
ADDENDUM TO BLUE OAKS COMMERCE CENTER MITIGATED NEGATIVE DECLARATION (ADOPTED ON MAY 27, 2010)

Project Title/File Number:	NIPA PCL 56 – Blue Oaks Commerce Center; File #PL22-0101
Project Location:	2200 Freedom Way, Roseville, Placer County, CA 95678 (APN 017-123-090-000)
Project Description:	The applicant requests approval of a Major Project Permit (MPP) Stage 1 Modification and MPP Stage 2 to allow construction of four (4) industrial buildings totaling approximately 310,000 square feet in size with associated parking, lighting, and landscaping, which will be located on two (2) parcels totaling 23.94-acres in size.
Project Applicant:	Jennifer Kimura, VLMK Engineering + Design
Property Owner:	Harsch Investment Properties II, LLC
Lead Agency Contact:	Escarlet Mar, Associate Planner; Phone (916) 774-5247

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

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PROJECT DESCRIPTION

Project Location

The project site is located at 2200, 2301, and 2201 Freedom Way, at the southeast corner of Blue Oaks Boulevard and Industrial Avenue (see Figure 1). On June 1, 2022, planning staff approved a Voluntary Merger (File# PL22-0059) to merge Parcel 4 (017-123-083) and Parcel 5 (017-123-084) of the Blue Oaks Commerce Center Subdivision Parcel Map into one (1) parcel. As of this writing, the Lot Merger has been recorded. The project is located on Parcel 56 of the North Industrial Planning Area (NIPA), which has adopted design guidelines (North Roseville Area Design Guidelines) that influence the general character of development within the planning area. The project site is surrounded by developed industrial parcels to the north, south, west, and an undeveloped parcel and office building to the east.



Background

On May 27, 2010, the Planning Commission approved a Major Project Permit (MPP) Stage 1 and a Tentative Subdivision Map for development of the project site with the 575,505 square foot Blue Oaks Commerce Center office, industrial and retail complex (File# 2007PL-039). An Initial Study leading to a Mitigated Negative Declaration was prepared as part of the MPP Stage 1 and Tentative Subdivision Map for the Blue Oaks Commerce Center office, industrial and retail complex project to evaluate the environmental impacts of developing NIPA PCL 56, which was adopted by the Planning Commission. On October 23, 2014, the Planning Commission approved a modification to the MPP Stage 1 site plan to allow the elimination of the retail portion of the project and replace 80,724 square feet of industrial uses with an approximately 122,385 square foot three story office building for the Federal Bureau of Investigation (FBI). A MPP Stage 2 was also approved for the FBI Office building, which approved the building architecture, site grading, and on-site landscaping. The MPP Stage 1 entitlement approved in 2010 included conceptual landscape plans for the Blue Oaks Commerce Center. The landscape plans were deemed to be consistent with the North Roseville Area Design Guidelines (NRADG). The

NRADG was adopted in 1992 and does not address current water efficient landscape requirements. On May 24, 2016, the Planning Manager approved an Administrative Permit to modify the master landscape plan for the Blue Oaks Commerce Center to include more drought tolerant species and meet current water efficiency standards.

Environmental Setting

The project site is currently undeveloped and has been graded in preparation of the development of the Blue Oaks Commerce Center and the office building for the FBI. The previously identified 1.95 acres of potential jurisdictional waters including 1.695 acres of wetlands and 0.258 acres of other waters has been filled and a Section 404 Individual Permit Application was submitted and approved by the US Army Corps of Engineers (Corps), and no wetlands exist on the site. Streetlights are located along the roadway frontages and utility poles exist along Blue Oaks Boulevard. Curb and gutter improvements exist along the perimeter of the project site. Sidewalks are fully constructed along Blue Oaks Boulevard, Industrial Avenue, Freedom Way, and Fidelity Way.

As shown in Table 1 below, the site is surrounded by several industrial users to the north, south, and west. To the east of the project site is a vacant parcel and an office building, the vacant parcel has been disturbed by an approximately 220-foot wide series of power lines that bisect the northeast portion of the property at a 45-degree angle from Washington Boulevard to Blue Oaks Boulevard.

Table 1: Adjacent Zoning and Land Use

Location	Zoning	General Plan Land Use	Actual Use of Property
Site	General Industrial (M2)	General Industrial (IND)	Vacant
North	M2	IND	Industrial users
South	M2	IND	Industrial users
East	M2	IND	Vacant; Office building for the FBI
West	Light Industrial (M1)	Light Industrial (LI)	Albertsons warehouse

Proposed Project

The proposed project will allow development of four (4) industrial buildings totaling approximately 310,000 square feet in size with associated parking, lighting, and landscaping (see Figure 2: Site Plan below). The project entitlements consist of a Major Project Permit (MPP) Stage 1 Modification and MPP Stage 2 to evaluate the site design and building architecture.

Environmental Documents Relied Upon

- 2035 General Plan Update EIR, certified August 5, 2020 (SCH# 2019080418)

The *2035 General Plan Update EIR* (GP EIR) updated all Citywide analyses, including for vehicle miles traveled, greenhouse gas emissions, water supply, water treatment, wastewater treatment, and waste disposal. When applicable, the topical sections within the checklist summarize the findings within the GP EIR. The GP EIR is available for review at the Civic Center, 311 Vernon Street, Roseville, CA or online at https://www.roseville.ca.us/government/departments/development_services/planning/general_plan_development_guidelines.

- West Roseville Specific Plan

The West Roseville Specific Plan is referenced and utilized in the evaluation of this project. The project added approximately 3,100 acres to the City's corporate limits, and included a mixed-use land use plan of commercial, business professional, industrial, park, open space, and school land uses, and included 8,430 new residential dwelling units.

In accordance with the California Environmental Quality Act (CEQA), it was determined that the West Roseville Specific Plan had the potential to have a significant adverse impact upon the environment, and the WRSP EIR (SCH #2002082057) 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 February 4, 2004. A copy of the WRSP EIR is available for review within the Planning Department at 311 Vernon Street, Roseville, CA.

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

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

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

- Agricultural land conversion
- Increased traffic on City of Roseville roadways with Kaiser Medical Center
- Air quality emissions from construction

- Air quality emissions from operation
 - On-site noise levels that exceed City standards
 - Off-site noise levels that exceed City standards
 - Loss of historic resources
 - Increased demand for water
 - Increased demand for recycled water distribution system
 - Increased generation of solid waste
 - Increased stormwater runoff in the Curry Creek Watershed
 - Change in visual character
-
- Subsequent Environmental Impact Report and Roseville 2020 Transportation System Capital Improvements Program Update

The Subsequent Environmental Impact Report and Roseville 2020 Transportation System Capital Improvements Program Update (2020 CIP EIR) was adopted by the Roseville City Council on June 20, 2007 by Resolution #07-311. The 2020 CIP EIR updated the City’s Roadway Capitol Improvement Program (CIP) and General Plan to reflect changing conditions and ensure an adequate transportation system, consistent with the City’s General Plan. The 2020 CIP EIR reflects the most current level of development in the City, including the 3,100-acre West Roseville Specific Plan annexation that was approved in 2004.

The EIR identified the following impacts associated with the General Plan land use allocation as significant and unavoidable:

Existing Plus Project Conditions

- Increased traffic on City of Roseville roadways
- Increased traffic on state highways
- Increased traffic on Placer County roadways
- Increased traffic on Sacramento County roadways
- Growth-inducing impacts

2020 Plus Project Conditions

- Increased traffic on City of Roseville roadways
- Increased traffic on state highways
- Increased traffic on Placer County roadways
- Growth-inducing impacts

2025 Cumulative Plus Project Conditions

- Increased traffic on City of Roseville roadways
- Increased traffic on state highways
- Increased air emissions
- Loss of biological resources
- Growth-inducing impacts

ENVIRONMENTAL CHECKLIST FOR ADDENDUM ENVIRONMENTAL REVIEW

The purpose of this checklist is to evaluate the categories in terms of any “changed condition” (i.e. changed circumstances, project changes, or new information of substantial importance) that may result in a changed

environmental result. A “no” answer does not necessarily mean there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact since it was analyzed and addressed in prior environmental documents.

EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

Where Impact was Analyzed

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

Do Proposed Changes Involve New Significant Impacts?

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

Any new Circumstances Involving New Impacts?

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

Any new Information Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3)(A–D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified or adopted is available requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigation measures remain valid. Either “yes” or “no” will be answered to indicate whether there is new information showing that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. If “no,” then no additional environmental documentation (supplemental or subsequent EIR) is required.

Mitigation Measures Implemented or Addressing Impacts

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

DISCUSSION AND MITIGATION SECTIONS

Discussion

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

Mitigation Measures

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

Conclusions

A discussion of the conclusion relating to the analysis contained in each section.

CHECKLIST

I. Aesthetics

	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a. Have a substantial adverse effect on a scenic vista?	Page 7	No	No	No	None
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Same	No	No	No	None
c. In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Same	No	No	No	None
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	Same	No	No	No	None

Discussion: The proposed Project is located on a property already anticipated for development. The project site does not abut and is not visible from any scenic vista or scenic highway. The MND analyzed the impacts of grading of the project site and considered them to be less than significant. The proposed use (i.e., warehouse) is substantially consistent with the build out assumptions and would not increase the severity of already identified significant impacts. The Findings of Fact for the CEQA Implementing Procedures indicate that compliance with the Zoning Ordinance, Subdivision Ordinance, Community Design Guidelines, and applicable Specific Plan Policies and/or Specific Plan Design Guidelines will prevent significant impacts related to construction of buildings in urban settings.

The project has been evaluated for compliance with the City's Community Design Guidelines and the design guidelines established in the North Roseville Area Design Guidelines. As it relates to aesthetics, these standards ensure the high quality design and architectural character of any buildings developed as well as minimum landscaping standards. As it relates to light and glare, the Community Design Guidelines standards require all parking lot light fixtures to have glare shields. The project has been designed and will be conditioned to comply with the applicable Community Design Guidelines and the North Roseville Area Design Guidelines.

Based on the reasons listed in this section, the changes introduced by the Project and/or new circumstances relevant to the project would not, as compared to the MND result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that “none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR or negative declaration have occurred” relative to aesthetic resources.

Mitigation Measures: None required for this Project.

II. Agricultural & Forestry Resources

	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Page 8	No	No	No	None
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Same	No	No	No	None
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	Same	No	No	No	None
d) Result in the loss of forest land or conversion of forest land to non-forest use?	Same	No	No	No	None
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	Same	No	No	No	None

Discussion: The MND concluded there were no resources to be affected by conversion of the site to urban uses. This conclusion remains appropriate for this Project. The project site is not used for agricultural purposes, does not include agricultural zoning, is not within or adjacent to one of the areas of the City designated as a protected farmland category on the Placer County Important Farmland map, is not within or adjacent to land within a Williamson Act Contract, and is not considered forest land. Given the foregoing, the Project will have no impact on agricultural resources. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City

finds that “none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR or negative declaration have occurred” relative to agricultural and forestry resources.

Mitigation Measures: None required for this project.

III. Air Quality

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Conflict with or obstruct implementation of the applicable air quality plan?	Pages 8-11	No	No	No	Mitigation Measure AQ#1 & AQ#2
b) Result in a cumulatively considerable net increase of any criteria for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Same	No	No	No	Same
c) Expose sensitive receptors to substantial pollutant concentrations?	Same	No	No	No	None
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Same	No	No	No	None

Discussion: The City of Roseville 2035 General Plan Update found it will generate emissions that exceed Placer County Air Pollution Control District (PCAPCD) significance thresholds. Existing laws and regulations, including PCAPCD rules and regulations, combined with existing General Plan and proposed General Plan Update policies, would reduce these impacts. Projects would be subject to PCAPCD Rule 228 to minimize fugitive dust emissions of PM through implementation of dust control measures, such as PCAPCD’s standard Dust Control Requirements. PCAPCD Rules 202 and 205 would also reduce exhaust-related emissions from the use of construction equipment. PCAPCD Rules 217 and 218 would reduce VOC emissions associated with paving and architectural coating activities.

While all future development with the potential to generate substantial emissions would be required to reduce those emissions, the effectiveness of these measures would depend on the number and extent of strategies feasible to incorporate as a part of any given project. Since the timing and level of construction activities for future development projects is speculative, and cannot be known, it is not possible to quantify the extent to which the reduction strategies would result in emission reductions. Consequently, even with adherence to PCAPCD rules, proposed General Plan Update Policy AQ1.3, and Specific Plan mitigation measures, it is conservatively assumed that emissions from buildout of the General Plan could

exceed PCAPCD-recommended thresholds. Therefore, implementation of the proposed General Plan Update could generate substantial constructed-related pollutant emissions, conflict with or obstruct implementation of the applicable air quality plan, and result in a cumulatively considerable net increase of criteria air pollutants for which the project region is designated a nonattainment area under an applicable federal or state ambient air quality standard. This project alone does not have a potential to significantly degrade air quality. However, the incremental impacts associated with this project considered cumulatively with the incremental impacts of other projects will degrade air quality. The General Plan Update found that the significant adverse air quality impacts cannot be mitigated to a less than significant level even with the mitigation measures proposed. Addressing the unmitigatable cumulative impacts to air quality, the General Plan Update adopted findings of overriding consideration. However, CEQA requires that reductions in adverse project impacts be made, where it is feasible to do so.

Short term impacts to air quality can be expected in association with construction activities. These impacts are primarily associated with grading activities and the increased potential for dust and wind driven erosion of soils. Particulate matter resulting from construction dust will be reduced by implementing standard dust control measures on the job site as part of an erosion control plan. The grading permit and on-site inspection by the Public Works Department will ensure appropriate dust control measures, such as watering are done to reduce short-term air quality impacts. Vehicle exhaust, produced during project construction, could temporarily contribute to the deterioration of ambient air quality. Diesel fuel fumes from construction equipment may be noticeable in the vicinity of the site; however, this is a short-term effect. All equipment must comply with the mitigation measures and with California emissions standards

The air quality impacts associated with the increase in square footage of the project will not result in new or substantially more severe significant impacts. For example, the construction phase project-level ROG (lbs/day) percent difference between the original project and the propped project will have approximately a 17% difference. Based on this the project remains consistent with the development scenarios outlined in the MND. Future industrial uses that locate onsite will be required to comply with the PCAPCD requirements and may need to obtain permits prior to occupancy. Industrial users may need to install air quality devices such as exhaust systems. Permitting with the PCAPCD will ensure that operation emissions are regulated. Therefore, with the air quality mitigation measures incorporated into the project the air quality impacts of this project would be less than significant.

There are no sensitive receptors located in the immediate vicinity of the project. The multi-family residential development southeast of the FBI site on Washington Boulevard comprises of the nearest sensitive receptor. Construction and operation of the project will increase emissions on the site, but not substantially; implementation of mitigation measures AQ#1 and AQ#2 will reduce project emissions to less than significant levels. Potential impacts to sensitive receptors would therefore be less than significant.

The project does not include components with the potential to create significant objectionable odors. No impact associated with odor would result from the project.

Mitigation Measures: Applicable mitigation measures from the MND are below; no new measures are warranted for this Project.

Mitigation Measure AQ#1

1a. Prior to approval of Grading or Improvement Plans (whichever occurs first) on project sites greater than five (5) acres, the applicant shall submit a Construction Emission / Dust Control Plan to the Placer County APCD. The applicant shall provide written evidence, provided by APCD, to the local jurisdiction (city or county) that the plan has been submitted to APCD. If APCD does not respond within twenty (20) days the plan shall be considered approved. 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 APCD 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: The prime contractor shall submit to the District a comprehensive inventory (i.e. make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or 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 APCD 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 Placer County APCD for approval by the District 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 20 percent NOx reduction and 45 percent particulate reduction as required by CARB. 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 Placer County APCD as described above: <http://www.airquality.org/ceqa/> (click on the current “Roadway Construction Emissions Model”).

Mitigation Measure AQ#2: The following APCD rules shall be noted on the Improvement Plans:

- **The project shall comply with all applicable Placer County Air Pollution Control District rules and regulation, and shall obtain applicable permits and/or clearances from the District prior to the start of construction.**
- **The contractor shall use CARB ultra low sulfur diesel fuel for all diesel-powered equipment. In addition, low sulfur fuel shall be utilized for all stationary equipment. (California Standards for Motor Vehicle Diesel Fuel, title 13, article 4.8, chapter 9, California Code of Regulations).**
- **Processes that discharge 2 pounds per day or more of air contaminants, as defined by Health and Safety Code Section 39013, to the atmosphere may require a permit. Permits are required for both construction and operation. Developers/contractors should contact the District prior to construction and obtain any necessary permits prior to the issuance of a Building Permit. (Rule 501)**
- **Pursuant to the Placer County Air Pollution Control District Rule 501, General Permit Requirements, the proposed project may need a permit from the District prior to construction. In general, any engine greater than 50 brake horsepower or any boiler with heat greater than 1,000,000 Btu per hour shall require a permit issued by the District. (Rule 501)**

- All on-site stationary equipment which is classified as 50 hp or greater shall either obtain a state issued portable equipment permit or a Placer County APCD issued portable equipment permit. (California Portable Equipment Registration Program, Section 2452).
- The contractor shall utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary diesel power generators if feasible.
- During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment.
- During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less. (Rule 228 / section 401.2)

IV. Biological Resources

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Pages 11-14	No	No	No	Mitigation Measure BIO#1, BIO#2, & BIO#3
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Same	No	No	No	Same
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Same	No	No	No	Same

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Same	No	No	No	Same
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Same	No	No	No	None
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Same	No	No	No	None

Discussion: The previously evaluated project in the MND included a request for a Section 404 Individual Permit from the US Army Corps of Engineers and a Section 401 of the Clean Water Act permit certified by the Central Valley Regional Water Quality Control Board to allow the fill of various wetlands and waters on the site. The wetland features onsite consisted of several scattered ephemeral wet features and an unnamed tributary to Pleasant Grove Creek, flowing from south to north through the far western portion of the site. The wetlands delineation identified a total of 1.95 acres of potentially jurisdictional waters including 1.695 acres of wetlands and 0.258 acres of other waters. The wetlands consist of 0.554 acres of vernal pools, 0.859 acres of seasonal wetlands, 0.143 acres of seasonal wetland swale, and 0.139 acres of seasonal marsh. Other waters include 0.248 acres of intermittent drainage and 0.010 acres of a drainage ditch. The MND required mitigation measure BIO#1 to ensure appropriate permits were obtained from the US Army Corps and a Clean Water Act Section 401 permit. Compliance with the mitigation measure would ensure the proposed discharge complies with all State water quality requirements. Further, the MND required mitigation measure BIO#2 to ensure the project complied with the City's best management practices for water quality control and Storm Water Pollution Prevention Plan (SWPP). Both of these mitigation measures were satisfied prior to the start of any grading activities for the site. At this time, the entire sites have been mass graded. All required permits for site development related to biological resources have been obtained and effectuated.

The previous MND surveyed the project site for the presence of eight special-status plant species (i.e., these include Sanford's arrowhead, big-scale balsamroot, Boggs Lake hedge-hyssop, Ahart's dwarf rush, Greene's legenere, dwarf downingia, slender Orcutt grass). The survey results found that no occurrences of the aforementioned species were found on the property.

The previous MND found the site contained potential habitat for several special-status invertebrates, amphibians, and bird species listed by the California Department of Fish and Game. Although none of the special status wildlife species were observed onsite, the loss of vegetation could destroy unobserved nesting habitat for birds. Mitigation Measure BIO#3 requested that pre-construction surveys be completed to confirm the absence of special status wildlife. As previously mentioned, the project site has been previously mass graded and disturbance of the site has occurred. The Project will not result in any new or modified impacts to biological resources. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that "none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR have occurred."

Mitigation Measures: Applicable mitigation measures from the MND are below; no new measures are warranted for this Project.

MITIGATION MEASURE BIO#1: Prior to the issuance of a grading permit or approval of improvement plans and prior to the filling of any potential wetlands or waters of the US as identified in the wetland delineation, the applicant shall obtain appropriate permits from the US Army Corps (anticipated to be an Individual Permit). Additionally, a Clean Water Act Section 401 permit shall be obtained from the Central Valley Regional Water Quality Control Board (CVRWQCB) to ensure the proposed discharge complies with all State water quality requirements. Additionally, a Fish and Game Section 1601 permit shall be obtained for streambed alterations that are regulated by Fish & Game. The project shall implement the mitigation requirements of these permits to ensure no net loss of wetlands/waters of the US.

MITIGATION MEASURE BIO#2: Prior to grading and excavation activities on-site, the developer shall obtain a grading permit to ensure that the project is in compliance with City’s best management practices for water quality control and the Storm Water Pollution Prevention Plan (SWPPP).

MITIGATION MEASURE BIO#3: A qualified biologist shall perform pre-construction surveys for nesting birds and raptors at least 30 days in advance of construction if construction is planned during January to July. If the survey does not identify any special-status birds or raptors species, no further mitigation is required. If nesting is found to be occurring, avoid disturbance of the nest site with a suitable buffer zone. The on-site biologist shall consult with the California Department of Fish & Game to determine the size of the no-disturbance buffer (typically between 150 to 200 feet). Additionally, if Swainson’s hawk are found to be using the site in any capacity, off-site mitigation would be required at a ratio deemed suitable by the CDFG.

V. Cultural Resources

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Cause a substantial adverse change in the significance of an historic resource pursuant to in Section 15064.5?	Page 14	No	No	No	None
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Same	No	No	No	None
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	Same	No	No	No	None

Discussion: The MND required a cultural resources survey report be prepared for the project. A cultural resources survey report prepared by ECORP, dated August 2009 was completed with the MND. The report concluded that no cultural resources are known to exist on the project site. Standard mitigation measures in the General Plan EIR will be applied to reduce impacts to cultural resources, should any be found on-site. The mitigation measure requires that in the event of a discovery of buried archeological or historic deposits, project activity in the vicinity to be halted until a qualified archeologist can assess the resources and provide management. This mitigation need not be applied herein, as it is already applicable and required of the Project pursuant to the General Plan EIR. The Project will not result in any new impacts beyond those already discussed and disclosed in the WRSP EIR and MND; therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that “none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR or negative declaration have occurred.”

Mitigation Measures: None required for this Project.

VI. Energy – Energy is a new 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 Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Not applicable	No	No	No	None
b) Conflict with or obstruct a state or local plan for renewable energy or energy inefficiency?	Same	No	No	No	Same
<p>Discussion: The MND did not previously analyzed the energy effects of the project. However, based on the existing Industrial land use designation the project was therefore assumed for development with industrial uses in the citywide environmental analyses, such as in the Amoruso Ranch Specific Plan, which updated the City's General Plan. The project is therefore consistent with the current citywide assessment of energy demand, and it is determined it would not result in substantial unplanned demands, nor would it result in inefficient, wasteful, or unnecessary consumption of energy; therefore, impacts were found to be less than significant. Pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that "none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR or negative declaration have occurred."</p> <p>Mitigation Measures: None required for this Project.</p>					

VII. Geology and Soils

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	Pages 14-16	No	No	No	None
i) Ruptures of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	Same	No	No	No	None
ii) Strong seismic ground shaking?	Same	No	No	No	None
iii) Seismic-related ground failure, including liquefaction?	Same	No	No	No	None
iv) Landslides?	Same	No	No	No	None
b) Result in substantial soil erosion or the loss of topsoil?	Same	No	No	No	None
c) Be located in a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Same	No	No	No	None
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Same	No	No	No	None

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Same	No	No	No	None
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	Same	No	No	No	None
<p>Discussion: The MND indicated that compliance with existing regulations and permit requirements would be sufficient to avoid impacts related to these issues. This conclusion remains appropriate for this Project. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that “none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR or negative declaration have occurred.”</p> <p>Mitigation Measures: None required for this Project.</p>					

VIII. Greenhouse Gases

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Pages 24-26	No	No	No	None
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Same	No	No	No	None
<p>Discussion: The MND did not address climate change or greenhouse gas emissions because the MND determined there were no thresholds of significance against which to measure the impacts of the project and as a result the project was evaluated qualitatively relative to its incremental contribution to the overall issue of global warming. While the MND did not evaluate impacts related to greenhouse gas (GHG) emissions, the potential environmental impact of GHG emissions was known or could have been known with reasonable diligence at the time of the adoption of the MND, but no one raised the issue to the City. According to case law, a supplemental or subsequent EIR therefore may not be required here simply because the City is considering changes to a project that was approved based on an MND before CEQA expressly required GHG analysis.</p>					

(See *Citizens Against Airport Pollution v. City of San Jose* (2014) 227 Cal.App.4th 788, 806-808 [upholds addendum for changes to an approved airport master plan even though the underlying 1997 EIR and 2003 Supplemental EIR did not address GHG impacts]; see also *Citizens for Responsible Equitable Environmental Development (CREED) v. City of San Diego* (2011) 196 Cal.App.4th 515, 530-532; and *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1318-1320.). It is acknowledged that the project would include sources of greenhouse gas emissions; however, the project also includes mitigating features that are beneficial in terms of minimizing greenhouse gas emissions. Based on these reasons, this Project would not make a significantly greater contribution to GHG emissions than what was previously evaluated. Thus, based on a body of case law, the MND’s lack of GHG analysis does by itself not preclude adoption of an addendum for the proposed project and pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that “none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR have occurred” relative to GHGs.

Mitigation Measures: None required for this Project.

IX. Hazards and Hazardous Materials

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents’ Mitigation Measures Implemented or Addressing Impacts.
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Pages 16-17	No	No	No	None
b) Create a significant hazard to the public or the environment though reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Same	No	No	No	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Same	No	No	No	

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Same	No	No	No	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	Same	No	No	No	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Same	No	No	No	
g) Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	Same	No	No	No	

Discussion: The MND found that the previously evaluated project has a Light Industrial zoning and the potential for future users to have hazardous materials on-site could occur. However, it is unknown at this time if any hazardous materials will be used or stored on-site. The California Health and Safety Code and local City Ordinances regulate the handling, storage, and transportation of hazardous and toxic materials. The California Health and Safety Codes require a Risk Management and Prevention Program (RMPP) for those uses that handle specified quantities of toxic and/or hazardous materials. Also, businesses that handle toxic or hazardous materials are required to complete a Hazardous Materials Management Program (HMMP). Furthermore, all business owners must file a site-specific business plan with the City Fire Department before a new building is occupied. All plans would need to specify what materials would be used or stored on-site and what to do in the event of an accident and which transportation routes would be used. With the implementation of the HMMP and business plan requirements, the use of storage of hazardous materials on-site would be reduced to less than significant levels with the appropriate aforementioned implementation HMMP and business plan requirements.

The MND found that during construction activities there is the possibility that potentially hazardous materials might be stored or used at the project site. The developer (during construction) is required to comply with all California Health and Safety Codes and local City Ordinances regulating the handling, storage and transportation of hazardous and toxic materials. The California Health and Safety Codes require a Risk Management and Prevention Program (RMPP) for those uses that handle specified quantities of toxic and/or hazardous materials.

The project site is not located within an airport land use plan area, no airports are located within two miles of the project site, and the project site is not located within the vicinity of a private airstrip. The project site is within an area of the City currently receiving emergency services and the project would not increase the demand for emergency services beyond that identified in the General Plan EIR.

The proposed project use does not significantly change the project's potential impacts related to hazardous materials, and it will also be subject to the City's existing regulations and permits that would prevent significant impacts. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that "none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR or negative declaration have occurred."

Mitigation Measures: None required for this Project.

X. Hydrology and Water Quality

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Pages 17-19	No	No	No	None
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Same	No	No	No	None
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	Same	No	No	No	None

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

Discussion: The MND indicated that development of the site would not result in any significant water-related impacts and that existing regulations and permits would ensure that water quality and stormwater impacts would be less than significant. The proposed project has been evaluated by the City to ensure the design continues to meet current adopted stormwater quality design standards. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that “none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR or negative declaration have occurred” as it relates to hydrology and water quality impacts

Mitigation Measures: None required for this Project.

XI. Land Use and Planning

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Physically divide an established community?	Page 19	No	No	No	None
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation of an agency adopted for the purpose of avoiding or mitigating an environmental effect?	Same	No	No	No	None

Discussion: The MND concluded that the previously evaluated project would not physically divide an established community as it is located in an area that has been planned for development, including adequate roads and pedestrian paths to provide connections within the community. The MND found that the previously evaluated project was consistent with the policies of the Zoning Ordinance and General Plan, which are adopted for the purpose of avoiding environmental effects. These conclusions remain applicable to the proposed project. The proposed industrial buildings are consistent with the zoning and land use designations of the site. City staff has determined that the project is consistent with the standards and guidelines outlined in the City's Zoning Ordinance, Community Design Guidelines, and the North Roseville Area Design Guidelines, including setbacks, landscaping, lighting, and building architecture to fit in with the surrounding community. The project will not divide an existing community and no conflicts with policies adopted for the purpose of avoiding or mitigating an environmental effect have been identified.

The Project is substantially consistent with the build out assumptions and would not increase the severity of already identified significant impacts; therefore, there would be no new significant impacts not previously identified in the MND relative to land use. Thus, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that "none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR or negative declaration have occurred" relative to land use and planning

Mitigation Measures: None required for this Project.

XII. Mineral Resources

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Pages 19-20	No	No	No	None
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Same	No	No	No	None
<p>Discussion: The MND indicated that the project site was not known to include any mineral resources that would be of local, regional, or statewide importance. This conclusion remains appropriate for this Project. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that “none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR or negative declaration have occurred.”</p> <p>Mitigation Measures: None required for this Project.</p>					

XIII. Noise

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Page 20	No	No	No	None
b) Generation of excessive ground borne vibration of ground borne noise levels?	Same	No	No	No	None
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Same	No	No	No	None

Discussion: The MND addressed construction noise, and found that surrounding uses may experience short-term increases in noise levels. However, these increases would only occur for a short period of time. When conducted during daytime hours, construction activities are exempt from Noise Ordinance standards, but the standards do apply to construction occurring during nighttime hours. While the noise generated may be a minor nuisance, the City Noise Regulation standards are designed to ensure that impacts are not unduly intrusive. Based on this, the MND found that impacts would be less than significant. This conclusion remains appropriate and applicable to the Project.

The MND found the buildout in the area would result in an increase in the ambient (background) noise level in the project area. In particular, point source noise from vehicular traffic is anticipated to raise the ambient noise level in the area. However, the MND found that the anticipated level of traffic is within the limits anticipated by the General Plan EIR and CIP EIR for build out of the project site. The future users on-site will be required to maintain noise levels in accordance with the City’s Noise Ordinance. Based on this, the MND found that impacts would be less than significant. This conclusion remains appropriate and applicable to the Project.

Mitigation Measures: None required for this Project.

XIV. Population and Housing

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Page 21	No	No	No	None
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Same	No	No	No	None

Discussion: The MND concluded that the site development was not housing-related, was consistent with the land use designation and thus would not induce unplanned growth, and would not displace housing. This conclusion remains appropriate for this Project. Therefore, pursuant

to CEQA Guidelines section 15164, subdivision (a), the City finds that “none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR or negative declaration have occurred.”

Mitigation Measures: None required for this Project.

XV. Public Services

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any the public services:					
a) Fire protection?	Page 21	No	No	No	None
b) Police protection?	Same	No	No	No	None
c) Schools?	Same	No	No	No	None
d) Parks?	Same	No	No	No	None
e) Other public facilities?	Same	No	No	No	None

Discussion: The MND indicates that the City’s General Plan examined Citywide service needs based on land use designations, so any project consistent with existing land use designations would not negatively impact services. The proposed project remains consistent with the land use designation of the site, and therefore this conclusion remains appropriate for this Project. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that “none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR or negative declaration have occurred.”

Mitigation Measures: None required for this Project.

XVI. Recreation

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would occur or be accelerated?	Page 22	No	No	No	None
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Same	No	No	No	None

Discussion: The MND indicates that the City’s General Plan examined the level of park services that would need to be provided in order to serve planned growth in the community. This was based on land use designations, so any project consistent with existing land use designations would not cause any unforeseen or new impacts related to the use of existing or proposed parks and recreational facilities, or related to the construction or expansion of recreational facilities. The proposed project remains consistent with the land use designation of the site, and therefore this conclusion remains appropriate for this Project. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that “none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR or negative declaration have occurred.”

Mitigation Measures: None required for this Project.

XVII. Transportation

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Page 22-23	No	No	No	None
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Same	No	No	No	None
c) Substantially increase hazards due to a geometric design feature(s) (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Same	No	No	No	None
d) Result in inadequate emergency access?	Same	No	No	No	None

Discussion: The MND determined the previously evaluated project would result in less than significant impact on traffic and transportation. The project site was anticipated for development and transportation/traffic impacts were analyzed in General Plan EIR and 2020 CIP EIR. The 2020 CIP EIR was prepared for the Transportation System Capital Improvements Program Update that reflected changing conditions and ensured an adequate transportation system was in place.

A long-term traffic analysis has been prepared for the project by DKS Associates (dated July 27, 2007) and analyzed the project's potential level of service impacts at the City's existing intersections. The results of the study did not identify any significant impacts to the City's CIP intersections. The traffic analysis was reviewed by the City's Public Works Department, Engineering Division, and found to be adequate to support the findings.

Further, a short-term traffic analysis was prepared for the project by Fehr & Peers Transportation Associates (dated August 5, 2008). The short-term analysis looked at transportation impacts as a result of the trip generation created by the project and evaluated turning movements and site and circulation improvements. The analysis also evaluated the improvements to the City's existing roadways and circulation system that are proposed as part of the project as well as the City proposed improvements adjacent to the project site. The analysis was reviewed by the City's Public Works Department, Engineering Division, taking into account the City of Roseville level of service policies and improvement standards. The analysis determined, and the Engineering Division concurred, that the existing traffic levels of service do not meet City level of service standards and, the proposed project plus development of the adjacent Parcel 49 project, would exasperate traffic conditions. However, with the proposed improvements, the project would restore traffic operations to better than "no project" levels. The project drive aisle depths and internal circulation were also found to be adequate for the project and do not present a known traffic hazard.

The MND also analyzed the left-hand turn lane at the intersection of the HWY 65 fly-over and the jughandle and found that it presented a vehicular safety issue. The previously approved roadway improvements proposed with the project would improve vehicular safety and circulation in the area would improve with the project and emergency access will not be negatively impacted. However, a Focused Access Evaluation of the project was prepared by Fehr & Peers Transportation Associates (dated July 27, 2022) (Attachment 2) found that the second driveway along Industrial Avenue would permit all turning movements. The same study also found that the driveway closest to the HWY 64 fly-over would only permit inbound and outbound movements to right-turns only.

Given the foregoing changes introduced by the Project, these changes would not as compared to the MND result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that "none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR or negative declaration have occurred" as it relates to transportation impacts.

Mitigation Measures: None required for this Project.

XVIII. Tribal Cultural Resources

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?		No	No	No	
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 the lead agency shall consider the significance of the resource to a California Native American tribe.		No	No	No	

Discussion: In addition to archeological resources, tribal cultural resources are also given particular treatment. Tribal cultural resources are defined in Public Resources Code Section 21074, as either 1) a site, feature, place, geographically-defined cultural landscape, sacred place, or object with cultural value to a California Native American Tribe, that is listed or eligible for listing on the California Register or Historical Resources, or on a local register of historical resources or as 2) a resource determined by the lead agency, supported by substantial evidence, to be significant according to the historical register criteria in Public Resources Code section 5024.1(c), and considering the significance of the resource to a California Native American Tribe. The MND had a cultural resources survey report completed by ECORP, dated August 2009. The report concluded that no cultural resources are known to exist on the project site. While it is anticipated that there will be no impacts to cultural resources, the project will be conditioned to adhere to the General Plan EIR mitigation measures that require, in the event of a discovery of buried archeological or historic deposits, project activity in the vicinity to be halted until a qualified archeologist can assess the resources and provide management. Consistent with the MND, impacts to potential cultural resources are therefore considered to be less than significant and pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that “none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR or negative declaration have occurred.”

Mitigation Measures: None required for this Project.

XIX. Utilities and Service Systems

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Page 24	No	No	No	None
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Same	No	No	No	None
c) Result in a determination by the wastewater treatment provider which serves the project that it has adequate capacity to serve the project's projected demand in addition of the provider's existing commitments?	Same	No	No	No	None
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Same	No	No	No	None
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Same	No	No	No	None

Discussion: The MND found that the previous project would have a less than significant impact on utilities and services. The proposed project has been analyzed by City and external service and utility providers, and has been found to be consistent with standards, and utilities and service demands are within the scope of the previously analyzed project. Furthermore, Citywide planning of water supply and sewer infrastructure is based on land use, and the Project is consistent with the existing land use designation. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that “none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR or negative declaration have occurred.”

Mitigation Measures: None required for this Project.

XX. Wildfire – Wildfire is a new 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 Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Not applicable	No	No	No	None
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Same	No	No	No	Same
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Same	No	No	No	Same

<p>d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?</p>	<p>Same</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>Same</p>
<p>Discussion: The MND did not previously analyzed the wildfire effects of the project. However, the checklist questions a—d above do not apply, because the project site is not within a Very High Fire Hazard Severity Zone and is not in a CAL FIRE responsibility area. The project receives fire protection from the Roseville Fire Department. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that “none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR or negative declaration have occurred.”</p> <p>Mitigation Measures: None required for this Project.</p>					

XXI. Mandatory Findings of Significance

	<p>Where Impact Was Analyzed in Prior Environmental Documents.</p>	<p>Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</p>	<p>Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</p>	<p>Any New Information Requiring New Analysis or Verification?</p>	<p>Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.</p>
<p>a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, threatened or rare species, or eliminate important examples of the major periods of California history or prehistory?</p>	<p>Pages 26-27</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>None</p>

<p>b) Does the project have impacts which are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)</p>	<p>Same</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>None</p>
<p>c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<p>Same</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>None</p>

Discussion: The MND concluded that long term environmental goals are not impacted by the proposed project and the cumulative impacts do not deviate beyond what was contemplated by the 2020 General Plan EIR. With implementation of the proposed mitigation measures the project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of any wildlife species nor create adverse effects on human beings. Based on the foregoing, the proposed project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of any wildlife species, or create adverse effects on human beings. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that “none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR or negative declaration have occurred.”

ENVIRONMENTAL DETERMINATION:

In reviewing the site specific information provided for this project and acting as Lead Agency, the City of Roseville, Development Services Department, Planning Division has analyzed the potential environmental impacts created by this project and determined that the findings of CEQA Section 15162 concerning the decision not to prepare a subsequent EIR or negative declaration and the findings of CEQA Section 15164 concerning the decision to prepare an Addendum can be made. As supported by substantial evidence within the Addendum to the Blue Oaks Commerce Center Mitigated Negative Declaration (Adopted May 27, 2010), the Lead Agency makes the following findings:

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

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

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

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

Addendum Prepared by:

Escarlet Mar, Associate Planner
City of Roseville, Development Services–Planning Division

Attachments:

1. NIPA Blue Oaks Commerce Center Initial Study and Mitigated Negative Declaration
2. Fehr and Peers Focused Access Evaluation for Blue Oaks Commerce Center



INITIAL STUDY & ENVIRONMENTAL CHECKLIST

- Project Title/File Number:** Blue Oaks Commerce Center/2007PL-039
- Project Location:** 8950 Industrial Ave, Roseville, Placer County
- Project Description:** The applicant requests approval of the following: 1) a Major Project Permit - Stage I for development of 49.4 acres with 17 buildings totaling 575,505 square feet, providing a mix of office, industrial and commercial uses, and grading, parking, landscaping and lighting improvements. The project also includes the removal of the Blue Oaks BI to Industrial Ave jughandle and the installation of two new roadways that would connect Blue Oaks BI to Industrial Ave and Washington BI; and 2) a Tentative Map to subdivide 49.4 acres into eight parcels.
- Project Applicant:** VLMK Consulting Engineers, 3933 SW Kelly Ave, Portland, OR
- Property Owner:** Harsch Investment Properties, LLC, 1121 SW Salmon St, Portland, OR
- Lead Agency Contact Person:** Gina LaTorra, Associate Planner Phone (916) 774-5276

This initial study has been prepared to identify and assess the anticipated environmental impacts of the above described project application. The document relies on previous environmental documents (see Attachments) and site-specific studies prepared to address in detail the effects or impacts associated with the project.

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

The initial study is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to prepare an EIR, use a previously prepared EIR and supplement that EIR, or prepare a subsequent EIR to analyze the project at hand. If the agency finds no substantial evidence that the project or any of its aspects may cause a significant effect on the environment, a negative declaration shall be prepared. If in the course of analysis, the agency recognizes that the project may have a significant impact on the environment, but that by incorporating specific mitigation measures the impact will be reduced to a less than significant effect, a mitigated negative declaration shall be prepared.

In reviewing the site specific information provided for this project, the City of Roseville Planning Department has analyzed the potential environmental impacts created by this project and determined that with mitigation the impacts are considered to be less than significant. As demonstrated in the initial study checklist, there are no "project specific significant effects which are peculiar to the project or site" that cannot be reduced to less than significant effects through mitigation (CEQA Section 15183) and therefore an additional EIR is not required. Therefore, **on the basis of the following initial evaluation**, we find that the proposed project **could not** have a significant effect on the environment, and a **Mitigated Negative Declaration** will be prepared.

Prepared by: _____ Date: _____
Gina LaTorra, Associate Planner

PROJECT DESCRIPTION

The project includes several entitlements that would allow for future development of an undeveloped 49.4 acre site. The applicant requests approval of the following: 1) a Major Project Permit - Stage I for development of the 49.4 acres with 17 buildings totaling 575,505 square feet, providing a mix of office, industrial and commercial uses, and grading, roadway, parking, landscaping and lighting improvements; and 2) a Tentative Map to subdivide 49.4 acres into eight parcels. The project would include the grading and fill of 1.695 acres of seasonal wetlands regulated by the U.S. Army Corps of Engineers. The project also includes the removal of the Blue Oaks Boulevard to Industrial Avenue jughandle and the construction of two new public roadways to connect Blue Oaks Boulevard to Industrial Avenue and Washington Boulevard. Future construction on the site would require additional permits including, but not limited to; a Major Project Permit – Stage II and Stage III, 404 Permit, permits from Caltrans, and Building Permits.

ENVIRONMENTAL SETTING

The 49.4 acre project site is located at 8950 Industrial Avenue within the North Industrial planning area. The project site extends from Industrial Avenue along the west perimeter to Washington Boulevard along the east perimeter, and is encumbered by the Caltrans right-of-way adjacent to Blue Oaks Boulevard along the north perimeter (see Figure 1). The project site is in close proximity to HWY 65 to the east. The project site is surrounded by developed commercial, industrial, and residential parcels, with the exception of Parcel 49 to the east. Parcel 49 is anticipated for development with office and commercial uses.

Figure 1 – Site Aerial

The North Industrial planning area consists of 2,045 gross acres west of Washington Boulevard and north of the Northwest Roseville Specific Plan area. The North Industrial planning area is not subject to a specific plan but is subject to adopted design guidelines (1992) that influence the general character of development within the planning area.

The Roseville General Plan identifies the project site with a General Industrial (IND) land use. The intended primary uses within the IND land use include a wide range of manufacturing, wholesale distribution, large storage areas and other industrial uses. Identified secondary uses include incidental retail and service commercial uses associated with large employment areas. Consistent with the General Plan, the Roseville Zoning Ordinance designates the site with a Light Industrial (M1) zoning. The M1 zoning designation permits a mix of light industrial uses compatible with commercial and office uses. The project site was also identified by the Blue Ribbon Corporate Center Committee in 2007 as an ideal location to support a large corporate center development.



The 49.4 acre project site is undeveloped and is comprised of primarily non-native grasslands. A total of 1.95 acres of potential jurisdictional waters are present on-site, including 1.695 acres of wetlands (seasonal wetlands and vernal pools) and 0.258 acres of "other waters". An approximately 220-foot wide series of power lines bisect a northeast portion of the property at a 45-degree angle from Washington Boulevard to Blue Oaks Boulevard. The northwest portion of the property is bisected by the Blue Oaks Boulevard to Industrial Avenue jughandle. The remainder of the site is undisturbed.

PREVIOUS ENVIRONMENTAL DOCUMENTS

The City has determined that an Initial Study shall be prepared in order to determine whether the potential exists for significant or potentially significant impacts resulting from the proposed project. Relevant analysis from the General Plan EIR, West Roseville Specific Plan (WRSP) EIR, Capital Improvement Program (CIP) EIR and other project-

specific studies and reports that have been generated to date were used as the database for the Initial Study. The decision to prepare the Initial Study utilizing the analysis contained in the General Plan EIR, WRSP EIR, CIP EIR and project-specific analysis summarized herein, is sustained by Sections 15168 and 15183 of the CEQA Guidelines.

Section 15183 states that “projects which are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified shall not require additional environmental review, except as may be necessary to examine whether there are project specific significant effects which are peculiar to the project or site.” Thus, if an impact is not peculiar to the project or site, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards then an additional EIR need not be prepared for the project solely on the basis of that impact.

Section 15168 relating to program EIRs indicates that where subsequent activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity, to determine whether the environmental effects of the operation were covered in the earlier program EIR. A program EIR is intended to provide the basis in an Initial Study for determining whether the later activity may have any significant effects. It can also be incorporated by reference to deal with regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole.

Regarding the subject project, the **General Plan EIR** serves as the program-level EIR from which incorporation by reference can occur.

1. GENERAL PLAN EIR

The City’s 2020 General Plan was adopted on February 4, 2004 by Resolution #04-39. The current General Plan contains in large part the same goals, policies, and implementation measures as the previous 2010 General Plan (adopted on November 18, 1992, by Resolution #92-321), for which a formal General Plan EIR was prepared. However, the current General Plan has been updated to reflect the current level of development in the City and to reflect the 3,100-acre West Roseville Specific Plan annexation that was approved in 2004. Changes between the 2010 General Plan and the current 2020 General Plan were analyzed as part of the West Roseville Specific Plan Environmental Impact Report (WRSP EIR) (SCH #2002082057).

Each element of the General Plan (GP) references and provides policies relating to specific plans. The specific plans are viewed as the primary mechanism for implementing the goals and policies of the GP. The plans are consistent with, and incorporated by reference into, the Land Use Element of the GP (page II-59 of the GP). Specific plan land uses are reflected on the GP land use map. The specific plans establish detailed policies and implementation programs for portions of the City, consistent with the goals and policies established in the GP.

The City Council adopted a Statement of Overriding Considerations when they certified the GP EIR, identifying the following impacts as significant and unavoidable:

- flood hazard
- vehicular air emissions (ozone)
- construction air emissions (ozone)
- vehicle noise
- railroad noise
- noise from fixed sources
- conversion of open space outside of infill area
- jobs/housing imbalance
- affordable housing
- increased traffic/degraded LOS
- loss of annual grasslands
- loss of oak trees and oak woodlands
- loss of riparian woodlands
- loss of vernal pools
- loss of intermittent drainages and other seasonal wetland habitat
- habitat fragmentation and loss of wildlife habitat
- risk of hazardous materials-related emergencies due to rail operations

- cumulative air quality, land use, jobs/housing, traffic, biological, cultural, risk of upset, open space, public services and utilities, and water impacts
- growth inducement

2. WEST ROSEVILLE SPECIFIC PLAN

The West Roseville Specific Plan is referenced and utilized in the evaluation of this project as it represents the most recent significant change in land use and allocation of new land use to the City following the adoption of the 1992 General Plan. The project added approximately 3,100 acres to the City's corporate limits, and included a mixed-use land use plan of commercial, business professional, industrial, park, open space, and school land uses, and included 8,430 new residential dwelling units. As mentioned above, processing of this plan also resulted in an update to the City's 2010 General Plan.

In accordance with the California Environmental Quality Act (CEQA), it was determined that the West Roseville Specific Plan had the potential to have a significant adverse impact upon the environment, and the WRSP EIR (SCH #2002082057) 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 February 4, 2004. A copy of the WRSP EIR is available for review within the Planning Department at 311 Vernon Street, Roseville, CA.

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

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

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

- Agricultural land conversion
- Increased traffic on City of Roseville roadways with Kaiser Medical Center
- Air quality emissions from construction
- Air quality emissions from operation
- On-site noise levels that exceed City standards
- Off-site noise levels that exceed City standards
- Loss of historic resources
- Increased demand for water
- Increased demand for recycled water distribution system
- Increased generation of solid waste
- Increased stormwater runoff in the Curry Creek Watershed
- Change in visual character

3. SUBSEQUENT ENVIRONMENTAL IMPACT REPORT AND ROSEVILLE 2020 TRANSPORTATION SYSTEM CAPITAL IMPROVEMENTS PROGRAM UPDATE

The Subsequent Environmental Impact Report and Roseville 2020 Transportation System Capital Improvements Program Update (2020 CIP EIR) was adopted by the Roseville City Council on June 20, 2007 by Resolution #07-311. The 2020 CIP EIR updated the City's Roadway Capitol Improvement Program (CIP) and General Plan to reflect changing conditions and ensure an adequate transportation system, consistent with the City's General Plan. The 2020 CIP EIR reflects the most current level of development in the City, including the 3,100-acre West Roseville Specific Plan annexation that was approved in 2004.

The EIR identified the following impacts associated with the General Plan land use allocation as significant and unavoidable:

Existing Plus Project Conditions

- Increased traffic on City of Roseville roadways
- Increased traffic on state highways
- Increased traffic on Placer County roadways
- Increased traffic on Sacramento County roadways
- Growth-inducing impacts

2020 Plus Project Conditions

- Increased traffic on City of Roseville's roadways
- Increased traffic on state highways
- Increased traffic on Placer County roadways
- Growth-inducing impacts

2025 Cumulative Plus Project Conditions

- Increased traffic on City of Roseville roadways
- Increased traffic on state highways
- Increased air emissions
- Loss of biological resources
- Growth-inducing impacts

CITY OF ROSEVILLE MITGATING POLICIES AND STANDARDS

The California Environmental Quality Act (CEQA) Guidelines¹ allow the use of previously adopted development policies or standards as mitigation for the environmental effects of future projects, when the standards have been adopted by the City with findings, based on substantial evidence, that the policies or standards will substantially mitigate environmental effects, unless substantial new information shows that the policies or standards will not substantially mitigate the effects (§15183[f]). In March 2003, the City of Roseville adopted findings applicable to the following regulations and ordinances, which include standards and policies that are uniformly applied throughout the City, and 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)

¹ California Code of Regulations Title 14, Chapter 3, §15000-15387.

- 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 95-347)
- Specific Plan Design Guidelines:
 - Development Guidelines Del Webb Specific Plan (Resolution 96-330)
 - Landscape Design Guidelines for North Central Roseville Specific Plan (Resolution 90-170)
 - North Roseville Specific Plan and Design Guidelines (Resolution 00-432)
 - Northeast Roseville Specific Plan (Olympus Pointe) Signage Guidelines (Resolution 89-42)
 - North Roseville Area Design Guidelines (Resolution 92-226)
 - Northeast Roseville Specific Plan Landscape Design Guidelines (Resolution 87-31)
 - Southeast Roseville Specific Plan Landscape Design Guidelines (Resolution 88-51)
 - Stoneridge Specific Plan and Design Guidelines (Resolution 98-53)
 - West Roseville Specific Plan (Resolution #04-38)

As demonstrated in the checklist discussions below and the discussion that follows, no project changes resulting in important revisions to the previous EIRs, substantial changes in circumstances or substantially important new information (CEQA Guidelines thresholds per Sections 15162 and 15163) have occurred or become available in any environmental issue area since the time the CIP EIR, GP EIR, and WRSP EIR were certified.

INITIAL STUDY CHECKLIST

The initial study checklist recommended by the State of California Environmental Quality Act (CEQA) Guidelines is used to determine potential impacts of the proposed project on the physical environment. The checklist provides a list of questions concerning a comprehensive array of environmental issue areas potentially affected by the project. Explanations to answers are provided in a discussion for each section of questions, as follows:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project level, indirect as well as direct, and construction as well as operational impacts.
3. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Less Than Significant With Mitigation" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level.
5. "Less Than Significant Impact" applies where the impact does not require mitigation or result in a substantial or potentially substantial change of any of the physical conditions within the area affected by the project.
6. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D).

- Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

Initial Study Checklist

1. Aesthetics

Would the project:

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

Discussion of Checklist Answers:

No scenic vistas are identified in the area of the project. The General Plan EIR identified that the conversion of open space to urban development as an unavoidable significant impact for which the City Council adopted a statement of overriding considerations. The City of Roseville has adopted Community Design Guidelines (CDG) with the purpose of minimizing the aesthetic impacts of new development projects. The CDG includes guidelines for building design, site design and landscape design, which have the purpose of improving the built environment. The North Roseville Design Guidelines also contain design guidelines that promote high standards of architectural design and continuity within the North Industrial planning area. The City's approving authority (Planning Commission) will review the Major Project Permit (MPP) - Stage I & II and Tentative Subdivision Map for conformance with City standards and requirements. The project will not result in any new aesthetic impacts beyond those identified in the General Plan EIR.

Light and glare will increase above the existing condition. Light and glare associated with the proposed project will result from parking lot lighting and exterior building lighting. Additional daytime glare could be caused by reflections from windows on buildings and additional automobile windshields. As part of the MPP – Stage II process, site lighting is reviewed for consistency with the CDG that address aesthetic concerns as well as off-site affects. Existing sources of light and glare exist along the major roadways and HWY 65 and in the project vicinity. The Blue Oaks Commerce Center development would not differ substantially from that of nearby development and the amount of additional lighting and glare would contribute to the already affected viewshed.

Based on the information presented above, impacts associated with the project upon aesthetics are considered less than significant.

2. Agricultural 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:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Discussion of Checklist Answers:

No agricultural resources are present on the site and the property does not have an agricultural zoning designation. The site is not considered forest land and the project will not result in the loss of forest land. Therefore, the proposed development would have no impact on agricultural resources.

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:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?		X		

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c) Result in a cumulatively considerable net increase of any criteria for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?		X		
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	

Discussion of Checklist Answers:

California Clean Air Act Requirements

The City of Roseville, along with the south Placer County area, is located in the Sacramento Air Quality Maintenance Area (SAQMA). Under the California Clean Air Act, Placer County has been designated a “serious non-attainment” area for ozone and a “non-attainment” area for PM10 (particulate matter less than 10 microns in diameter). The Placer County Air Pollution Control District (PCAPCD) is responsible for administration of state and federal air quality standards. In 1991, the PCAPCD adopted its first Air Quality Attainment Plan (AQAP). The AQAP is required by the California Clean Air Act (CCAA), and is designed to bring Placer County into compliance with state ozone standards, which are generally more stringent than current federal ambient standards.

Federal Clean Air Act Requirements

Under the Federal Clean Air Act, Placer County is designated as a severe non-attainment area for ozone, and is an attainment area for the federal PM10 standards, and other criteria pollutants. The City of Roseville, along with the south Placer County area, is located in the Sacramento Air Quality Maintenance Area (SAQMA). The Sacramento Area Council of Governments (SACOG), in conjunction with SAQMA air quality management districts, and the California Air Resources Board, developed the SAQMA portion of the State Implementation Plan (SIP). The SIP is required to demonstrate compliance with the Federal Clean Air Act Amendments. The U.S. EPA approved the SIP in 1996, and the SAQMA has since been operating under the SIP control measures.

This project alone does not have a potential to significantly degrade air quality. However, the incremental impacts associated with this project considered cumulatively with the incremental impacts of other projects will degrade air quality. The City has assessed the impacts to air quality of continued development in the City in the General Plan EIR and its cumulative impact analyses. The General Plan EIR found that the significant adverse air quality impacts cannot be mitigated to a less than significant level even with the mitigation measures proposed. Addressing the unmitigatable cumulative impacts to air quality, the General Plan EIR adopted findings of overriding consideration. However, CEQA requires that reductions in adverse project impacts be made, where it is feasible to do so.

AIR QUALITY MITIGATION MEASURES

The PCAPCD and the City of Roseville have coordinated on a list of feasible mitigation measures that may be applied to projects to address air quality impacts. The project applicant has agreed to the following mitigation measures:

MITIGATION MEASURE AQ#1:

1a. Prior to approval of Grading or Improvement Plans (whichever occurs first) on project sites greater than five (5) acres, the applicant shall submit a Construction Emission / Dust Control Plan

to the Placer County APCD. The applicant shall provide written evidence, provided by APCD, to the local jurisdiction (city or county) that the plan has been submitted to APCD. If APCD does not respond within twenty (20) days the plan shall be considered approved. 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 APCD 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: The prime contractor shall submit to the District a comprehensive inventory (i.e. make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or 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 APCD 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 Placer County APCD for approval by the District 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 20 percent NOx reduction and 45 percent particulate reduction as required by CARB. 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 Placer County APCD as described above: <http://www.airquality.org/ceqa/> (click on the current “Roadway Construction Emissions Model”).

MITIGATION MEASURE AQ#2: The following APCD rules shall be noted on the Improvement Plans:

- The project shall comply with all applicable Placer County Air Pollution Control District rules and regulation, and shall obtain applicable permits and/or clearances from the District prior to the start of construction.
- The contractor shall use CARB ultra low sulfur diesel fuel for all diesel-powered equipment. In addition, low sulfur fuel shall be utilized for all stationary equipment. (California Standards for Motor Vehicle Diesel Fuel, title 13, article 4.8, chapter 9, California Code of Regulations).
- Processes that discharge 2 pounds per day or more of air contaminants, as defined by Health and Safety Code Section 39013, to the atmosphere may require a permit. Permits are required for both construction and operation. Developers/contractors should contact the District prior to construction and obtain any necessary permits prior to the issuance of a Building Permit. (Rule 501)
- Pursuant to the Placer County Air Pollution Control District Rule 501, General Permit Requirements, the proposed project may need a permit from the District prior to construction. In general, any engine greater than 50 brake horsepower or any boiler with heat greater than 1,000,000 Btu per hour shall require a permit issued by the District. (Rule 501)
- All on-site stationary equipment which is classified as 50 hp or greater shall either obtain a state issued portable equipment permit or a Placer County APCD issued portable equipment permit. (California Portable Equipment Registration Program, Section 2452).
- The contractor shall utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary diesel power generators if feasible.
- During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment.
- During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less. (Rule 228 / section 401.2)

Short term impacts to air quality can be expected in association with construction activities. These impacts are primarily associated with grading activities and the increased potential for dust and wind driven erosion of soils. Particulate matter resulting from construction dust will be reduced by implementing standard dust control measures on the job site as part of an erosion control plan. The grading permit and on-site inspection by the Public Works Department will ensure appropriate dust control measures, such as watering are done to reduce short-term air quality impacts. Vehicle exhaust, produced during project construction, could temporarily contribute to the deterioration of ambient air quality. Diesel fuel fumes from construction equipment may be noticeable in the vicinity of the site; however, this is a short-term effect. All equipment must comply with the mitigation measures and with California emissions standards.

This project remains consistent with the development scenarios modeled for the General Plan Land Use designation of General Industrial (IND) and the findings and statement of overriding considerations adopted by the City for the General Plan. Future industrial uses that locate onsite will be required to comply with the PCAPCD requirements and may need to obtain permits prior to occupancy. Industrial users may need to install air quality devices such as exhaust systems. Permitting with the PCAPCD will ensure that operation emissions are regulated. Therefore, with the air quality mitigation measures incorporated into the project the air quality impacts of this project would be less than significant.

There are no sensitive receptors located in the immediate vicinity of the project. The multi-family residential development southeast of the project on Washington Boulevard comprises of the nearest sensitive receptor. Construction and operation of the project will increase emissions on the site, but not substantially; implementation of mitigation measures AQ#1 and AQ#2 will reduce project emissions to less than significant levels. Potential impacts to sensitive receptors would therefore be less than significant.

The project does not include components with the potential to create significant objectionable odors. No impact associated with odor would result from the project.

4. Biological Resources

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		X		

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Discussion of Checklist Answers:

The project site is undeveloped and several potential biological resources have been identified on-site including potential wetlands, drainage channels, and grasslands. The applicant proposes to disturb 1.95 acres of wetlands, as such; a Section 404 Individual Permit Application was submitted to the US Army Corps of Engineers (Corps). Pursuant to Section 7 of Federal Endangered Species Act, surveys were conducted to confirm the absence of special status species, specifically vernal pool tadpole shrimp and vernal pool fairy shrimp. The 404 permit application included a wetland delineation and biological resources assessment. Based on the information contained within the application and within the City’s General Plan EIR, the potential impacts and mitigation measures are as follows;

Special Status Species:

The project site is not located within an area designated as Critical Habitat for the special status species vernal pool fairy shrimp, however, the wetland types found onsite could potentially represent habitat for the endangered species. The USFWS confirmed that the service guideline-level wet season surveys completed during the 2005-2006 and 2006-2007 seasons were performed adequately and the conditions on the site were appropriate to demonstrate the absence of special status species on the project site. Potential impacts to special status species is therefore considered less than significant.

Wetlands:

The Roseville General Plan includes policies related to wetlands preservation. They are: 1) avoid the wetlands if feasible; 2) reconstruct wetlands on-site; or 3) provide mitigation for the wetlands off-site at a replacement ratio of 1 to 1. Even with these policies, the General Plan EIR determined that development within the City would result in the loss of wetlands, and that the loss of wetlands was a significant and unavoidable impact. A statement of overriding considerations was adopted.

Wetland features onsite consist of several scattered ephemerally wet features and an unnamed tributary to Pleasant Grove Creek, flowing from south to north through the far western portion of the site. The wetlands delineation identified a total of 1.95 acres of potentially jurisdictional waters including 1.695 acres of wetlands and 0.258 acres of other waters. The wetlands consist of 0.554 acres of vernal pools, 0.859 acres of seasonal wetlands, 0.143 acres of seasonal wetland swale, and 0.139 acres of seasonal marsh. Other waters include 0.248 acres of intermittent drainage and 0.010 acres of a drainage ditch. The project would permanently fill the above listed onsite wetlands and waters. Pursuant to Section 404 of the Clean Water Act, construction activities are subject to approval of the Corps. Pursuant to Section 401 of the Clean Water Act, the Corps permit will need to be certified by the Central Valley Regional Water Quality Control Board

(CVRWQCB). Proper permitting as required by Mitigation Measure BIO#1 and BIO#2 will ensure that the potential impacts to wetlands are less than significant.

BIOLOGICAL RESOURCES MITIGATION MEASURES

The following mitigation measures will reduce the wetlands impacts to a less than significant level:

MITIGATION MEASURE BIO#1: Prior to the issuance of a grading permit or approval of improvement plans and prior to the filling of any potential wetlands or waters of the US as identified in the wetland delineation, the applicant shall obtain appropriate permits from the US Army Corps (anticipated to be an Individual Permit). Additionally, a Clean Water Act Section 401 permit shall be obtained from the Central Valley Regional Water Quality Control Board (CVRWQCB) to ensure the proposed discharge complies with all State water quality requirements. Additionally, a Fish & Game Section 1601 permit shall be obtained for streambed alterations that are regulated by Fish & Game. The project shall implement the mitigation requirements of these permits to ensure no net loss of wetlands/waters of the US.

MITIGATION MEASURE BIO#2: Prior to grading and excavation activities on-site, the developer shall obtain a grading permit to ensure that the project is in compliance with City's best management practices for water quality control and the Storm Water Pollution Prevention Plan (SWPPP).

Special Status Plants:

The majority of the site consists of both native and non-native grassland habitat. The General Plan EIR identifies the loss of annual grassland and habitat fragmentation as significant unavoidable impacts. A statement of overriding considerations was adopted by the City Council for these impacts.

Based on the conditions found onsite, the property was surveyed for the presence of eight special-status plant species. These include Sanford's arrowhead, big-scale balsamroot, Boggs Lake hedge-hyssop, Ahart's dwarf rush, Greene's legenera, dwarf downingia, slender Orcutt grass and Sacramento Orcutt grass. No occurrences of these species were observed on the property. The USFWS determined that the survey was done adequately to demonstrate absence of these species. Therefore potential impacts to special status plants are considered less than significant.

Special Status Wildlife:

Several special-status wildlife species are known to occur or potentially occur within the jurisdictional area of the General Plan EIR, which includes the project site. The site contains potential habitat for several special-status invertebrates, amphibians, and bird species listed by the California Department of Fish and Game. Although none of the special status wildlife species were observed onsite, the loss of vegetation could destroy unobserved nesting habitat for birds. Therefore, pre-construction surveys should be conducted to confirm the absence of special status wildlife. With mitigation measure BIO#3 the impact to these species is considered less than significant.

BIOLOGICAL RESOURCES MITIGATION MEASURES

The following mitigation measures will reduce the special-status wildlife impacts to a less than significant level:

MITIGATION MEASURE BIO#3: A qualified biologist shall perform pre-construction surveys for nesting birds and raptors at least 30 days in advance of construction if construction is planned during January to July. If the survey does not identify any special-status birds or raptors species, no further mitigation is required. If nesting is found to be occurring, avoid disturbance of the nest site with a suitable buffer zone. The on-site biologist shall consult with the California Department of Fish & Game to determine the size of the no-disturbance buffer (typically between 150 to 200 feet). Additionally, if Swainson's hawk are found to be using the site in any capacity, off-site mitigation would be required at a ratio deemed suitable by the CDFG.

Native Oak Trees:

There are no native oak trees onsite and the project will not conflict with the City’s Tree Preservation Ordinance, therefore impacts to native oaks are considered less than significant.

5. Cultural Resources

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historic resource as defined in Section 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?			X	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	

Discussion of Checklist Answers:

A cultural resources survey report was prepared for the project by ECORP, dated August 2009. The report concluded that no cultural resources are known to exist on the project site. While it is anticipated that there will be no impacts to cultural resources, the project will be conditioned to adhere to the General Plan EIR mitigation measures that require, in the event of a discovery of buried archeological or historic deposits, project activity in the vicinity to be halted until a qualified archeologist can assess the resources and provide management. Impacts to potential cultural resources are therefore considered to be less than significant.

6. Geology and Soils

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure,			X	

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
including liquefaction?				
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located in a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

Discussion of Checklist Answers:

a. The project may expose people or structures to potential substantial adverse effects involving seismic shaking, ground failure or landslides.

i-iii) The project site is located in Roseville which is in Placer County. The California Department of Mines and Geology classifies the South Placer area as a low severity earthquake zone. No active faults are known to exist within the County. The project site is considered to have low seismic risk with respect to faulting, ground shaking, seismically related ground failure and liquefaction. The risk associated with rupture of a known earthquake fault or seismic related ground failure to new structures is low and therefore the impact is less than significant.

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

b. Grading activities will result in the disruption, displacement, compaction and over covering of soils associated with site preparation (grading and trenching for utilities). Grading activities for the project will be limited to the project site.

Grading activities require a grading permit from the Engineering Division of the Public Works Department. The grading permit will be reviewed for compliance with the City's Improvement Standards, including the provision of proper drainage, appropriate dust control and erosion control measures. Grading and erosion control measures will be incorporated into the required grading plans.

c-d. The project site is not located in a sensitive geologic area and does not expose people to potential geologic impacts. Additionally, the Roseville General Plan finds such impacts to be less than significant since new buildings and structures are required to comply with all applicable building codes. A soil report is required with the submittal of the improvement plans. The City of Roseville Building Department will review construction plans before a building permit is issued and the Engineering Division will review and approve

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

- e. A General Plan Policy requires that new development connect to the City’s sanity sewer system. The City’s Environmental Utilities Department has reviewed the project and determined that City’s sanity sewer system can accommodate the project. No septic tanks will be permitted as part of the project. Therefore, no impact to soils relative to supporting use of septic tanks would occur.

Impacts to the geology and soils on site are considered to be less than significant.

7. Hazards and Hazardous Materials

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death				X

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				

Discussion of Checklist Answers:

The California Health and Safety Code and local City Ordinances regulate the handling, storage, and transportation of hazardous and toxic materials. The California Health and Safety Codes require a Risk Management and Prevention Program (RMPP) for those uses that handle specified quantities of toxic and/or hazardous materials. Also, businesses that handle toxic or hazardous materials are required to complete a Hazardous Materials Management Program (HMMP). Furthermore, all business owners must file a site-specific business plan with the City Fire Department before a new building is occupied. All plans would need to specify what materials would be used or stored on-site and what to do in the event of an accident and which transportation routes would be used. The property has a Light Industrial zoning so there is the potential for future users to have hazardous materials on-site. It is however not known at this time if any hazardous materials will be used or stored on-site. Any potential impacts as a result of the use or storage of hazardous materials are reduced to less than significant levels with implementation of the HMMP and business plan requirements.

During construction activities, there is the possibility that potentially hazardous materials might be stored or used at the project site. The developer (during construction) is required to comply with all California Health and Safety Codes and local City Ordinances regulating the handling, storage and transportation of hazardous and toxic materials. The California Health and Safety Codes require a Risk Management and Prevention Program (RMPP) for those uses that handle specified quantities of toxic and/or hazardous materials.

The project is not located within an airport land use plan area, no airports are located within two miles of the project site, and the project site is not located within the vicinity of a private airstrip. No impact would occur.

This project is located within an area currently receiving City emergency services. Fire Station 8 is located less than 0.3 miles from the property and would be able to serve the site within the City's standard response time. The project will not increase the demand for emergency services beyond that identified in the General Plan EIR, and therefore will have a less than significant impact to the City's Emergency Response or Management Plans.

8. Hydrology and Water Quality

Would the project:

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

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

Discussion of Checklist Answers:

Development of the site will not result in any significant water-related impacts. Construction of the proposed project and over covering of the site with paving will have a minor effect on the absorption rate of water on-site; however, the project will include a drainage system designed in accordance with the City’s improvement standards which will adequately handle on-site drainage associated with the development of the property. Prior to the approval of the Improvement Plans, the developer shall prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City, as defined by the Regional Water Quality Control Board, to ensure that the project will not result in the release of materials that will affect water quality.

A grading permit, with associated mitigation measures for dust control, will be required before construction starts. There may be minor amounts of wind and/or water erosion associated with construction of the facility. Standard erosion control measures will be required during construction. Additionally, measures to protect water quality will be taken as determined by the Soil Management Plan and Health and Safety Plan required by DTSC prior to any grading or construction on site.

No groundwater withdrawal is proposed. The proposed project will have no effect on groundwater supplies. Seiches and tsunamis are seismically induced large waves of water. Because there are no large bodies of water nearby, the threat of seiche and tsunami is non-existent. Similarly, mudflows are not a concern in Placer County.

Therefore, based on the soil types found in Placer County, the proposed project would have no impact relative to inundation by seiche, tsunami or mudflow.

Based on the information provided above, impacts regarding hydrology and water quality are considered less than significant.

9. Land Use and Planning

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Discussion of Checklist Answers:

The General Plan land use designation is General Industrial (IND); the zone district designation is General Industrial (M2). The development will include 13 light industrial buildings, two (2) office buildings, and two retail/commercial buildings totaling 575,505 square feet, and associated landscaping and parking which is consistent with the existing zoning designation. There are no Habitat Conservation Plans or Natural Community Conservation Plans covering the project site. The land use and planning impacts that would occur in association with the proposed project are consistent with the General Plan EIR, WRSP EIR and CIP EIR and are less than significant.

10. Mineral Resources

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Discussion of Checklist Answers:

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

11. Noise

Would the project result in:

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

Discussion of Checklist Answers:

Short term impacts such as construction activities could expose nearby tenants/landowners to increased noise levels. These impacts would be temporary and are considered less than significant since noise levels and construction hours are limited by the City’s Municipal Code to daytime hours (7:00 a.m. to 7:00 p.m., Monday through Friday, and 8:00a.m. to 8:00 p.m., Saturday, Sunday and holidays).

Buildout in the area will result in an increase in the ambient (background) noise level in the project area. In particular, point source noise from vehicular traffic is anticipated to raise the ambient noise level in the area. However, the anticipated level of traffic is within the limits anticipated by the General Plan EIR and CIP EIR for build out of the site. Future uses on-site will be required to maintain noise levels in accordance with the City’s Noise Ordinance. As a result, the long term impacts related to noise generation are considered less than significant.

12. Population and Housing

Would the project:

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

Discussion of Checklist Answers:

The proposal is not a housing-related project, does not induce growth beyond that anticipated in the General Plan EIR and does not displace any existing housing. Therefore, the project will have a less than significant impact on population or housing.

13. Public Services

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

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?			X	
d) Other public facilities?			X	

Discussion of Checklist Answers:

The General Plan EIR identifies and adopts mitigation for impacts to public services, including police and fire protection, wastewater services, and solid waste disposal. The proposed project will not increase the need for public services and utilities beyond that identified in the General Plan EIR. As a result, no further environmental review is necessary.

14. Recreation

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Discussion of Checklist Answers:

The proposed project will not generate new jobs that could increase park usage in the area of the project. However adequate facilities are located within the plan area and the project does not require and additional facilities. Therefore, the project will not impact the existing and planned park facilities.

15. Transportation/Traffic

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads and highways?			X	
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?				X

d) Substantially increase hazards due to design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.			X	

Discussion of Checklist Answers:

The project site was anticipated for development and transportation/traffic impacts were analyzed in General Plan EIR and 2020 CIP EIR. The 2020 CIP EIR was prepared for the Transportation System Capital Improvements Program Update that reflected changing conditions and ensured an adequate transportation system was in place.

A long-term traffic analysis has been prepared for the project by DKS Associates (dated July 27, 2007) and analyzed the project’s potential level of service impacts at the City’s existing intersections. The results of the study did not identify any significant impacts to the City’s CIP intersections. The traffic analysis was reviewed by the City’s Public Works Department, Engineering Division, and found to be adequate to support the findings.

A short-term traffic analysis was prepared for the project by Fehr & Pers Transportation Associates (dated August 5, 2008). The short-term analysis looked at transportation impacts as a result of the trip generation created by the project and evaluated turning movements and site and circulation improvements. The analysis also evaluated the improvements to the City’s existing roadways and circulation system that are proposed as part of the project as well as the City proposed improvements adjacent to the project site. Improvements include; 1) the removal of the Blue Oaks Bl. to Industrial Ave. jughandle, 2) the installation of two new roadways to connect Blue Oaks Bl to Industrial Ave. and Washington Bl, 3) left-turn access into the project site from the westbound Hwy 65 fly-over, 4) construction of third eastbound travel lane/right-turn lane on Blue Oaks Bl., 5) construction of a left turn lane on Blue Oak Bl. into the project site, 6) reconfiguration of Washington Bl. to allow deceleration lanes into the project site, 7) deceleration lanes into the project on Industrial Ave., 8) the addition of a traffic signal at the intersection of “Road A” and Washington Bl., 9) continuation of bicycle lanes on Blue Oaks and Washington Bl’s., 10) installation of sidewalks along all roadways within and fronting the project site, and 11) the addition of bus shelters within the project. The analysis was reviewed by the City’s Public Works Department, Engineering Division, taking into account the City of Roseville level of service policies and improvement standards. The analysis determined, and the Engineering Division concurred, that the existing traffic levels of service do not meet City level of service standards and, the proposed project plus development of the adjacent Parcel 49 project, would exasperate traffic conditions. However, with the proposed improvements, the project would restore traffic operations to better than “no project” levels. The project drive aisle depths and internal circulation were also found to be adequate for the project and do not present a know traffic hazard.

The left-hand turn lane at the intersection of the HWY 65 fly-over and the jughandle currently presents a vehicular safety issue. The roadway improvements proposed with the project will improve vehicular safety. Circulation in the area will improve with the project and emergency access will not be negatively impacted.

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

The project will have a less than significant impact on traffic and transportation.

16. Utilities and Service Systems

Would the project:

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

Discussion of Checklist Answers:

Water and sewer services will be provided by the City of Roseville. The developer will be responsible for extending new lines onto the site in order to serve the project. Storm water will be collected on-site and transferred via pipe into an off-site storm drain system. Solid waste will be collected by the City of Roseville's Refuse Department. The City of Roseville will provide electric service to the site, while natural gas will be provided by PG&E. Comcast will provide cable. Adequate services are available to the project, therefore, impacts to utilities are considered to be less than significant.

17. Greenhouse Gas Emissions

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Background

Global climate change is a change in the average weather of the earth, which can be measured by wind patterns, storms, precipitation, and temperature. It is exacerbated by greenhouse gases, which trap heat in the atmosphere (thus the “greenhouse” effect). Greenhouse gases include carbon dioxide, methane, and nitrous oxide, and are emitted by natural processes and human activities. The accumulation of greenhouse gases in the atmosphere regulates the earth’s temperature, and is natural and desirable, as without it the Earth’s surface would be about 61 degrees cooler.²

Scientific evidence suggests that emissions from human activities, such as electricity production and vehicle emissions, have elevated the concentration of these gases in the atmosphere, and are increasing the rate and magnitude of climate change to a degree that could present hazardous conditions. Potential adverse effects of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels, changes to ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.³

The potential for climate change impacts at specific locations remains uncertain, and to assign specific impacts to the project site would be speculative. Some conclusions can be drawn about the potential in general for the project area to be subject to increased likelihood of flooding, drought, and susceptibility to the increased potential for infectious diseases as cited above. An individual project, even a very large project, does not in itself generate enough greenhouse gas emissions to significantly influence global climate change. Global climate change is a cumulative process. A project contributes to this potential impact through its cumulative incremental contribution combined with the emissions of all other sources of greenhouse gases.

Legislation

In 2006, the State Legislature passed and the Governor signed AB 32, which acknowledged global climate change and charged the California Air Resources Board (CARB) with developing regulations to address global climate change. CARB is mandated to achieve feasible and cost-effective reductions in greenhouse gases by 2020, and to approve an implementation plan no later than January 1, 2009. On December 12, 2008, the CARB adopted a Scoping Plan that provides the outline for actions to reduce California’s greenhouse gas (GHG) emissions. CARB is currently working to implement the measures outlined in the plan.

There are currently no established thresholds for measuring the significance of a project’s cumulative contribution to global climate change. However, individual projects can contribute to greenhouse gas emission reductions by incorporating features that reduce vehicle emissions, and maximize energy-efficiency. The City has existing programs in place that reduce and minimize greenhouse gas emissions:

- City Adopted National Action Plan for Energy Efficiency (2006)
- Solar Electric (PV) Incentive Programs

² “Recommendations by the Association of Environmental Professionals on How to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents, Comment Draft”. March 5, 2007.

³ Division 25.5 California Global Warming Solutions Act of 2006, Part 1. General Provisions. Section 38501 (a).

- Joined California Climate Action Registry (2006)
- City adopted “Smart Choices for Roseville’s Future: Implementation Strategies to Achieve Blueprint Project Objectives (June 2005)
- City has installed solar electric generation (PV) on several City Facilities.
- City’s Civic Center and Roseville Electric buildings with clean, renewable power by purchasing 100% of their energy use from Green Roseville.
- 20% renewable power resources in Roseville Electric’s power portfolio.
- Shade Tree Program
- Roseville Electric goal to reduce energy requirements by 5% by 2012
- Alternatively Fueled City Vehicles
- Electric Vehicle Charging Stations
- City Traffic Signal Head Retrofit from traditional incandescent to LED
- City facilities retrofitted with a HVAC efficiency management program
- Asphalt Recycling
- Residential Energy Efficiency Programs
- Energy Efficiency Programs for Low Income Residents
- Commercial Energy Efficiency Programs
- Tree Mitigation Ordinance
- Parking Lot Shade Tree Ordinance
- Recycling Drop-Offs throughout City
- Summer Youth Bus Pass
- Bicycle Incentive Programs
- ITS (Intelligent Transportation System) for traffic management
- Alternatives to Paper at the Library

Since there are no thresholds of significance against which to measure the impacts of the project, the project has been evaluated qualitatively relative to its incremental contribution to the overall issue of global warming. The magnitude of global warming is such that the contributions of the proposed project itself are negligible. It is acknowledged that the project would include sources of greenhouse gas emissions; however, the project also includes mitigating features that are beneficial in terms of minimizing greenhouse gas emissions. The potential impacts to greenhouse gas emissions are therefore considered less than significant.

18. Mandatory Findings of Significance

Would the project:

Environmental Issue	Potentially Significant	Potentially Significant Unless Mitigated	Less Than Significant	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal		X		

Environmental Issue	Potentially Significant	Potentially Significant Unless Mitigated	Less Than Significant	No Impact
community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?				
b) Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Discussion of Checklist Answers:

Long term environmental goals are not impacted by the proposed project. The cumulative impacts do not deviate beyond what was contemplated by the 2020 General Plan EIR. With implementation of the proposed mitigation measures the project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of any wildlife species nor create adverse effects on human beings.

Attachments:

Attachment 1: Blue Oaks Commerce Center project plans

Attachment 2: Reference Documents



DRAFT TECHNICAL MEMORANDUM

Date: July 26, 2022
To: Jack Varozza, PE, City of Roseville
From: John Gard, PE, RSP¹, Fehr & Peers
Subject: ***Focused Access Evaluation for Blue Oaks Commerce Center***

RS22-4207

This memorandum presents the data collection, analysis, and recommendations of our focused access review of Blue Oaks Commerce Center (BOCC), which is situated south of Blue Oaks Boulevard and east of Industrial Avenue in the City of Roseville (refer to **Figure 1** for project location). Our review specifically focuses on two driveways planned on Industrial Avenue that would serve the project's industrial uses. The remainder of this memorandum is organized into the following sections:

- I. Existing Conditions
- II. Project Travel Characteristics
- III. Project Access Review
- IV. Recommendations

I. Existing Conditions

Roadway Network

The following roadways would provide direct vehicular access to the BOCC:

Industrial Avenue – is a two-lane north-south collector street that begins at Washington Boulevard and extends northerly through Roseville into unincorporated Placer County. Along the project frontage, it has a posted speed limit of 45 miles per hour (mph). The travel lanes are divided by either left-turn pockets or a paved median. Industrial Avenue parallels SR 65 between Roseville and Lincoln and is a time-competitive alternate route when SR 65 becomes congested.

Freedom Way – is a two-lane east-west street that begins at Industrial Avenue and terminates at Washington Boulevard. Along the project frontage, it has a posted speed limit of 40 mph and two undivided 16-foot wide travel lanes.

Fidelity Way – is a two-lane north-south street that begins at Blue Oaks Boulevard and terminates at Freedom Way. Along the project frontage, it has a posted speed limit of 30 mph and two undivided 16-foot wide travel lanes. Movements at the Blue Oaks Boulevard/Fidelity Way intersection are controlled by a traffic signal, though northbound left-turns are prohibited.

Industrial Avenue/Freedom Way Intersection

This T-intersection is controlled by a traffic signal. The southbound left-turn movement operates with a flashing yellow arrow, which requires motorists to yield to oncoming traffic (see **Image 1**). If southbound motorists are required to wait in the left-turn lane for an extended period of time (while waiting to find a gap in northbound traffic), the flashing yellow arrow changes into a solid green arrow, converting the southbound left-turn from a permitted to protected movement.



Image 1: Flashing yellow arrow for southbound left-turn lane on Industrial Avenue

Truck Routes

Within the City of Roseville, there are two types of truck routes: Surface Transportation Assistance Act (STAA) routes and local routes. STAA routes allow large trucks to operate on the interstate freeway system and certain primary routes. These trucks, referred to as STAA trucks, are longer than California legal trucks. On surface streets, STAA routes are designated either as Terminal or Service Access routes. Terminal routes are approved by the agency with jurisdiction over the roadway to enable the truck to reach its ultimate destination. Service Access routes allow STAA trucks to exit the interstate onto a local road, for one mile only, for food, fuel, lodging, or repair.

According to the City of Roseville website¹, STAA Terminal routes exist on Industrial Avenue along its entire length within the City. An STAA Terminal route also exists on the entirety of Fidelity Way. A

¹ [11X17 \(civiclive.com\)](http://11X17.civiclive.com)

California legal truck route exists on the entirety of Freedom Way. Thus, a variety of established truck routes are located in the immediate proximity of the project site. Based on June 2022 traffic counts (described in detail below), trucks constitute about 8% of AM peak hour traffic and 3% of PM peak hour traffic at this intersection.

Traffic Volumes

Traffic volumes on Industrial Avenue and Freedom Way were collected from the City's ITS traffic count database for Tuesday – Thursday, May 10-12, 2022. Schools were in session at the time of the counts. The average daily traffic across the three weekdays was 11,200 vehicles on Industrial Avenue north of Freedom Way and 8,100 vehicles south of Freedom Way. Freedom Way east of Industrial Avenue carried 4,800 daily vehicles.

Traffic volumes during the AM and PM peak periods at the Industrial Avenue/Freedom Way intersection were also obtained from the City's ITS traffic count database for the same three days in May 2022. The busiest hour of travel during the morning occurred from 7:45 to 8:45 AM. The busiest hour of travel during the evening occurred from 4 to 5 PM. **Figure 2** shows the existing AM and PM peak hour traffic volumes (averaged for the three days), lane configurations, and traffic control at this intersection.

The City's ITS count database does not provide data regarding vehicle queue lengths. Accordingly, Fehr & Peers retained NDS to conduct traffic volume and maximum queue length counts on several different weekdays in June and July 2022. The first count was conducted on Wednesday, June 29, 2022 and yielded an unexpectedly high southbound left-turn volume of 458 vehicles from 4-5 PM.² Because of this anomaly, a second set of observations was conducted from 4-5 PM on Thursday, July 7, 2022. One last observation was made on Monday, July 11, 2022. **Table 1** shows the results of these data collection efforts.

² The City's ITS count database was queried and showed a near identical southbound left-turn volume as the traffic count, indicating the observation was not erroneous. The ITS count database showed that mid-week volumes tend to be in range of 180 to 240 vehicles per hour. The anomaly on this particular day could have been caused by any number of atypical conditions such as severe SR 65 congestion resulting in diverted traffic to Industrial Avenue, construction activity, special events, or other effects.

TABLE 1 TRAFFIC VOLUMES AND MAXIMUM QUEUES AT INDUSTRIAL AVENUE/FREEDOM WAY			
15-Minute Time Period Starting at:	Southbound Left-Turn		Northbound Through/Right Volume
	Volume	Maximum Queue	
<i>Wednesday, June 29, 2022¹</i>			
7:00 AM	13	1	43
7:15 AM	9	1	58
7:30 AM	12	1	72
7:45 AM	14	1	88
8:00 AM	23	2	67
8:15 AM	10	1	61
8:30 AM	29	2	59
8:45 AM	30	1	58
4:00 PM	132	4	49
4:15 PM	125	4	57
4:30 PM	134	5	58
4:45 PM	67	4	62
5:00 PM	76	5	46
5:15 PM	40	2	88
5:30 PM	54	1	50
5:45 PM	21	2	39
<i>Thursday, July 7, 2022²</i>			
4:00 PM	38	5	71
4:15 PM	43	4	59
4:30 PM	41	9	89
4:45 PM	57	10	74
<i>Monday, July 11, 2022³</i>			
4:45 PM	42	5	63
Notes:			
¹ Traffic and queuing observations conducted by NDS.			
² Traffic volumes from City's ITS count database. Queuing observations conducted by NDS.			
³ Traffic volumes from City's ITS count database. Queuing observations conducted by Fehr & Peers.			
Source: Fehr & Peers, 2022.			

On Wednesday, June 29, 2022, a maximum queue of five vehicles was observed during the PM peak hour. One incidence of this queue is shown in **Image 2** based on the camera placed at the intersection by NDS. During the observation period on Monday, July 11, 2022, a maximum queue of five vehicles was also observed as shown in **Image 3**.



Image 2: Maximum queue of 5 vehicles in southbound left-turn lane during PM peak hour on Wednesday, June 29, 2022



Image 3: Maximum queue of 5 vehicles in southbound left-turn lane during PM peak hour on Monday, July 11, 2022 (note that the protected green arrow had been activated)

Neither video nor photography were available for the count on Thursday, July 7, 2022. NDS staff confirmed the accuracy of this data with the technician who performed the observations.

It is apparent from field observations, review of video collected on June 29, 2022, and the observed maximum queues themselves that many factors (beyond simply the left-turn volume) affect the number of vehicles queued in the southbound left-turn lane. Following is a list of those factors:

1. Level of northbound through/right traffic – these vehicles have the right-of-way and prevent southbound left-turns from occurring.
2. Random versus platooned arrivals on southbound Industrial Avenue – in some instances, vehicles arrived in large platoons (caused by a slow traveling lead vehicle). This quickly filled up the left-turn lane.
3. Driver uncertainty – some motorists appeared unfamiliar with the flashing yellow indication, waiting in the turn lane despite no approaching northbound traffic.

In summary, with respect to vehicle queues in the southbound left-turn lane, maximum queues of 5 vehicles during the PM peak hour are typical, though longer queues can develop under certain conditions (as was evidenced on July 7th). Additionally, since Industrial Avenue and Freedom Way are truck routes, trucks comprise a portion of the left-turn demand. As shown in Image 2, the maximum queue on June 29th included a truck, thereby resulting in a queue that was about 175 feet long.³

Collision History

City of Roseville staff provided data from its collision database for the segment of Industrial Avenue between the Blue Oaks Boulevard overcrossing and Galilee Road for the four-year period from June 2018 to June 2022. **Table 2** shows the results. Note that the southbound left-turn flashing yellow arrow had been installed prior to 2018.

This table shows 9 total collisions at the Industrial Avenue/Freedom Way intersection over the four-year period. Injuries were reported for 7 of the 9 collisions, but no fatalities occurred. The majority (6 of 9) were multi-vehicle broadside collisions involving southbound left-turn and northbound through motorists. No collisions involved bicyclists or pedestrians. Additionally, no collisions were reported along Industrial Avenue immediately north or south of the intersection.

³ Note that the 5th vehicle in the queue was positioned north of the terminus of the northbound Class II bike lane. The rear bumper of that vehicle was positioned about 180 feet north of the southbound left-turn stop bar, meaning that queued vehicles occupied an average of 36 feet of turn lane space. This is due to the truck that was present and the nature of the permissive left-turn, which tends to result in more of a “rolling queue” versus a stationary queue.

TABLE 2: COLLISION HISTORY IN PROJECT VICINITY							
Date	Location	Collision Type	Primary Collision Factor Violation	Multi-Vehicle Collision?	Injury Collision?	Fatal Collision?	Bicycle or Pedestrian Involved?
8/27/2018	Industrial Ave/ Freedom Way	Rear-End	Unsafe Speed	Yes	No	No	No
12/11/2018	Industrial Ave/ Freedom Way	Broadside	Other Hazardous Movement	Yes ¹	No	No	No
1/10/2019	Industrial Ave/ Freedom Way	Broadside	Improper Turning	Yes	Yes	No	No
1/11/2019	Industrial Ave/ Freedom Way	Head-On	Auto R/W Violation	Yes ¹	Yes	No	No
1/28/2019	Industrial Ave/ Freedom Way	Head-On	Auto R/W Violation	Yes ¹	Yes	No	No
5/18/2019	Industrial Ave/ Freedom Way	Broadside	Auto R/W Violation	Yes ¹	Yes	No	No
8/1/2020	Industrial Ave/ Freedom Way	Hit Object	Improper Turning	No	Yes	No	No
10/13/2020	Industrial Ave/ Freedom Way	Broadside	Auto R/W Violation	Yes ¹	Yes	No	No
2/10/2021	Industrial Ave/ Freedom Way	Broadside	Auto R/W Violation	Yes ¹	Yes	No	No

Notes:

1. Involved a collision between a southbound left-turning vehicle and northbound through vehicle.

Source: City of Roseville collision database, June 2018 – June 2022.

II. Project Travel Characteristics

Project Land Uses and Access

The portion of the BOCC under study is shown on **Figure 3**. As shown, this portion of BOCC is situated east of Industrial Avenue on both sides of Freedom Way. According to the site plan (source: *Blue Oaks Commerce Center*, VLMK Engineering+Design, March 2022), the following land uses are planned on each parcel:

- North Parcel – two industrial buildings with a total of 119,000 square feet of floor space.
- South Parcel – two industrial buildings with a total of 189,280 square feet of floor space.

In total, the two parcels would comprise 308,280 square feet of industrial space.

A total of 7 driveways would serve the two parcels. Driveways 1 and 2 would be situated along Industrial Avenue, driveways 3 through 6 would be situated on Freedom Way (directly opposite each other), and driveway 7 would be situated on Fidelity Way. *This study analyzes what turning movements should be allowed at Driveways 1 and 2. For analysis purposes, both driveways are assumed to permit all turning movements so as to understand travel demands, queuing, etc. under this condition.*

Driveways 1 and 2 are described in more detail below:

- Driveway 1 on Industrial Avenue – has already been constructed with curb returns and driveway apron in place. It is situated 215 feet north of Freedom Way.⁴ The driveway would be 40 feet wide, consist of a 100-foot throat depth, and have curb return radii of 20 feet. A northbound 120-foot right-turn deceleration lane is present. The southbound left-turn at the Industrial Avenue/Freedom Way intersection is 260 feet in length and extends beyond this driveway.
- Driveway 2 on Industrial Avenue – has already been constructed with curb returns and driveway apron in place. It is situated 275 feet south of Freedom Way and 340 feet north of the driveway serving 8880 Industrial Avenue.⁵ The driveway would be 40 feet wide, consist of a 100-foot throat depth, and have curb return radii of 20 feet. The driveway is situated along a section of Industrial Avenue that has a continuous 650-foot northbound acceleration/deceleration lane that becomes a right-turn lane at Freedom Way. The median of Industrial Avenue is paved with a width of 12 feet in the driveway vicinity.

The following page shows photos of each driveway.

⁴ Referenced from the near curb return of the adjacent intersection to the centerline of the driveway.

⁵ Referenced from the centerline of each driveway.



Image 4: View looking southbound on Industrial Avenue at Driveway 1 entrance



Image 5: View looking northbound on Industrial Avenue toward Driveway 2

Trip Generation

The “Industrial Park” (Land Use Code 130) category from the *Trip Generation Manual, 11th Edition* (ITE 2021) was chosen to estimate the project’s trip generation and is defined as follows:

An industrial park contains several individual industrial or related facilities. It is characterized by a mix of manufacturing, service, and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities. Some parks in the database have a large number of small businesses and others have one or two dominant industries.

Table 3 shows the project’s estimated weekday AM and PM peak hour trip generation. As shown, the North and South parcels would generate a combined 104 trips during each of the AM and PM peak hours. Trips during these two periods would be highly directional, with about 80% being inbound in the AM peak hour and outbound during the PM peak hour.

TABLE 3 PROJECT TRIP GENERATION										
Land Use	ITE Code	Quantity	AM Peak Hour of Adjacent Street				PM Peak Hour of Adjacent Street			
			Trip Rate ¹	Vehicle Trips			Trip Rate ¹	Vehicle Trips		
				In	Out	Total		In	Out	Total
Industrial Park (North Parcel)	130	119 KSF	0.34	32	8	40	0.34	8	32	40
Industrial Park (South Parcel)	130	189.28 KSF	0.34	52	12	64	0.34	14	50	64
Total			-	84	20	104	-	22	82	104
Notes:										
¹ Trip rates from the <i>Trip Generation Manual, 11th Edition</i> (Institute of Transportation Engineers, 2021). Source: Fehr & Peers, 2022.										

Data from the *Trip Generation Manual* also provides insights into the relative amount of passenger vehicle versus truck traffic at industrial parks. ITE data includes truck trip rate data and total trip rate data for three specific sites. Key findings from this data were:

- During the AM peak hour, trucks ranged from 11 to 13 percent of total trips at the three sites, for an average of 12 percent trucks.
- During the PM peak hour, trucks ranged from 4 to 12 percent of total trips at the three sites, for an average of 8 percent trucks.

This suggests that about 10 trucks are expected to enter/exit the two parcels during each peak hour.

Trip Distribution

Table 4 displays the project’s estimated trip distribution. As shown, separate distribution percentages were derived for passenger vehicles (i.e., primarily employee trips) versus trucks. Whereas passenger vehicles are expected to be generally oriented in proportion to the location of residences, truck trip distribution is more aligned with truck routes and key destinations.

As shown, an estimated 15% of project trips would be distributed to/from the north on Industrial Avenue. Industrial Avenue is expected to be utilized by 20% of outbound project trips to travel westbound on Blue Oaks Boulevard (via Alantown Drive) toward Foothills Boulevard.

TABLE 4 PROPOSED PROJECT TRIP DISTRIBUTION			
Trip Distribution	Passenger Vehicles	Trucks	Weighted ¹
Blue Oaks Blvd toward SR 65 (East)	50%	60%	51%
Blue Oaks Blvd toward Foothills Blvd (West)	20%	15%	20%
Industrial Avenue toward Sunset Blvd (North)	15%	15%	15%
Industrial Avenue toward Washington Blvd (South)	5%	5%	5%
Freedom Way toward Washington Blvd (South)	10%	5%	10%
Total			101% ²
Notes:			
¹ Weighting is 90% passenger vehicles and 10% trucks (see previous page).			
² Sum exceeds 100% due to rounding.			
Source: Fehr & Peers, 2022.			

Trip Assignment

It is unlikely that project trips distributed to/from the east (i.e., on SR 65 or Washington Boulevard) would use project driveways situated on Industrial Avenue given the proximity and convenience of other more easterly driveways.

Conversely, it is also possible that some trips destined for Industrial Avenue will choose to use driveways on Fidelity Way or Freedom Way, which carry considerably less traffic compared to Industrial Avenue. The traffic assignments that follow consider these behaviors.

Figure 4 shows the existing plus project volumes at the Industrial Avenue/Freedom Way intersection and Driveways 1 and 2 on Industrial Avenue. As shown, Driveways 1 and 2 would each carry 15 or fewer vehicles per hour. The project would cause very modest changes in traffic volumes at the Industrial Avenue/Freedom Way intersection.

III. Project Access Review

The project access review focuses on the following project driveway aspects:

1. Sight distance analysis for southbound left-turn at Driveway 1
2. Maximum queue lengths at Driveways 1 and 2
3. Conflict points in southbound left-turn lane on Industrial Avenue at Driveway 1

Sight Distance Analysis for Southbound Left-Turn at Driveway 1

Motorists desiring to turn left into Driveway 1 could encounter sight distance limitations due to southbound queued vehicles in the Industrial Avenue/Freedom Way southbound left-turn lane. Since Industrial Avenue is posted with a 45 mph speed limit, a design speed of 50 mph was selected for the analysis. **Figure 5** shows that under conditions present in Image 5 (i.e., queue of 5 vehicles including one truck), a southbound left-turning vehicle at Driveway 1 would have 375 feet of available sight distance. This is less than the 440 feet required (refer to Figure 5 for calculation details). Thus, insufficient sight distance would be provided for the southbound left-turn into Driveway 1.

Maximum Queue Lengths at Driveways 1 and 2

The modest volumes (15 vehicles per hour or less) turning into and out of Driveways 1 and 2 suggest that maximum queues would typically be one or two vehicles. Both driveways would have throat depths of 100 feet, which is sufficient for either four passenger vehicles, or one truck and one passenger vehicle.

It is possible to stripe a 175-foot southbound left-turn lane in the Industrial Avenue median serving Driveway 2. This would provide adequate stacking for vehicles turning into this driveway.

Conflict Points in Southbound Left-Turn at Driveway 1

Field observations revealed many motorists on southbound Industrial Avenue enter the Freedom Way left-turn at its beginning (versus merging into the lane 100 feet further south for instance). This behavior is especially common among motorists who are following a slower lead vehicle. If southbound left-turns were permitted at Driveway 1 within this turn lane, continuing southbound motorists would encounter vehicles stopped in the turn lane, waiting to turn into Driveway 1. This would introduce a clear and obvious conflict area, which could lead to an increase in rear-end collisions.

Additionally, since queued left-turning vehicles already spill back to Driveway 1, it would not be possible to stripe separate left-turn lanes serving both Driveway 1 and Freedom Way.

IV. Recommendations

Based on the data and analyses presented in this memorandum, the following recommendations are offered at each driveway:

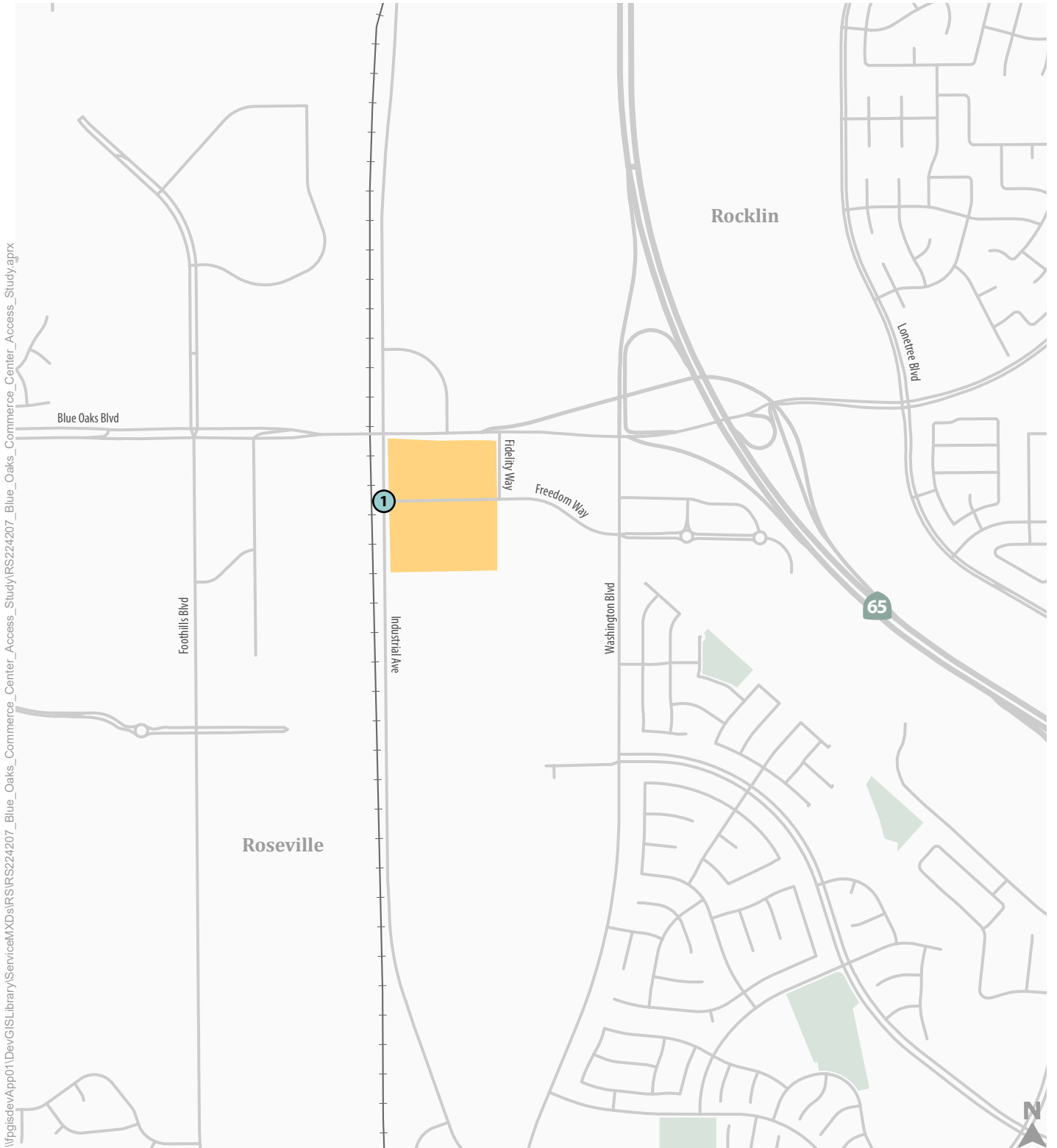
Driveway 1

1. Restrict inbound and outbound movements to right-turns only by constructing a narrow, raised curb on the east edge of the median/left-turn lane. The raised curb would begin 100 feet north of the driveway centerline and end 75 feet south of the driveway centerline.⁶
2. Post a One Way Only sign within the raised curb visible to vehicles exiting Driveway 1.
3. Post a No U-Turn sign at the north end of the raised curb or in the adjacent median.

Driveway 2

1. Stripe a 175-foot southbound left-turn lane within the paved median to serve this driveway.
2. Permit all turning movements.

⁶ A raised curb could be constructed similar to what exists on portions of Hazel Avenue (STAA route) north of Oak Avenue in Sacramento County. The recommended extents of the raised curb consider the minimum distance required to deter direct left-turns, while also not extending the raised curb an excessive distance.



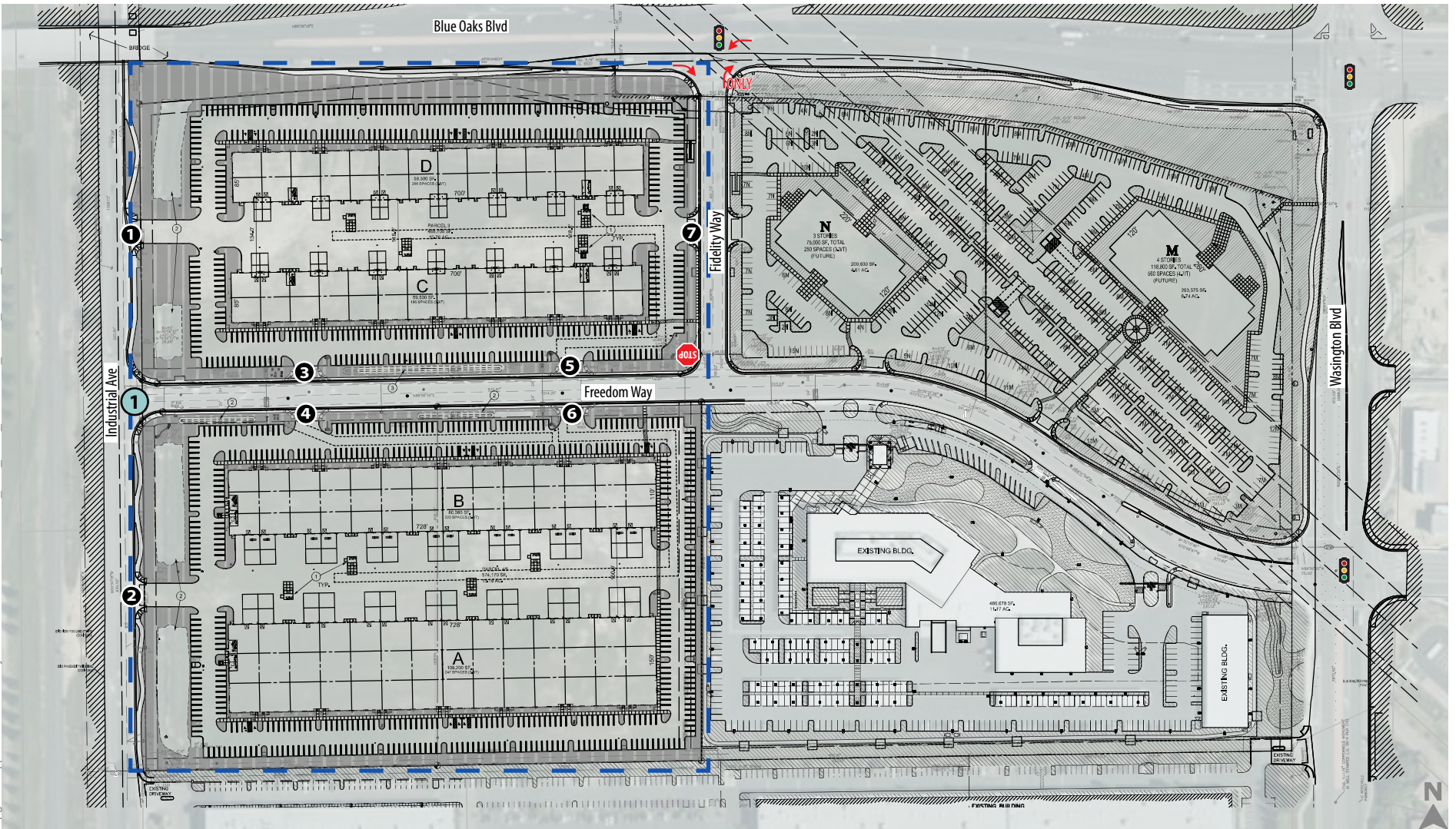
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- 1 Study Intersection
- Portion of BOCC Currently Under Study

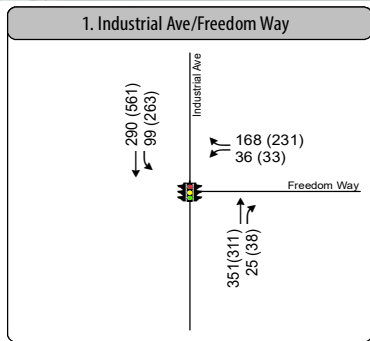
Figure 1

Project Location





- 1** Project Driveway
- Portion of BOCC Currently Under Study
- Stop Sign
- Traffic Signal

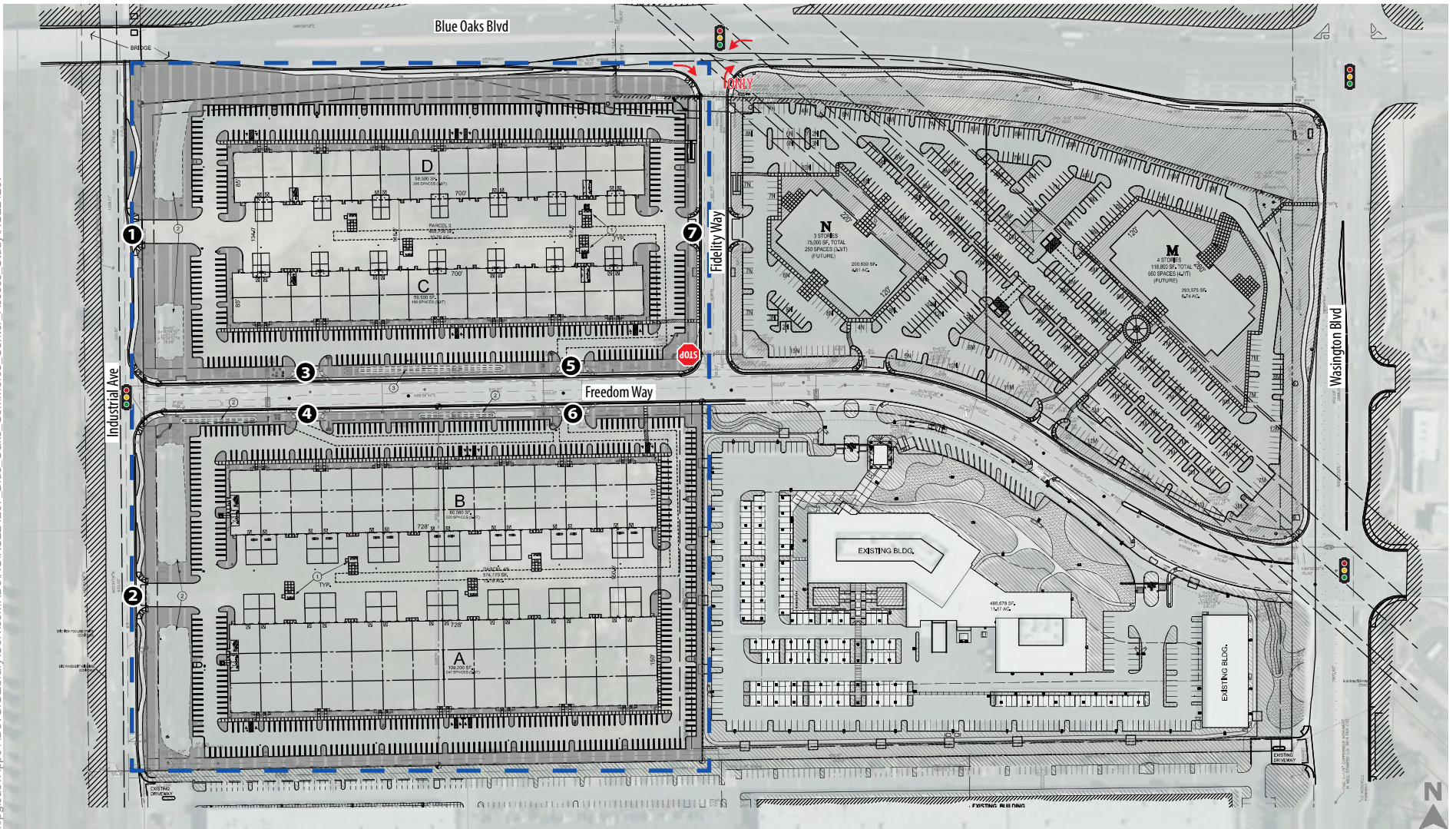


- 1** Study Intersection
- Turn Lane
- AM (PM)** Peak Hour Traffic Volume
- Traffic Signal

Figure 2

Peak Hour Traffic Volumes and Lane Configurations - Existing Conditions





- ① Project Driveway
- ▭ Portion of BOCC Currently Under Study
- STOP Stop Sign
- 🚦 Traffic Signal



Figure 3

Project Site Plan

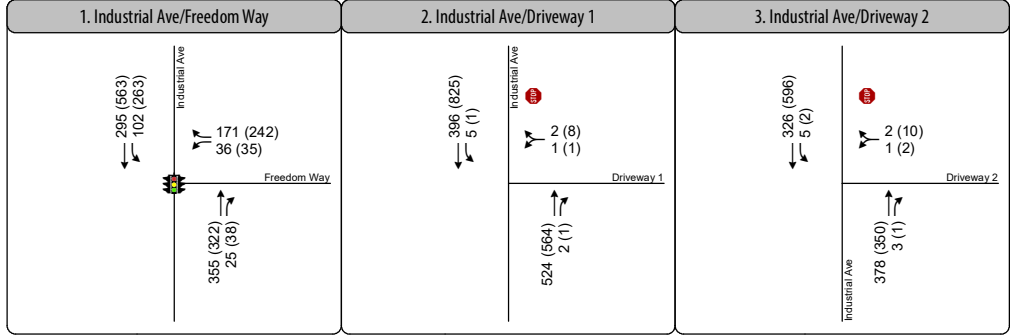
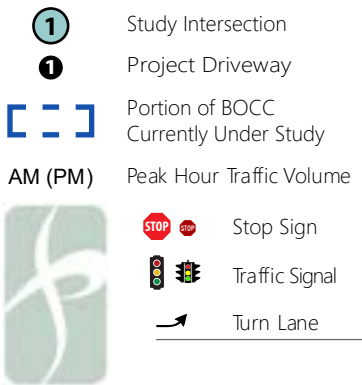
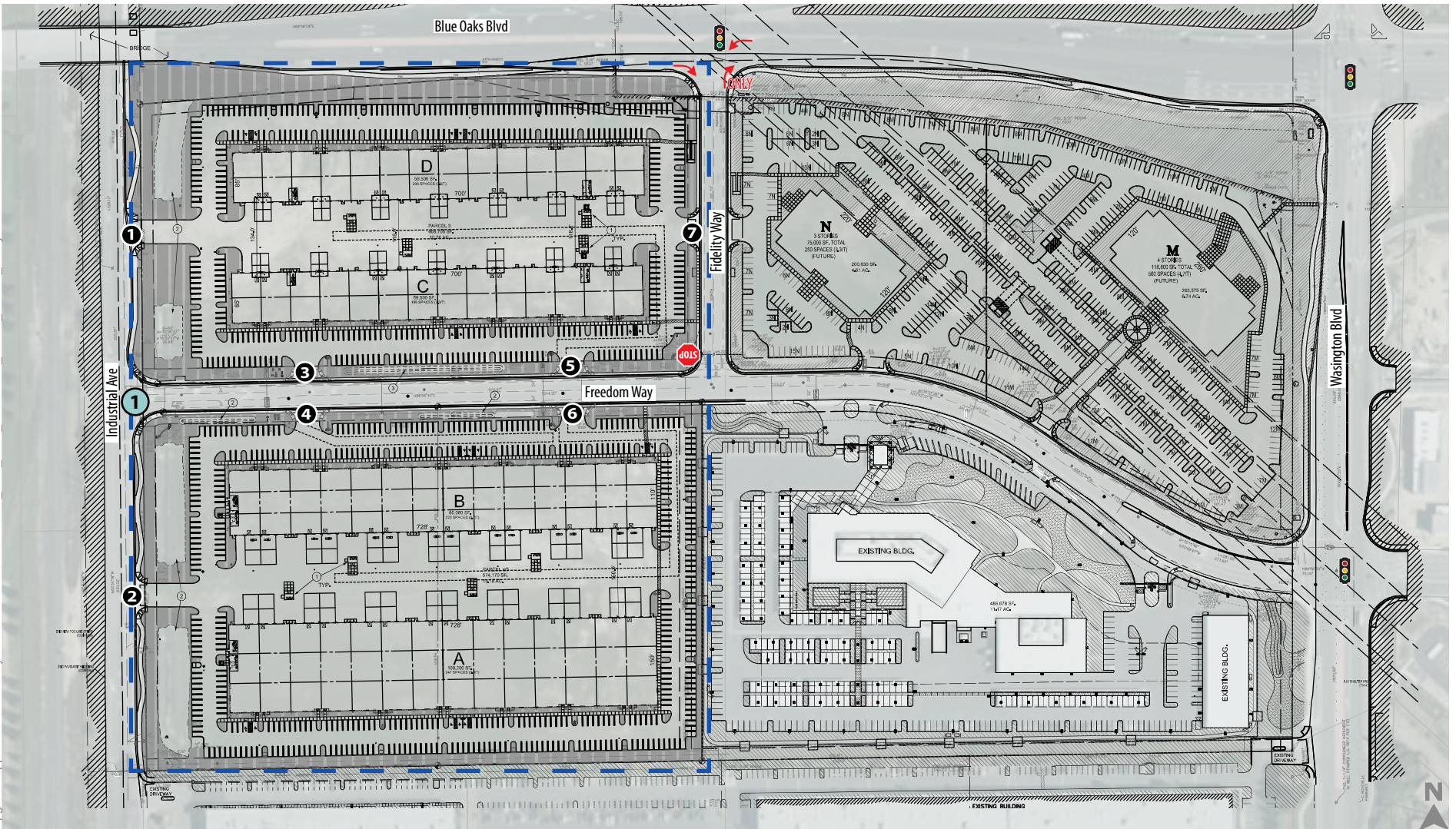
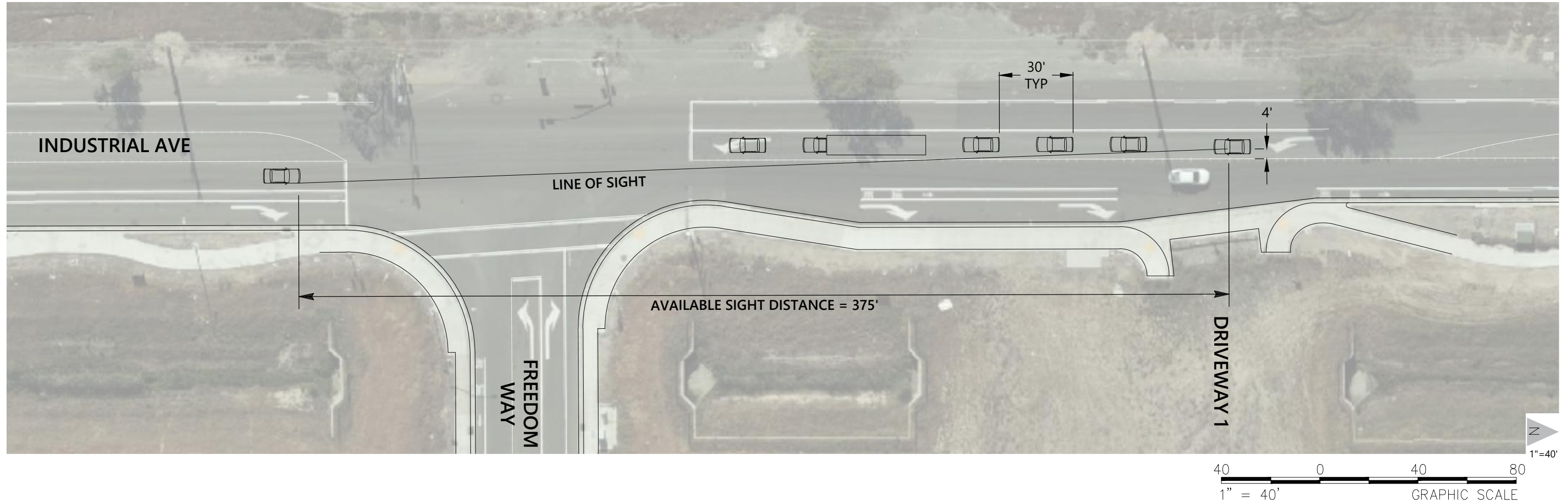


Figure 4
Peak Hour Traffic Volumes and Lane Configurations - Existing Plus Project Conditions



DESIGN SPEED

INDUSTRIAL AVENUE IS A COLLECTOR STREET WITH A POSTED SPEED LIMIT OF 45 MPH. DESIGN SPEED OF 50 MPH (5 MPH ABOVE SPEED LIMIT) ASSUMED FOR ANALYSIS.

LEFT TURN SIGHT DISTANCE

QUEUING OF VEHICLES SHOWN IS BASED ON POSITIONING AND VEHICLE TYPES OBSERVED IN THE FIELD (SEE IMAGE 2 OF TECHNICAL MEMORANDUM). NOTE THAT QUEUED VEHICLES ARE ASSUMED TO BE CENTERED IN LANE. LEFT-TURNING VEHICLE ASSUMED TO HAVE A 4-FOOT OFFSET FROM THE DRIVERS EYE TO THE LEFT STRIPE EDGE PER CITY OF ROSEVILLE DESIGN STANDARDS EXHIBIT 7-1.

REQUIRED LEFT TURN SIGHT DISTANCE = 440 FEET (CALCULATED PER 2018 AASHTO GEOMETRIC DESIGN OF HIGHWAYS AND STREETS CHAPTER 9.5.3.6 CASE F)



Figure 5
Left Turn Sight Distance at Driveway 1