Internal Revenue Code of 1986 to ensure that emergency services volunteers are not taken into account as employees under the shared responsibility requirements contained in the Patient Protection and Affordable Care Act.
**Latest Action**
- 02/27/2015
  In SENATE. Amendment SA 268 proposed by Senator McConnell.
- 02/27/2015
  In SENATE. SA 268 agreed to on SENATE floor by unanimous consent.
- 02/27/2015
  In SENATE. Amended on SENATE floor.
- 02/27/2015
  In SENATE. Passed SENATE. *****To HOUSE for concurrence.
- 02/27/2015
  In HOUSE. HOUSE concurred in SENATE amendments.
- 02/27/2015
  *****To PRESIDENT.
- 02/27/2015
  Signed by PRESIDENT.
- 02/27/2015
  Public Law No. 114-3 114-3
- **Department:** Fire, HR
- **Position:** Watch
- **PrimaryContact:** MarkW
- **Priority:** FederalPriority

72. **US HR 1732**
**Regulatory Integrity Protection Act of 2015**
Provides for the Regulatory Integrity Protection Act of 2015.
**Latest Action**
- 05/12/2015
  In HOUSE. Considered under the provisions of Rules Committee Resolution H. Res. 231.
- 05/12/2015
  In HOUSE. HA 212 Amendment offered by Representative Edwards.
- 05/12/2015
  In HOUSE. HA 213 Amendment offered by Representative Kildee.
- 05/12/2015
  In HOUSE. HA 213. Representative Kildee amendment agreed to on HOUSE floor.
- 05/12/2015
  In HOUSE. HA 212. Representative Edwards amendment failed on HOUSE floor.
- 05/12/2015
  In HOUSE. Amended on HOUSE floor.
- 05/12/2015
  In HOUSE. Passed HOUSE. *****To SENATE.
- **Commentary:** Would require, in part, that the recent US EPA process to develop new requirements for the Waters of the US would need to be recast, which would effectively invalidate the current effort and would require beginning the process anew.

- **Department:** PAC
- **Position:** Watch
- **Priority:** FederalPriority

73. **US HR 2577**
**Transportation and Housing Appropriations**
Makes appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2016.
**Latest Action**
- 06/10/2015
  In SENATE. Read second time.
- 06/10/2015
  To SENATE Committee on APPROPRIATIONS.
- **Department:** PAC
- **Position:** Watch
- **Priority:** FederalPriority

74. **US HRES 231**
**Consideration of H1732 SCR11 and HJR43**
Provides for consideration of the bill (H.R. 1732) to preserve existing rights and responsibilities with respect to Waters of the United States; provides for consideration of the conference report to accompany the concurrent resolution (S. con. res. 11) setting forth the congressional budget for the United States Government for fiscal year 2016 and setting forth the appropriate budgetary levels for fiscal years 2017 through 2025; provides for consideration of the joint resolution (H.J. res. 43).
**Latest Action**
- 04/30/2015
  In HOUSE. Passed HOUSE.
- **Department:** PAC
- **Position:** Watch
- **PrimaryContact:** MarkW
- **Priority:** FederalPriority

## Priority List – State Constitutional Amendments

1. **CA ACA 1**

**Legislative Procedure**

Prohibits either house of the Legislature from passing a bill until the bill, in the form to be voted on, has been made available to the public, in print and published on the Internet, for at least 72 hours preceding the vote.

**Latest Action**

- 03/02/2015
  To ASSEMBLY Committees on BUDGET, RULES AND APPROPRIATIONS.
- **Private File:** Master
- **Commentary:** Legislative Procedure
  Fiscal Committee: no
  Urgency Clause: no
  Introduced: 12/01/2014
  Disposition: Pending
  Location: ASSEMBLY
  Summary: Prohibits either house of the Legislature from passing a bill until the bill, in the form to be voted on, has been made available to the public, in print and published on the Internet, for at least 72 hours preceding the vote.
- **Department:** PAC
- **Position:** Watch
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

2. **CA ACA 3**

**Public Employees' Retirement**

Proposes an amendment to the Constitution to require, with respect to any public retirement system, that any enhancement to a public employee's retirement formula or retirement benefit apply only to service performed on and after the operative date of the enhancement. Specifies how changes in membership classification or changes in employment are to be applied in this context.

**Latest Action**

- 04/06/2015
  To ASSEMBLY Committee on PUBLIC EMPLOYEES, RETIREMENT AND SOCIAL SECURITY.
- **Private File:** Master
- **Department:** CityAttorney, Finance, HR
- **Position:** Watch
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

3. **CA ACA 4**

**Local Government Transportation Projects: Special Taxes**

Provides that the imposition, extension, or increase of a special tax for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition.

**Latest Action**

- 04/27/2015
  From ASSEMBLY Committee on TRANSPORTATION: Be adopted to Committee on REVENUE AND TAXATION.
- **Private File:** Master

- **Department:** CityAttorney, Finance, PAC, PW
- **Position:** Support
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

4. **CA SCA 3**
**Legislative Procedure**
Proposes an amendment to the Constitution to prohibit either house of the Legislature from passing a bill until the bill, in the form to be voted on, has been made available to the public, in print and published on the Internet, for at least 72 hours preceding the vote. Provides the requirement would not apply to specified urgency bills of a written statement declaring that dispensing with the requirement is necessary to address a state of emergency.
**Latest Action**
- 02/19/2015
  To SENATE Committee on RULES.
- **Private File:** Master
- **Department:** PAC
- **Position:** Watch
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

5. **CA SCA 5**
**Local Government Finance**
Proposes an amendment to the Constitution to provide an increased personal property tax exemption for businesses, a real property tax exemption for any increased value to business property, and requiring only a partial real property tax payment for reassessed commercial and industrial property. Establishes a education-related property tax fund. Provides for the distribution of fund moneys. Relates to commercial and industrial property base line value assessment. Requires reporting a increased tax revenue.
**Latest Action**
- 06/09/2015
  From SENATE Committee on GOVERNANCE AND FINANCE with author's amendments.
- 06/09/2015
  In SENATE. Read second time and amended. Re-referred to Committee on GOVERNANCE AND FINANCE.
- **Private File:** Master
- **Department:** CityAttorney, Finance
- **Position:** Watch
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

6. **CA SCA 6**
**Constitutional Amendment or Revision**
Proposes an amendment to the Constitution to make technical nonsubstantive changes to provisions that authorizes the Legislature to rollcall vote entered in the journal, two-thirds of the membership of each house concurring, to propose an amendment or revision of the Constitution and, in the same manner, to amend or withdraw its proposal.
**Latest Action**
- 04/16/2015
  To SENATE Committee on RULES.

- **Private File:** Master
- **Department:** PAC
- **Position:** Watch
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

7. **CA SCA 7**
**Motor Vehicle Fees and Taxes:Restriction on Expenditure**
Proposes an amendment to the Constitution to prohibit the Legislature from borrowing revenues from fees and taxes imposed by the State on vehicles or their use or operation, and from using those revenues other than as specifically permitted by a specified Article. Provides that none of those revenues may be pledged or used for the payment of principal and interest on bonds or other indebtedness. Revises the use of specified fuel tax revenues for mass transit purposes and for boating-related activities.
**Latest Action**
- 05/28/2015
  From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.
- 05/28/2015
  In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING.
- **Private File:** Master
- **Department:** Finance, PAC, PW
- **Position:** Watch
- **PrimaryContact:** MarkW
- **Priority:** StatePriority

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Attachment #2

# Highlights of the DRIVE Act

On June 23, 2015, Senators Jim Inhofe (R-OK), Barbara Boxer (D-CA), David Vitter (R-LA), and Tom Carper (D-DE) introduced the Developing a Reliable and Innovative Vision for the Economy Act (DRIVE Act), a new six-year surface transportation reauthorization bill. The current authorization, Moving Ahead for Progress in the 21st Century Act (MAP-21), expires on July 31, 2015. It remains unclear how Congressional leaders plan to pay for this roughly $275 billion bill. However, the Senate Environment and Public Works Committee is moving forward on the policies of new authorization and has scheduled a markup tomorrow, June 24.

## Major Highlights of the DRIVE Act

### *Fully-funds highway programs for 6 years*

- The bill reauthorizes the Federal-aid highway program at an increased funding level for six years, from FY 2016 through FY 2021.
- Maintains formula program structure and increases the amounts each state will receive each fiscal year.

### *Increases support for core formula programs*

- The existing consolidated core highway program structure from MAP-21 is maintained, including: the National Highway Performance Program (NHPP); the Highway Safety Improvement Program (HSIP); the Surface Transportation Program (STP); and the Congestion Mitigation and Air Quality (CMAQ) Improvement Program.
    - DRIVE Act increases funding for the NHPP, STP and CMAQ formula programs by about 12 to 14 percent each over the life of the bill.
    - Under MAP-21, the Transportation Alternatives Program (TAP) receives 2.0 percent of total Federal Highway Administration (FHWA) contract authority each year (in FY 2014 and an extended 2015, $40.995 billion times .02 equaled $819.9 million for TAP). Under the DRIVE Act, the 2 percent is replaced by a flat $850 million per year.

### *Prioritizes bridges and large, nationally-important facilities*

- The bill increases the funding that must be spent on projects to maintain and repair bridges off of the National Highway System, as these bridges often struggle to find a reliable funding stream.
    - The bill clarifies that an "off-system" bridge is one on a public road other than the National Highway System and increases the set-aside from MAP-21's 15 percent of the FY 2009 bridge apportionment to the greater of 15

percent of total STP apportionments or 110 percent of the FY 2014 off-system bridge set aside.

- The bill also shifts additional revenue towards the Interstate System and the National Highway System to address the significant maintenance backlog on those facilities.

***Provides substantial new funding to focus on freight and goods movement***

- The bill establishes a formula-based freight program, which will provide funds to all states to improve goods movement.
- It expands flexibility for both rural and urban areas to designate key freight corridors that match regional goods movement on roads beyond the Primary Highway Freight System.
- The legislation improves efforts to identify projects with a high return on investment through state freight plans and advisory committees established under MAP-21.

***New grant program***

- The bill provides new funds to major projects of high importance to a community, a region, or the nation through a competitive grant program called "Assistance for Major Projects" (AMP) that bears some similarity to the TIGER program – but there are key differences.
    - AMP selection authority is given to the Federal Highway Administrator, not the Secretary of Transportation. Because the program is housed within FHWA and paid for out of the Highway Account, the amount of non-highway grants are limited to no more than 20 percent of any year's program. The stated purpose of AMP is to give extra federal funding to critical high-cost projects that are difficult to complete with existing funds and which generate specific benefits.
- The program includes a set-aside for rural areas and ensures an equitable geographic distribution of funds.
- The bill includes strong transparency provisions and includes a Congressional selection and approval process.

***Requires Highway Trust Fund transparency***

- The legislation includes new provisions to improve the transparency of how and where transportation projects are selected and funded, to ensure that stakeholders and the public have faith in the integrity of highway programs and the use of federal tax dollars.
- The improved transparency provisions will provide to the public better accountability on how FWHA is utilizing its administrative expenses as well as progress towards achieving national goals and improving federal reviews of highway projects.

***Improves TIFIA program***

- The bill updates the Transportation Infrastructure Finance and Innovation Act (TIFIA) program and provides state and local governments with new options for stretching transportation dollars and increasing efficiency and utilization.

- The bill cuts new TIFIA funding from $1.0 billion per year down to $675 million per year (acknowledging that lack of eligible projects due to program requirements, not lack of federal money, was the constraint).
- The bill attempts to broaden eligibility by removing the requirement for projects to have an investment-grade credit rating and also creates a "rural projects fund" to use TIFIA funding to capitalize State Infrastructure Banks.

***Accelerates project delivery and increases flexibility***

- Building on the reforms in MAP-21, the bill continues to accelerate the project delivery process while protecting the environment and public health.
- New reforms would improve collaboration between the lead agency and the participating agencies, allow for greater reliance on documents prepared during the planning process, and reduce duplication between agencies involved in the federal environmental review and permitting process.

***Expands flexibility and opportunities for infrastructure investment in rural areas***

- The bill provides increased flexibility to best fit the needs of rural states and local governments.
- It offers new options to bundle small projects together to increase efficiencies and take advantage of procedures often difficult to utilize for rural projects.
- It empowers states to work with DOT to develop ways to effectively utilize flexibilities for small projects, including rural road and bridge projects to better respond to community needs.

***Funds Federal Lands and Tribal Transportation Highway Programs***

- The bill increases funding levels for these programs to support maintenance and construction of roads and bridges on tribal and federal lands.
- The bill also authorizes funds for nationally significant federal lands and tribal transportation projects, recognizing that there is a significant maintenance and repair backlog on these facilities.

***Maintains State and Metropolitan Transportation Planning***

- The bill maintains the statewide and metropolitan planning processes to continue the development towards a performance-based approach to transportation decision making

The Ferguson Group will continue to monitor progress on the DRIVE Act and will provide you with updates. Once the measure has been marked up, we will provide a more detailed analysis of key provisions that may impact you.