
ADDENDUM TO SOUTH PLACER JUSTICE CENTER MITIGATED NEGATIVE DECLARATION (ADOPTED ON DECEMBER 11, 2003)

Project Title/File Number:	NIPA PCL 55 – Justice Center Medium Security/ Vocational Training and Mental Health Facilities Major Project Permit Stage 1 Modification and Major Project Permit Stage 2, File # PL22-0243
Project Location:	The project is located at 11751 Go For Broke Road, on the east side of Go For Broke Road, within the South Placer Justice Center Campus. The site is approximately 1,200 feet east of Industrial Avenue in the North Industrial Plan Area of the City of Roseville.
Project Description:	The proposed project consists of two (2) new buildings to the existing South Placer Justice Center (SPJC) for special in-custody populations. The Medium Security/ Vocational Training facility is approximately 32,879 square feet, and will include sleeping areas, offices, day rooms, staff areas, restrooms, and recreation facilities to cater to a medium security-level population. A total of 120 beds are proposed in this facility. In addition, this building will devote approximately 20-percent of the space to vocational training and education. The Medium Security/Vocational Training facility has an exterior sidewalk that connects it to the existing minimum security housing. The proposed Mental Health facility is approximately 11,563 square feet in size, and will be located to the rear of the main jail. The main jail and Mental Health facility will be connected by an internal corridor. A total of 45 beds are proposed for the Mental Health facility.
Project Applicant:	Ken Topper, Morton Pitalo
Property Owner:	Placer County
Lead Agency Contact:	Shelby Maples, Associate Planner, City of Roseville

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 mitigated 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 mitigated 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 is located at 11751 Go For Broke Road, on the east side of Go For Broke Road, within the South Placer Justice Center Campus. The site is approximately 1,200 feet east of Industrial Avenue in the North Industrial Plan Area of the City of Roseville.

Background

Location	Zoning	General Plan Land Use	Actual Use of Property
Site	General Industrial (M2)	General Industrial (IND) Industrial (6-acre property in County)	South Placer Justice Center, vacant
North	Placer County (Industrial Park)	Placer County (Industrial)	Industrial Complex
South	M2	IND	Hertz Equipment Rental
East	HWY 65	HWY 65	HWY 65
West	Placer County (Industrial Park)	Placer County (Industrial Park)	Placer County (Industrial Park)

Environmental Setting

The South Placer Justice Center is located at 10800 Industrial Avenue, which is north of Blue Oaks Boulevard and South of Sunset Boulevard, in the North Industrial Plan area of the City of Roseville. The property is situated at the northern extent of the City limits at the northern end of Industrial Boulevard. The north branch of the Pleasant Grove Creek defines the southern edge of the property. Industrial Boulevard and the Union Pacific Railroad border the site to the west, Highway 65 to the east, and an industrial park in Placer County to the north. The site had been previously graded in association with a previously approved project called Commerce Center 65, and the majority of the South Placer Justice Center has since been developed consistent with its approved plans. Aside from Pleasant Grove Creek, all wetlands on the property were permitted and filled in association with the Commerce Center 65 project. There are no native oak trees or other significant natural features in the area proposed for development.

The 19 acres of wetlands (Pleasant Grove Creek) have been preserved and were deeded to the City for perpetual maintenance following the completion of a five-year monitoring period. The Operations and Management Plan and deed restrictions for the preserve were approved by the Army Corps of Engineers in 2000.

Proposed Project

The proposed project consists of two (2) new buildings to the existing South Placer Justice Center (SPJC) for special in-custody populations. The Medium Security/ Vocational Training facility is approximately 32,879 square feet, and will include sleeping areas, offices, day rooms, staff areas, restrooms, and recreation facilities to cater to a medium security-level population. A total of 120 beds are proposed in this facility. In addition, this building will devote approximately 20-percent of the space to vocational training and education. The Medium Security/Vocational Training facility has an exterior sidewalk that connects it to the existing minimum security housing. The proposed Mental Health facility is approximately 11,563 square feet in size, and will be located to the rear of the main jail. The main jail and Mental Health facility will be connected by an internal corridor. A total of 45 beds are proposed for the Mental Health facility.

The project also will reconfigure and increase two existing parking areas to the south of the minimum security housing and proposed Medium Security/Vocational Training Building. The public parking area for visitors will be increased from ten parking spaces to 23 spaces to accommodate the proposed facility. The staff parking area will be reconfigured and increased from 118 parking spaces to 123 parking spaces.

Figure 1: Project Site



PURPOSE AND SCOPE OF ADDENDUM

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

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

As described above, the project site is within the existing South Placer Justice Center, which assumed an industrial-scale use and was evaluated in the prior South Placer Justice Center Mitigated Negative Declaration. The 2003 Mitigated Negative Declaration was considered by the City of Roseville's Planning Commission and City Council as part of the approval actions for the South Placer Justice Center project. The General Plan EIR and South Placer Justice Center Mitigated Negative Declaration are available for review during normal weekday business hours at the City of Roseville Development Services Department, 311 Vernon Street, Roseville, CA.

In accordance with the California Environmental Quality Act (CEQA), it was determined in the 1992 General Plan EIR that the 2010 General Plan had the potential to have a significant adverse impact on the environment, and the Final EIR (SCH #92072064) was prepared. 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 November 18, 1992.

The 1992 General Plan EIR and the prior Mitigated Negative Declarations prepared for the subject property are referenced and utilized in the evaluation of this Project, which covers part of the project site analyzed in the 1992 General Plan EIR and the South Placer Justice Center Mitigated Negative Declaration (2003). Project-level analysis was completed in the 2003 Mitigated Negative Declaration. The changes to the portion of the plan area contemplated by the current Project relate to areas for which project-level review was conducted. The scope of the review in this Addendum is limited to 11751 Go For Broke Rd., where the proposed project is located.

The City Council adopted a Statement of Overriding Considerations when it certified the 1992 General Plan EIR. The 1992 EIR identified the following impacts associated with development of the project area as significant and unavoidable:

- Flood hazard
- Construction air emissions (ozone)
- Railroad noise
- Conversion of open space outside of Infill area
- Jobs/housing imbalance
- Loss of annual grasslands
- Loss of riparian woodlands
- Loss of intermittent drainage and other seasonal wetland habitat
- Risk of hazardous materials-related emergencies
- Growth inducement
- Vehicular air emissions (ozone)
- Vehicle noise
- Noise from fixed sources
- Affordable housing
- Increased traffic/degraded LOS at five key intersections (under 2010 Market/Specific Plan only)
- Loss of oak trees and oak woodlands
- Loss of vernal pools

- Habitat fragmentation and loss of wildlife habitat
- Cumulative impacts affecting issues such as air quality, land use, traffic, biological, public services, utilities, and water.

The 1992 EIR provides a summary of the findings leading to the conclusions of significance for each of the categories listed above. The bulk of these listed categories are not relevant to the subject project due in large part to the fact that the project is consistent with previously approved projects and proposed changes are substantially consistent with what was originally anticipated. In accordance with Guidelines Section 15183, a discussion of each of those impacts found to be significant in the prior EIR and the relative impact of the subject project in each of those categories is provided below.

The mitigation measures contained within the 1992 EIR have been undertaken and the South Placer Justice Center development is consistent with the mitigation measures identified in the 1992 EIR.

Additionally, a previous Addendum to the Mitigated Negative Declaration was prepared for the Coroner's facility, as part of Project File # PL19-0042. This project was approved by the Planning Commission on May 9, 2019, and included an Addendum to describe minor technical changes to the Mitigated Negative Declaration associated with the project.

In addition to the 1992 EIR, this second Addendum primarily references the prior Mitigated Negative Declaration adopted for the project site, as well as the 2019 Addendum. The original Mitigated Negative Declaration for the site analyzed many of the same impacts discussed below; however, the current project represents a change in use of the site that differs from the previous approvals, and requires additional analysis. The analyses below rely on the EIR, Mitigated Negative Declaration, and Addendum analysis, with minor supplements or technical updates where appropriate.

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.

OTHER CONSIDERATIONS

Since the publication of the 1992 EIR and SPJC MND, the Office of Planning and Research (OPR) has updated CEQA Guidelines Appendix G (Environmental Checklist Form). These updates address legislative changes to CEQA, clarify language, and update language consistent with case law. None of the changes to the checklist require new analysis related to impacts which were not known or which could not have been known at the time the original EIR and MND were prepared. The majority of the checklist changes clarify language, reorganize existing language, or eliminate analysis requirements. For analysis requirements which have been eliminated, this is in response to case law affirming that analysis must focus on impacts caused by the project, not impacts to the project. An example of each of these types of changes is included below:

- Cultural Resources (a): Cause a substantial adverse change in the significance of an historic resource ~~as defined in~~ pursuant to Section 15064.5?
The replacement of “as defined in” with “pursuant to” is a phrasing change which has no impact on required analysis.
- Cultural Resources (c) has been moved to Geology and Soils (f).

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

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

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

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

The changes to the Transportation/Traffic section—which is now called simply Transportation—refocuses the analysis on vehicle miles traveled (VMT). The General Plan Update (GPU) EIR¹ used the Roseville travel forecasting model to estimate VMT for the City. The VMT data was then normalized to residents as a “per capita” rate. As described in the GPU EIR, and consistent with the VMT reductions in OPR’s *Technical Advisory on Evaluating Transportation Impacts in CEQA*, the City has adopted a VMT significance threshold of 12.8 VMT/capita. This threshold represents a 15 percent reduction to baseline per capita VMT. The GPU EIR concluded that buildout of the remaining undeveloped areas of the City, consistent with existing land use designations and existing development agreements, would exceed the City’s adopted threshold resulting in a Significant Impact in both the constrained and unconstrained buildout scenarios; and that mitigation requiring land use changes was not feasible because of existing development agreements in place for the undeveloped areas of the City.

As stated in the GPU EIR and pursuant to the tiering provisions of CEQA, projects that are consistent with the General Plan do not require further VMT analysis. Quantitative analyses are not required if it can be demonstrated that a project would generate VMT which is equivalent to or less than what was assumed in the GPU EIR. The proposed project is consistent with the Industrial land use designation, and the current request is consistent with the previously evaluated SPJC complex uses; therefore, the project does not require further VMT analysis.

Based on the foregoing, none of the modifications to CEQA Guidelines Appendix G require new analysis related to impacts which were not known or which could not have been known at the time the 1992 GP EIR or 2003 SPJC MND were prepared. Therefore, an Addendum is the appropriate environmental document to describe the impacts of the proposed project.

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?	SPJC MND, Pg. 17	No	No	No	No
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	SPJC MND, Pg. 17	No	No	No	No
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?	SPJC MND, Pg. 17	No	No	No	No
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	SPJC MND, Pg. 17	No	No	No	No

Discussion:

Aesthetics and visual resources are subjective by nature, and therefore the extent of visual impacts associated with adoption and implementation of development evaluated at a program level is difficult to quantify. The SPJC MND analysis was conducted qualitatively, assessing the potential implications of full buildout of the Planning Area.

a-b. There is no change from the prior project. The project site does not abut and is not visible from any scenic vista or scenic highway.

c. There is no substantial change from the prior project. The project has been evaluated against the City's Community Design Guidelines for Industrial Development, with the purpose of minimizing the aesthetic impacts of new development projects. The proposed building will be consistent with the institutional nature of the surrounding buildings. The project has been design and will be conditioned to comply with the Community Design Guidelines. Impacts are less than significant.

d. There is no change from the prior project. The project is required to comply with City standards regarding site lighting.

Impacts to visual and aesthetic resources were considered less than significant in the prior SPJC MND. The current project is substantially consistent with respect to visual and aesthetic resources and impacts remain less than significant.

Mitigation Measures: None.

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?	SPJC MND Pg. 6	No	No	No	None
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?		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))?		No	No	No	None
d) Result in the loss of forest land or conversion of forest land to non-forest use?		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?		No	No	No	None
Discussion: a-e. There is no change from the prior project.					

According to the California Department of Conservation, 11751 Go For Broke Rd. is classified as “Urban or Built Up Land”. Therefore, there is no conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

The Planning Area is not zoned for agricultural uses and no parcels are under Williamson Act contracts (Placer County 2020). Therefore, the Project would not conflict with existing zoning for agricultural uses or a Williamson Act contract and no impact would occur. This evaluation remains adequate and is applicable to this Project.

The Planning Area does not contain any 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)), and therefore there are no impacts related to forest land. This evaluation remains adequate and is applicable to this Project.

Mitigation Measures: None.

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?	SPJC MND Pg. 9	No	No	No	No
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?	SPJC MND Pg. 9	No	No	No	No
c) Expose sensitive receptors to substantial pollutant concentrations?	SPJC MND Pg. 9	No	No	No	No
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	SPJC MND Pg. 9	No	No	No	No

Discussion:

The SPJC MND determined that the project alone does not have the potential to substantially degrade air quality. However, the incremental impacts associated with the Project, considered cumulatively with the incremental impacts of other projects, will degrade air quality. The SPJC MND references the General Plan EIR, which found that the significant adverse air quality impacts cannot be mitigated to a less than significant level even with the mitigation measures in place. Therefore, the General Plan EIR adopted findings of Overriding Consideration for the unmitigated cumulative impacts to air quality.

The SPJC evaluates the short term impacts to air quality which can be expected due to 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 to a less than significant impact by implementing standard dust control measures on the job site as part of an erosion control plan. Vehicle exhaust, produced during project construction, could temporarily contribute to the deterioration of ambient air quality. These impacts are considered to be less than significant. The grading permit and the on-site inspections by City staff will ensure appropriate dust control measures, such as watering, are done to reduce short-term air quality impacts to less than significant levels. The project changes associated with this Addendum remain consistent with the evaluation in the SPJC MND.

The proposed Medium Security/Vocational Training Facility and Mental Health Facility uses are consistent with the City's General Industrial land use designation, and the uses in the previously evaluated SPJC complex. Table 2-2 of the PCAPCD's screening methodology guidance indicates that general industrial projects smaller than 894,262 square feet, provided that there are no special circumstances that might result in higher emissions, will not generate NOx emissions that exceed the operational phase threshold of 55 lbs/day. The proposed Medium Security/Vocational Training Building is approximately 32,879 square feet, the Mental Health Facility is 11,563 square feet, and the entire South Placer Justice Center complex is approximately 674,615 square feet in total. The overall area of the complex, 674,615 square feet, is consistent with the total evaluated in the previous Addendum (Coroner's Facility project, File # PL19-0042) This is smaller than the PCAPCD's provided size threshold. No special design features or unique circumstances related to the project's location have been identified for the current request for the prior projects. Air quality impacts were previously evaluated in the SPJC MND, and impacts were determined to be less than significant. No changes in impact are anticipated as a result of the proposed project.

e. No objectionable odors will be generated by the proposed facilities, which are primarily residential in function. Impacts are less than significant.

Mitigation Measures: None

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?	SPJC MND Pg. 14	No	No	No	No
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?	SPJC MND Pg. 14	No	No	No	No
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?	SPJC MND Pg. 14	No	No	No	No
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?	SPJC MND Pg. 14	No	No	No	No
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	SPJC MND Pg. 14	No	No	No	No

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?	SPJC MND Pg. 14	No	No	No	No
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Discussion:

The SPJC MND includes a discussion to evaluate whether or not the Project would result in impacts to biological resources. According to the SPJC MND, there are no known endangered, threatened, or rare species on the site.

a-b,d. There is no change from the prior project. There are no known endangered, threatened, or rare species on the site.

c. There is no change from the prior project. The site previously supported wetlands habitat; however, as authorized by, and pursuant to State and Federal permits, the landowner filled the wetland habitat during grading activities for the Commerce Center 65 project. There are no remaining wetlands in the area proposed for development. The lost wetlands were mitigated both on-site in the wetlands preserve area, and through purchase of off-site mitigation credits through an approved mitigation bank.

e,f) No change from the prior project. No conflicts with local policies, ordinances, or conservation plans have been identified.

Mitigation Measures: None.

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?	SPJC MND Pg. 16	No	No	No	No
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	SPJC MND Pg. 16	No	No	No	No
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	SPJC MND	No	No	No	No

Discussion:

The SPJC MND states that the project site was previously graded, and no cultural resources are known to exist on the project site. The proposed project is located within the boundaries of the SPJC complex, on an area that has been previously disturbed and graded. There are no existing structures located within the area of the new proposed buildings.

Mitigation Measures: None for this project.

VI. Energy

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	-	No	No	No	No
b) Conflict with or obstruct a state or local plan for renewable energy or energy inefficiency?	-	No	No	No	No

Discussion: As outlined in the “Other Considerations” section of this Addendum, the Energy section was formerly included in the CEQA Guidelines Appendix F, but has since been moved to Appendix G. While it is new to the checklist, it is not new to the CEQA Guidelines. There was no direct evaluation of the Energy checklist section in the prior MND as it was not a requirement at the time the document was prepared. However, the Utilities section of the SPJC MND does evaluate the provision of energy to the project site through Roseville Electric for electricity and PG&E for gas. While the project overall will increase demand for electrical services, the project was determined to be consistent with the approved land use (Industrial), which was anticipated for development with the General Plan EIR.

The proposed project will allow for the development of approximately 674,515 square feet of the SPJC “justice” complex. The project would consume energy both during project construction and during project operation. During construction, fossil fuels, electricity, and natural gas would be used by construction vehicles and equipment. However, the energy consumed during construction would be temporary, and would not represent a significant demand on available resources. There are no unusual project characteristics that would necessitate the use of construction equipment or methods that would be less energy-efficient or which would be wasteful.

The completed project would consume energy related to building operation, exterior lighting, landscape irrigation and maintenance, and vehicle trips to and from the use. In accordance with California Energy Code Title 24, the Project would be required to meet the Building Energy Efficiency Standards. This includes standards for water and space heating and cooling equipment; insulation for doors, pipes, walls, and ceilings; and appliances, to name a few. The project would also be eligible for rebates and other financial incentives from both the electric and gas providers for the purchase of energy-efficient appliances and systems, which would further reduce the operational energy demand of the project. The project was distributed to both PG&E and Roseville Electric for comments, and was found to conform to the standards of both providers; energy supplies are available to serve the project.

Changes introduced by the Project and/or new circumstances relevant to the project would not, as compared to the 1992 General Plan EIR or the 2003 SPJC MND, result in a new significant impact or significant impacts that are substantially more severe than impacts previously disclosed. In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed, or that any previously examined effects would be substantially more severe than significant effects shown in the previous EIR or Mitigated Negative Declaration. Previously applied mitigation is adequate to address potential impacts of the project.

Mitigation Measures: None

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:	SPJC MND Pg. 7-8	No	No	No	No
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.)	SPJC MND Pg. 7-8	No	No	No	No
ii) Strong seismic ground shaking?	SPJC MND Pg. 7-8	No	No	No	No
iii) Seismic-related ground failure, including liquefaction?	SPJC MND Pg. 7-8	No	No	No	No
iv) Landslides?	SPJC MND Pg. 7-8	No	No	No	No
b) Result in substantial soil erosion or the loss of topsoil?	SPJC MND Pg. 7-8	No	No	No	No
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?	SPJC MND Pg. 7-8	No	No	No	No
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?	SPJC MND Pg. 7-8	No	No	No	No

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?	SPJC MND Pg. 7-8	No	No	No	No
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	SPJC MND Pg. 7-8	No	No	No	No
<p>Discussion: a-e. There is no change from the prior project. The proposal is not a geologic-related project, and does not result in or 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. Construction plans will be reviewed by the Building Department of Placer County before building permits are issued, and the City of Roseville Engineering Division will review and approve all grading plans to ensure that all grading and structures would withstand shrink-swell potentials and earthquake activity in this area.</p> <p>Grading activities will result in the disruption, displacement, compaction and over-covering of soils. These activities include minor grading for the building foundation, trenching for utilities, the installation of asphalt pavements for parking, concrete-work for walkways and patio areas, and the construction of the buildings. All grading activities will require a grading permit from the Engineering Division. Grading and erosion control measures, including drainage, dust control and erosion control, will be incorporated into the grading plans as required by the City's Improvement Standards. Based on the information above, the impacts associated with grading and geology are less than significant.</p> <p>Mitigation Measures: None.</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?	N/A	No	No	No	No
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	N/A	No	No	No	No

Discussion: While the 1992 EIR did not evaluate impacts related to greenhouse gas (GHG) emissions, the potential environmental impact of GHG emissions was known or could have been known at the time of the certification of the 1988 EIR. Thus, based on a body of case law, the 1988 EIR's lack of GHG analysis did not preclude adoption of an addendum. The prior SPJC MND did not discuss potential impacts of greenhouse gases.

CEQA case law holds that agencies cannot and need not require supplemental environmental review in connection with proposed project changes solely because the earlier environmental documents for the projects at issue had not dealt with global warming/climate change as a CEQA topic (Citizens for Responsible Equitable Environmental Development (CREED) v. City of San Diego (2011) 196 Cal. App. 4th 515, Concerned Dublin Citizens v. City of Dublin (2013) 214 Cal.App.4th 1301, and Citizens Against Airport Pollution v. City of San Jose (2014) 227 Cal.App.4th 788.) Those cases hold that, going back as far as the 1970s, climate change was a matter of public discussion and could have been raised as a CEQA issue by persons exercising reasonable diligence.

Changes introduced by the Project and/or new circumstances relevant to the project would not, as compared to the 1992 EIR and the 2003 SPJC MND, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR or MND.

Mitigation Measures: None

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?	SPJC MND Pg. 15	No	No	No	No
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?	SPJC MND Pg. 15	No	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?	SPJC MND Pg. 15	No	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?	SPJC MND Pg. 15	No	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?	SPJC MND Pg. 15	No	No	No	No
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	SPJC MND Pg. 15	No	No	No	No

g) Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	SPJC MND Pg. 15	No	No	No	No
<p>Discussion: 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 also require a Risk Management and Prevention Program (RMPP) for those uses that handle specified quantities of toxic and/or hazardous materials. Also, businesses or entities that handle toxic or hazardous materials are required to complete a Hazardous Materials Management Program (HMMP). Furthermore, all businesses or entities must file a site-specific business plan with the City Fire Department before a new building is occupied. All plans would specify what to do in the event of an accident, and which transportation routes would be used. This project is located within an area currently receiving City emergency services. As a result, the project would cause a less than significant impact to the City's Emergency Response or Management Plans. Potential impacts associated with hazardous materials are expected to be less than significant.</p> <p>Mitigation Measures: None</p>					

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?	SPJC MND Pg. 8	No	No	No	No
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	SPJC MND Pg. 8	No	No	No	No
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:	SPJC MND Pg. 8	No	No	No	No
i) result in substantial erosion or siltation on or off-site;	SPJC MND Pg. 8	No	No	No	No
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	SPJC MND Pg. 8	No	No	No	No
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	SPJC MND Pg. 8	No	No	No	No
iv) impede or redirect flood flows?	SPJC MND Pg. 8	No	No	No	No

d) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	SPJC MND Pg. 8	No	No	No	No
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?	SPJC MND Pg. 8	No	No	No	No
f) In flood hazard, tsunami, or seiches zones, risk release of pollutants due to project inundation?	SPJC MND Pg. 8	No	No	No	No

Discussion: a, c-f. There is no change from the prior project. Development of the site will not result in any substantial water-related impacts. Construction of the proposed project and development of the site with impervious surfaces will have a minor effect on the absorption rate of water onsite. However, the project includes a drainage system designed in accordance with City Improvement Standards that will adequately handle onsite drainage associated with the development of the property. Minor amounts of wind and/or water erosion may be associated with construction of the project.

b. There is no change from the prior project. No groundwater withdrawal is proposed, and the proposed project will not have an impact on groundwater recharge that is greater than what was anticipated by the prior project.

g-h. There is no change from the prior project. The project site is not within a designated 100-year flood boundary or within the designated 100-year floodplain. No impact.

i. There is no change from the prior project. The closest dam to the project site is the Folsom Dam, over eight miles to the southeast, and the project is not located in a watershed.

j. There is no change from the prior project. The project site is not located in an area at risk for seiche, tsunami, or mudflow.

Mitigation Measures: None.

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?	SPJC MND Pg. 6	No	No	No	No
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?	SPJC MND Pg. 6	No	No	No	No
<p>Discussion: a,b. There is no change from the prior project. City staff has determined that the project is consistent with the City's General Plan, Zoning Ordinance, and the Community Design Guidelines. No conflicts with policies adopted for the purpose of avoiding or mitigating an environmental effect have been identified.</p> <p>Mitigation Measures: None</p>					

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?	SPJC MND Pg. 14	No	No	No	No
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?	SPJC MND Pg. 14	No	No	No	No
<p>Discussion: There is no change from the prior project. The City of Roseville does not overlie any known deposits of economically valuable mineral resources (Loyd 1995), and the City does not have a Surface Mining and Reclamation Act (SMARA) permit. No mining activities are currently underway nor does the City anticipate that any mining activities will take place in the future. The proposed project is consistent with the level of development anticipated for the site by the General Plan, and the project will not have an impact to mineral resources beyond what was assumed within the previous environmental analysis. Impacts to mineral resources are less than significant.</p> <p>Mitigation Measures: None.</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?	SPJC MND Pg. 15	No	No	No	No
b) Generation of excessive ground borne vibration of ground borne noise levels?	SPJC MND Pg. 15	No	No	No	No
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?	SPJC MND Pg. 15	No	No	No	No

Discussion: a-d. There is no change from the prior project. Construction activities could expose nearby tenants/landowners to increased noise levels. These impacts would be temporary and are considered less than significant since noise resulting from construction activities are regulated by the City's Municipal Code, Chapter 9.24 Noise Regulation, during nighttime hours (7:00 p.m. to 7:00 a.m., Monday through Friday, and 8:00 p.m. to 8:00 a.m., Saturday, Sunday, and Holidays).

For operational noise, it is noted that the project site is located in an industrial area of the city. According to the General Plan, the General Industrial land use is intended to provide areas for industrial uses that tend to generate noise, vibration, odor, dust, smoke, light, and an aesthetic appearance not compatible with residential and other sensitive receptors.

While the project is expected to generate some noise, the proposed Medium Security/ Vocational Training Facility and Mental Health Facility will not have the potential to generate excessive noise levels that could result in impacts to nearby sensitive receptors. The noise-generating aspects of the project may include vehicle noise, or mechanical equipment such as rooftop air conditioning units. The nearest sensitive receptors to the SPJC are the residents in the Highland Reserve neighborhood, which is approximately 1.1 miles to the south. The distance between the SPJC and the residential land uses will be sufficient to ensure that the uses on the site do not generate noise levels that exceed the criteria of the City's General Plan. Therefore, operational noise impacts are considered less than significant.

e-f. There is no change from the prior project. The project site is not located within an airport land use plan area nor is it located within two miles of an airport or within the vicinity of a private airstrip. No impact will occur.

Mitigation Measures: None.

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)?	SPJC MND Pg. 7	No	No	No	No
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	SPJC MND Pg. 7	No	No	No	No
<p>Discussion: According to the SPJC MND, the project does not include a residential component; however, the project does house inmates in the correctional facility, which for population purposes are considered new residents. The City services demanded by the additional residents include water, sewer, and electricity. Utility demands are analyzed in the Utilities section of the SPJC MND. The majority of the residents are incarcerated 24 hours a day, and will not contribute to traffic.</p> <p>SPJC MND anticipates that the project may indirectly contribute to housing demand and population growth during and after construction; however, these impacts were anticipated by the General Plan EIR and are less than significant. The current project will add two new buildings, with 120 beds available in the Medium Security/ Vocational Training Facility, and 45 beds in the Mental Health Facility. These beds will serve the incarcerated individuals. The project is consistent with the anticipated impacts identified in the General Plan.</p> <p>Mitigation Measures: None</p>					

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:	SPJC MND Pg. 16				
a) Fire protection?	SPJC MND Pg. 16	No	No	No	Yes
b) Police protection?	SPJC MND Pg. 16	No	No	No	Yes
c) Schools?	SPJC MND Pg. 16	No	No	No	Yes
d) Parks?	SPJC MND Pg. 16	No	No	No	Yes
e) Other public facilities?	SPJC MND Pg. 16	No	No	No	Yes
<p>Discussion: a-c. There is no change from the prior project. The subject property is in an area of the City that currently receives City services. The General Plan anticipated industrial development for the site and planned for services accordingly. The project is not residential and is not anticipated to have an impact on school services. The increased demand of police and fire services (with respect the previously evaluated annexation of six additional acres into the City) was evaluated with the prior project and found to be less that significant.</p> <p>d,e. There is no change from the prior project. The project will require connections to the City’s water and sewer system, electric system, roadway circulation system, and storm drain system. The proposed project is not anticipated to result in a substantial increase in services beyond that assumed for the previous industrial project. However, all private development projects are required to mitigate the incremental impacts that the project will have on city utilities, roadways, as well as regional facilities such as roads and sewer systems. Development impact fees are collected at the time building permits are issued for individual buildings. In this particular case, The County of Placer is the owner of the project site. As a quasi-state entity, the County may exempt itself from payment of local fees and building permit processes.</p>					

Development impact fees are used to mitigate development-related impacts on a Citywide basis, such as roadway and utility infrastructure improvements. Without payment of development impact fees on a project-specific basis, funding for capital improvement projects necessary to mitigate impacts are reduced, which results in a potentially significant impact.

In order to reduce this impact to a less than significant level, the following mitigation measure was adopted with the prior project:

Mitigation Measure #5: The property owner shall pay all applicable development impact fees in effect at the time of building and/or grading permit issuance for each phase of development.

As this measure is to apply with each phase of development, impact fees are also applicable to the current project.

With implementation of Mitigation Measure #5, impacts to public services are considered less than significant.

Mitigation Measures: Mitigation Measure #5: The property owner shall pay all applicable development impact fees in effect at the time of building and/or grading permit issuance for each phase of development.

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?	SPJC MND Pg. 18	No	No	No	No
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?	SPJC MND Pg. 18	No	No	No	No
<p>Discussion: The proposed project is an institutional use which includes a correctional facility. The SPJC MND determines that the overall project will not generate demand for recreational opportunities within the City, and will not impact any existing or planned recreational facilities in Roseville. The current project evaluated by this Addendum is substantially consistent with the prior project, and does not create any new or more severe impacts.</p> <p>Mitigation Measures: None</p>					

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?	SPJC MND Pg. 10-13	No	No	No	Yes
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	SPJC MND Pg. 10-13	No	No	No	Yes
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)?	SPJC MND Pg. 10-13	No	No	No	Yes
d) Result in inadequate emergency access?	SPJC MND Pg. 10-13	No	No	No	Yes

Discussion:

a,b. There is no change from the prior project. A traffic study was prepared to evaluate potential impacts to traffic and circulation as a result of the development of the overall SPJC project, and evaluated the project’s potential impact on several roadway segments and intersections. The traffic study, prepared by DKS Associates in October 2003, was included as Attachment 5 to the SPJC MND. The prior SPJC MND includes a more in-depth analysis of the potential impacts. Two mitigation measures were adopted to address potential impacts identified by the traffic study.

Two intersections, Sierra Gardens Dr./Douglas Bl. And Foothills Bl./ Blue Oaks Bl., were found to be impacted in the existing plus project condition. Therefore, Mitigation Measure #1 (below) was adopted to include additional turn lanes at those locations, reducing the impact to less than significant levels. Additionally, modeling showed that by reducing the Office A building, which is part of the SPJC but not associated with the current request, by 10,000 square feet, potential impacts could be further reduced. This can be seen in Mitigation Measure #2 below. The area of the overall center was also limited to 676,149 square feet by that Mitigation Measure #2. The proposed project keeps the overall area of the SPJC below the approved level, and therefore impacts remain less than significant.

The prior MND also included an analysis to determine what level of impact the SPJC would have on public transit services within the City. This analysis focused on the City’s Dial-a-Ride program, as well as the potential need to provide fixed-route bus service out to the SPJC. A

cost analysis was conducted for both programs. Mitigation Measures #3 and #4 were included with the project to ensure that adequate provision would be made to pay for these transit programs. A Memorandum of Understanding (MOU) was adopted by the City Council as a result of the mitigation measures. The MOU is current and still in place. No additional impact is anticipated due to the changes proposed by the current project, and Mitigation Measures #3 and #4 have been implemented by the MOU.

The following four mitigation measures were adopted to reduce potential project impacts to less than significant levels:

Mitigation Measure #1: The City of Roseville Capital Improvement Program shall be modified to include a westbound right-turn lane at the Sierra Gardens Dr./Douglas Bl. Intersection and a 3rd southbound through and 3rd northbound left turn lanes or 4th westbound through lane at the Foothills Bl./Blue Oaks Bl. Intersection.

Mitigation Measure #2: Office A shall be reduced in size to 163,677 square feet. The project as a whole shall be limited to 676,149 square feet.

Mitigation Measure #3: The County shall enter into an agreement with the City to provide reimbursement for capital and on-going operational costs associated with providing transit services to the Justice Center facility. Capital cost reimbursement shall be in the amount of \$12,600 for Dial-a-Ride service, and \$50,000 for fixed route service upon an identified need for fixed-route service. Reimbursement for operational cost shall reflect the City's actual cost for providing the service and shall be determined by the following formulas:

Fixed Route: ([No. of Service Days (N) x Hours of Service Per Day on Route (H) x Hourly Operating Cost (C)] = Annual Cost of bus replacement (B) x Percent of fixed route miles need to service project (%RM)

Dial-a-Ride: Actual cost per trip (currently \$17.50), not to exceed \$9,000 annually

Mitigation Measure #4: Reimbursement shall continue for the life of the project or until the City and County mutually agree that it is no longer necessary. Dial-a-Ride reimbursement will be maintained until fixed-route service is initiated. Reimbursement for fixed-route service shall begin in the fiscal year following a PCTPA finding that an unmet need exists and is reasonable to meet, or the City determines that fixed route service is needed to alleviate demands on the Dial-a-Ride service.

c. The project as proposed has no impact on air traffic patterns, and does not present substantial safety risks.

d. The project design does not introduce hazards such as sharp curves or dangerous intersections. The site layout has been reviewed by the City Engineering Division. No incompatible uses are located adjacent to the project site. Impacts are less than significant.

e. The City Fire Department and Engineering Division have reviewed the proposed project, and have determined that adequate emergency access is available on the project. Impacts are less than significant.

Mitigation Measures: All four mitigation measures related to traffic and circulation impacts (Mitigation Measures #1-4) have already been implemented as part of the SPJC project. The proposed project does not change the overall allowable square-footage of the SPJC, per Mitigation Measure #2. None of these mitigation measures, therefore, apply to the current 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. This section was added to the CEQA Guidelines after the publication of the prior environmental document to which this Addendum is attached, but cultural resources were addressed in that document.

Changes introduced by the Project and/or new circumstances relevant to the project would not, as compared to the 1992 General Plan EIR or the 2003 SPJC MND, result in a new significant impact or significant impacts that are substantially more severe than impacts previously disclosed. In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed, or that any previously examined effects would be substantially more severe than significant effects shown in the previous EIR or Mitigated Negative Declaration. Previously applied mitigation is adequate to address potential impacts of the project.

Mitigation Measures: None.

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?	SPJC MND Pg. 17	No	No	No	No
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	SPJC MND Pg. 17	No	No	No	No
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?	SPJC MND Pg. 17	No	No	No	No
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?	SPJC MND Pg. 17	No	No	No	No
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	SPJC MND Pg. 17	No	No	No	No

Discussion:

The SPJC MND notes that the 2010 General Plan anticipated the provision of services to the SPJC complex, and the proposed development is consistent with the level of use anticipated by the General Plan. The MND notes that electric, water, and sewer services are provided by the City of Roseville, natural gas services are provided by PG&E, telephone services are provided by Roseville Telephone Company, and cable services (if needed) are provided by Comcast. Additionally, the project has been distributed for review to the various service providers within the City of Roseville, as well as to external providers. All departments have indicated that there are adequate facilities to provide service to the project site.

The SPJC MND states that all of the noted utilities are available to the site via Industrial Blvd. The project will be required to provide connections to these utilities as necessary to meet current City standards and the standards of other service providers. The SPJC MND determines that the project will not create a substantial need for or alteration of any utility services. The current project evaluated by this Addendum is substantially consistent with the prior project, and no new or more severe impacts have been identified.

Mitigation Measures: None

XX. Wildfire

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	-				No
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	-	No	No	No	No
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?	-	No	No	No	No
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?	-	No	No	No	No
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?	-	No	No	No	No

Discussion: The Wildfire section was added to the CEQA Guidelines after the publication of the prior environmental document to which this Addendum is attached. The California Department of Forestry and Fire Protection (CAL FIRE) is the state agency responsible for wildland fire protection and management. As part of that task, CAL FIRE maintains maps designating Wildland Fire Hazard Severity zones. The City is not located within a Very High Fire Hazard Severity Zone, and is not in a CAL FIRE responsibility area; fire suppression is entirely within local responsibility. Checklist questions a—d above do not apply, because the project site is not within a Very High Fire Hazard Severity Zone and is not in a CAL FIRE responsibility area. Therefore, there would be no impact to this criteria.

Mitigation Measures: None

XXI. Mandatory Findings of Significance

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, threatened or rare species, or eliminate important examples of the major periods of California history or prehistory?	SPJC MND Pg. 18	No	No	No	No
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.)	SPJC MND Pg. 18	No	No	No	No
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	SPJC MND Pg. 18	No	No	No	No

Discussion: The SPJC MND determined that the project was consistent with the long term cumulative impacts contemplated by the 2010 General Plan EIR. According to the MND, the project does not have the potential to degrade the quality of the environment, reduce the habitat of the any wildlife species, nor create adverse effects on human beings beyond what was previously anticipated. The proposed project does not introduce any new or substantially more severe impacts that would change this determination. The current project is consistent with previous findings.

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 South Placer Justice Center Mitigated Negative Declaration, adopted December 11, 2003, 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:

Shelby Maples, Associate Planner
City of Roseville, Development Services–Planning Division

Attachments:

1. 2019 Addendum to the SPJC Mitigated Negative Declaration
2. SPJC Mitigated Negative Declaration, Adopted December 11, 2003



ADDENDUM TO SOUTH PLACER JUSTICE CENTER MITIGATED NEGATIVE DECLARATION (ADOPTED ON DECEMBER 11, 2003)

- Project Title/File Number:** NIPA PCL 55 – Placer County Coroner’s Office/ PL19-0042
- Project Location:** The project is located at 10951 Veterans Drive, on the north side of Veterans Drive, approximately 1,200 feet east of Industrial Avenue in the North Industrial Plan Area.
- Project Description:** The project includes a Major Project Permit Stage 1 Modification and Major Project Permit Stage 2 to allow construction of a one-story, 19,492 square foot steel and concrete structure, with parking for eight visitors. Additionally, there will be a secure parking area with 34 spaces for staff and official vehicles to the north of the building. The secure yard will be screened with an eight-foot-tall, split face concrete masonry wall with an ornamental iron swinging vehicular gate.
- Project Applicant:** Mike Smith, Nacht & Lewis
- Property Owner:** Placer County
- Lead Agency Contact:** Shelby Vockel, Associate Planner, City of Roseville

An Addendum to a previously certified and adopted Mitigated 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 proposed project is located at 10951 Veterans Drive, within the existing South Placer Justice Center.

Background

Location	Zoning	General Plan Land Use	Actual Use of Property
Site	General Industrial (M2)	General Industrial (IND) Industrial (6-acre property in County)	South Placer Justice Center, vacant
North	Placer County (Industrial Park)	Placer County (Industrial)	Industrial Complex
South	M2	IND	Hertz Equipment Rental
East	HWY 65	HWY 65	HWY 65
West	Placer County (Industrial Park)	Placer County (Industrial Park)	Placer County (Industrial Park)

Environmental Setting

The South Placer Justice Center is located at 10800 Industrial Avenue, which is north of Blue Oaks Boulevard and South of Sunset Boulevard, in the North Industrial Plan area of the City of Roseville. The property is situated at the northern extent of the City limits at the northern end of Industrial Boulevard. The north branch of the Pleasant Grove Creek defines the southern edge of the property. Industrial Boulevard and the Union Pacific Railroad border the site to the west, Highway 65 to the east, and an industrial park in Placer County to the north. The site had been previously graded in association with a previously approved project called Commerce Center 65, and the majority of the South Placer Justice Center has since been developed consistent with its approved plans. Aside from Pleasant Grove Creek, all wetlands on the property were permitted and filled in association with the Commerce Center 65 project. There are no native oak trees or other significant natural features in the area proposed for development.

The 19 acres of wetlands (Pleasant Grove Creek) have been preserved and were deeded to the City for perpetual maintenance following the completion of a five-year monitoring period. The Operations and Management Plan and deed restrictions for the preserve were approved by the Army Corps of Engineers in 2000.

Proposed Project

The applicant proposes the construction of a 19,492 –square-foot coroner's facility as part of South Placer Justice Center complex. Parking for eight visitors is proposed in front of the building, and a 34-space secure parking areas is proposed along the north side of the building. The secure parking area will also provide access to a drive-through vehicular bay and mass casualty receiving dock. The secure parking area will be screened with an 8-foot-tall split face, concrete masonry wall with ornamental iron swinging vehicular gates, facing Veterans drive and Go For Broke Road.

PURPOSE AND SCOPE OF ADDENDUM

This addendum has been prepared to identify and assess the anticipated environmental impacts of the above-described project. The document relies on previous environmental document and site-specific studies prepared to address in detail the effects or impacts associated with the project, as well as updated technical studies prepared by qualified consultants. This document has been prepared to satisfy the California Environmental

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

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

As described above, the project site is within the existing South Placer Justice Center, which assumed an industrial-scale use and was evaluated in the prior South Placer Justice Center Mitigated Negative Declaration. The 2003 Mitigated Negative Declaration was considered by the City of Roseville's Planning Commission and City Council as part of the approval actions for the South Placer Justice Center project. The General Plan EIR and South Placer Justice Center Mitigated Negative Declaration are available for review during normal weekday business hours at the City of Roseville Development Services Department, 311 Vernon Street, Roseville, CA.

In accordance with the California Environmental Quality Act (CEQA), it was determined in the 1992 General Plan EIR that the 2010 General Plan had the potential to have a significant adverse impact on the environment, and the Final EIR (SCH #92072064) was prepared. 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 November 18, 1992.

The 1992 General Plan EIR and the prior Mitigated Negative Declarations prepared for the subject property are referenced and utilized in the evaluation of this Project, which covers part of the project site analyzed in the 1992 General Plan EIR and the South Placer Justice Center Mitigated Negative Declaration (2003). Project-level analysis was completed in the 2003 Mitigated Negative Declaration. The changes to the portion of the plan area contemplated by the current Project relate to areas for which project-level review was conducted. The scope of the review in this Addendum is limited to 19051 Veterans Drive, where the proposed project is located.

The City Council adopted a Statement of Overriding Considerations when it certified the 1992 General Plan EIR. The 1992 EIR identified the following impacts associated with development of the project area as significant and unavoidable:

- Flood hazard
- Construction air emissions (ozone)
- Railroad noise
- Conversion of open space outside of Infill area
- Jobs/housing imbalance
- Loss of annual grasslands
- Loss of riparian woodlands
- Loss of intermittent drainage and other seasonal wetland habitat
- Risk of hazardous materials-related emergencies
- Growth inducement
- Vehicular air emissions (ozone)
- Vehicle noise
- Noise from fixed sources
- Affordable housing
- Increased traffic/degraded LOS at five key intersections (under 2010 Market/Specific Plan only)
- Loss of oak trees and oak woodlands
- Loss of vernal pools
- Habitat fragmentation and loss of wildlife habitat
- Cumulative impacts affecting issues such as air quality, land use, traffic, biological, public services, utilities, and water.

The 1992 EIR provides a summary of the findings leading to the conclusions of significance for each of the categories listed above. The bulk of these listed categories are not relevant to the subject project due in large part to the fact that the project is consistent with previously approved projects and proposed changes are substantially consistent with what was originally anticipated. In accordance with Guidelines Section 15183, a discussion of each of those impacts found to be significant in the prior EIR and the relative impact of the subject project in each of those categories is provided below.

The mitigation measures contained within the 1992 EIR have been undertaken and the South Placer Justice Center development is consistent with the mitigation measures identified in the 1992 EIR.

In addition to the 1992 EIR, this Addendum primarily references the prior Mitigated Negative Declaration adopted for the project site. The original Mitigated Negative Declaration for the site analyzed many of the same impacts discussed below; however, the current project represents a change in use of the site that differs from the previous approvals, and requires additional analysis. The analyses below rely on the EIR and Mitigated Negative Declaration analysis, with minor supplements or technical updates where appropriate.

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?	SPJC MND, Pg. 17	No	No	No	No
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	SPJC MND, Pg. 17	No	No	No	No
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	SPJC MND, Pg. 17	No	No	No	No
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	SPJC MND, Pg. 17	No	No	No	No

Discussion:

a-b. There is no change from the prior project. The project site does not abut and is not visible from any scenic vista or scenic highway.

c. There is no substantial change from the prior project. The project has been evaluated against the City's Community Design Guidelines for Industrial Development, with the purpose of minimizing the aesthetic impacts of new development projects. The proposed building will be consistent with the institutional nature of the surrounding buildings. The project has been design and will be conditioned to comply with the Community Design Guidelines. Impacts are less than significant.

d. There is no change from the prior project. The project is required to comply with City standards regarding site lighting.

Impacts to visual and aesthetic resources were considered less than significant in the prior SPJC MND. The current project is substantially consistent with respect to visual and aesthetic resources and impacts are anticipated to remain less than significant.

Mitigation Measures: None.

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?		No	No	No	No
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?		No	No	No	No
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))?		No	No	No	No
d) Result in the loss of forest land or conversion of forest land to non-forest use?		No	No	No	No
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?		No	No	No	No
<p>Discussion: a-e. There is no change from the prior project. The proposed project would have no impact on agricultural resources.</p> <p>Mitigation Measures: None.</p>					

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?	SPJC MND Pg. 9	No	No	No	No
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	SPJC MND Pg. 9	No	No	No	No
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)?	SPJC MND Pg. 9	No	No	No	No
d) Expose sensitive receptors to substantial pollutant concentrations?	SPJC MND Pg. 9	No	No	No	No
e) Create objectionable odors affecting a substantial number of people?	SPJC MND Pg. 9	No	No	No	No

Discussion: a-d. The proposed coroner’s facility is consistent with the City’s General Industrial land use designation, and the uses in the previously evaluated SPJC complex. Table 2-2 of the PCAPCD’s screening methodology guidance indicates that general industrial projects smaller than 894,262 square feet, provided that there are no special circumstances that might result in higher emissions, will not generate NOx emissions that exceed the operational phase threshold of 55 lbs/day. The proposed coroner’s facility is 19,492 square feet, and the entire South Placer Justice Center complex is approximately 674,615 square feet in total. This is smaller than the PCAPCD’s provided size threshold. No special design features or unique circumstances related to the project’s location have been identified for the current request for the prior projects. Air quality impacts were previously evaluated in the SPJC MND, and impacts were determined to be less than significant. No changes in impact are anticipated as a result of the proposed project.

e. Any objectionable odors that may be generated by the use of the coroner's facility will be contained within the facility. Specialized autopsy facilities are planned for the processing of remains in advanced stages of decomposition. It is not anticipated that odors will impact a substantial number of people. Impacts are less than significant.

Mitigation Measures: None.

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?	SPJC MND Pg. 14	No	No	No	No
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?	SPJC MND Pg. 14	No	No	No	No
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?	SPJC MND Pg. 14	No	No	No	No

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?	SPJC MND Pg. 14	No	No	No	No
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	SPJC MND Pg. 14	No	No	No	No
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?	SPJC MND Pg. 14	No	No	No	No

Discussion:

a-b,d. There is no change from the prior project. There are no known endangered, threatened, or rare species on the site.

c. There is no change from the prior project. The site previously supported wetlands habitat; however, as authorized by, and pursuant to State and Federal permits, the landowner filled the wetland habitat during grading activities for the Commerce Center 65 project. There are no remaining wetlands in the area proposed for development. The lost wetlands were mitigated both on-site in the wetlands preserve area, and through purchase of off-site mitigation credits through an approved mitigation bank.

e,f) No change from the prior project. No conflicts with local policies, ordinances, or conservation plans have been identified.

Mitigation Measures: None.

V. Cultural, Archeological, or Paleontological 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 as defined in Section 15064.5?	SPJC MND Pg. 16	No	No	No	No
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	SPJC MND Pg. 16	No	No	No	No
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	SPJC MND Pg. 16	No	No	No	No
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	SPJC MND Pg. 16	No	No	No	No
<p>Discussion: a-d. There is no change from the prior project. The project site was previously graded and no cultural resources are known to exist on the project site.</p> <p>Mitigation Measures: None.</p>					

VI. 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) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	SPJC MND Pg. 7-8	No	No	No	No
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.)	SPJC MND Pg. 7-8	No	No	No	No
ii) Strong seismic ground shaking?	SPJC MND Pg. 7-8	No	No	No	No
iii) Seismic-related ground failure, including liquefaction?	SPJC MND Pg. 7-8	No	No	No	No
iv) Landslides?	SPJC MND Pg. 7-8	No	No	No	No
b) Result in substantial soil erosion or the loss of topsoil?	SPJC MND Pg. 7-8	No	No	No	No
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?	SPJC MND Pg. 7-8	No	No	No	No
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?	SPJC MND Pg. 7-8	No	No	No	No

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?	SPJC MND Pg. 7-8	No	No	No	No
<p>Discussion: a-e. There is no change from the prior project. The proposal is not a geologic-related project, and does not result in or 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. Construction plans will be reviewed by the Building Department of Placer County before building permits are issued, and the City of Roseville Engineering Division will review and approve all grading plans to ensure that all grading and structures would withstand shrink-swell potentials and earthquake activity in this area.</p> <p>Grading activities will result in the disruption, displacement, compaction and over-covering of soils. These activities include minor grading for the building foundation, trenching for utilities, the installation of asphalt pavements for parking, concrete-work for walkways and patio areas, and the construction of the buildings. All grading activities will require a grading permit from the Engineering Division. Grading and erosion control measures, including drainage, dust control and erosion control, will be incorporated into the grading plans as required by the City’s Improvement Standards. Based on the information above, the impacts associated with grading and geology are less than significant.</p> <p>Mitigation Measures: None.</p>					

VII. 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?	N/A	No	No	No	No
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	N/A	No	No	No	No
<p>Discussion: While the 1992 EIR did not evaluate impacts related to greenhouse gas (GHG) emissions, the potential environmental impact of GHG emissions was known or could have been known at the time of the certification of the 1988 EIR. Thus, based on a body of case law, the</p>					

1988 EIR's lack of GHG analysis did not preclude adoption of an addendum. The prior SPJC MND did not discuss potential impacts of greenhouse gases.

CEQA case law holds that agencies cannot and need not require supplemental environmental review in connection with proposed project changes solely because the earlier environmental documents for the projects at issue had not dealt with global warming/climate change as a CEQA topic (Citizens for Responsible Equitable Environmental Development (CREED) v. City of San Diego (2011) 196 Cal. App. 4th 515, Concerned Dublin Citizens v. City of Dublin (2013) 214 Cal.App.4th 1301, and Citizens Against Airport Pollution v. City of San Jose (2014) 227 Cal.App.4th 788.) Those cases hold that, going back as far as the 1970s, climate change was a matter of public discussion and could have been raised as a CEQA issue by persons exercising reasonable diligence.

Changes introduced by the Project and/or new circumstances relevant to the project would not, as compared to the 1992 EIR and the 2003 SPJC MND, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR or MND.

Mitigation Measures: None

VIII. 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?	SPJC MND Pg. 15	No	No	No	No
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?	SPJC MND Pg. 15	No	No	No	No

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within on-quarter mile of an existing or proposed school?	SPJC MND Pg. 15	No	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?	SPJC MND Pg. 15	No	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 for people residing or working in the project area?	SPJC MND Pg. 15	No	No	No	No
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?	SPJC MND Pg. 15	No	No	No	No
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	SPJC MND Pg. 15	No	No	No	No
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	SPJC MND Pg. 15	No	No	No	No

Discussion: 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 also require a Risk Management and Prevention Program (RMPP) for those uses that handle specified quantities of toxic and/or hazardous materials. Also, businesses or entities that handle toxic or hazardous materials are required to complete a Hazardous Materials Management Program (HMMP). Furthermore, all businesses or entities must file a site-specific business plan with the City Fire Department before a new building is occupied. All plans would specify what to do in the event of an accident, and which transportation routes would be used. This project is located within an area currently receiving City emergency services. As a result, the project would cause a less than significant impact to the City's Emergency Response or Management Plans. Potential impacts associated with hazardous materials are expected to be less than significant.

Mitigation Measures: None.

IX. 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?	SPJC MND Pg. 8	No	No	No	No
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)?	SPJC MND Pg. 8	No	No	No	No
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site?	SPJC MND Pg. 8	No	No	No	No
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?	SPJC MND Pg. 8	No	No	No	No

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?	SPJC MND Pg. 8	No	No	No	No
f) Otherwise substantially degrade water quality?	SPJC MND Pg. 8	No	No	No	No
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?	SPJC MND Pg. 8	No	No	No	No
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	SPJC MND Pg. 8	No	No	No	No
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?	SPJC MND Pg. 8	No	No	No	No
j) Inundation by seiche, tsunami, or mudflow?	SPJC MND Pg. 8	No	No	No	No

Discussion: a, c-f. There is no change from the prior project. Development of the site will not result in any substantial water-related impacts. Construction of the proposed project and development of the site with impervious surfaces will have a minor effect on the absorption rate of water onsite. However, the project includes a drainage system designed in accordance with City Improvement Standards that will adequately handle onsite drainage associated with the development of the property. Minor amounts of wind and/or water erosion may be associated with construction of the project.

b. There is no change from the prior project. No groundwater withdrawal is proposed, and the proposed project will not have an impact on groundwater recharge that is greater than what was anticipated by the prior project.

g-h. There is no change from the prior project. The project site is not within a designated 100-year flood boundary or within the designated 100-year floodplain. No impact.

i. There is no change from the prior project. The closest dam to the project site is the Folsom Dam, over eight miles to the southeast, and the project is not located in a watershed.

j. There is no change from the prior project. The project site is not located in an area at risk for seiche, tsunami, or mudflow.

Mitigation Measures: None.

X. 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?	SPJC MND Pg. 6	No	No	No	No
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?	SPJC MND Pg. 6	No	No	No	No
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	SPJC MND Pg. 6	No	No	No	No
<p>Discussion: a,b. There is no change from the prior project. City staff has determined that the project is consistent with the City's General Plan, Zoning Ordinance, and the Community Design Guidelines. No conflicts with policies adopted for the purpose of avoiding or mitigating an environmental effect have been identified.</p> <p>c. There is no change from the prior project. There are no Habitat Conservation Plans or Natural Community Conservation Plans covering the project site. Therefore, no impact will occur.</p> <p>Mitigation Measures: None.</p>					

XI. 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?	SPJC MND Pg. 14	No	No	No	No
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?	PSJC MND Pg. 14	No	No	No	No
<p>Discussion: There is no change from the prior project. The proposed project is consistent with the level of development anticipated for the site by the General Plan, and the project will not have an impact to mineral resources beyond what was assumed within the previous environmental analysis. Impacts to mineral resources are less than significant.</p> <p>Mitigation Measures: None.</p>					

XII. 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) Exposer 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?	SPJC MND Pg. 15	No	No	No	No
b) Exposure of persons to or generation of excessive ground borne vibration of ground borne noise levels?	SPJC MND Pg. 15	No	No	No	No
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	SPJC MND Pg. 15	No	No	No	No
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	SPJC MND Pg. 15	No	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 expose people residing or working in the project area to excessive noise levels?	SPJC MND Pg. 15	No	No	No	No
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	SPJC MND Pg. 15	No	No	No	No

Discussion: a-d. There is no change from the prior project. Construction activities could expose nearby tenants/landowners to increased noise levels. These impacts would be temporary and are considered less than significant since noise resulting from construction activities are regulated by the City’s Municipal Code, Chapter 9.24 Noise Regulation, during nighttime hours (7:00 p.m. to 7:00 a.m., Monday through Friday, and 8:00 p.m. to 8:00 a.m., Saturday, Sunday, and Holidays).

For operational noise, it is noted that the project site is located in an industrial area of the city. According to the General Plan, the General Industrial land use is intended to provide areas for industrial uses that tend to generate noise, vibration, odor, dust, smoke, light, and an aesthetic appearance not compatible with residential and other sensitive receptors.

While the project is expected to generate some noise, the proposed coroner’s facility will not have the potential to generate excessive noise levels that could result in impacts to nearby sensitive receptors. The noise-generating aspects of the project may include vehicle noise, or mechanical equipment such as rooftop air conditioning units. The nearest sensitive receptors to the SPJC are the residents in the Highland Reserve neighborhood, which is approximately 1.1 miles to the south. The distance between the SPJC and the residential land uses will be sufficient to ensure that the uses on the site do not generate noise levels that exceed the criteria of the City’s General Plan. Therefore, operational noise impacts are considered less than significant.

e-f. There is no change from the prior project. The project site is not located within an airport land use plan area nor is it located within two miles of an airport or within the vicinity of a private airstrip. No impact will occur.

Mitigation Measures: None.

XIII. 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 population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, though extension of roads or other infrastructure)?	SPJC MND Pg. 7	No	No	No	No

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	SPJC MND Pg. 7	No	No	No	No
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	SPJC MND Pg. 7	No	No	No	No

Discussion: a-c. There is no change from the prior project. The project does not include a residential component; though the previous project evaluated the detention facility that houses a maximum of 980 inmates. Impacts are less than significant.

Mitigation Measures: None.

XIV. 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:	SPJC MND Pg. 16				
a) Fire protection?	SPJC MND Pg. 16	No	No	No	Yes
b) Police protection?	SPJC MND Pg. 16	No	No	No	Yes
c) Schools?	SPJC MND Pg. 16	No	No	No	Yes

d) Parks?	SPJC MND Pg. 16	No	No	No	Yes
e) Other public facilities?	SPJC MND Pg. 16	No	No	No	Yes

Discussion: a-c. There is no change from the prior project. The subject property is in an area of the City that currently receives City services. The General Plan anticipated industrial development for the site and planned for services accordingly. The project is not residential and is not anticipated to have an impact on school services. The increased demand of police and fire services (with respect the previously evaluated annexation of six additional acres into the City) was evaluated with the prior project and found to be less that significant.

D,e. There is no change from the prior project. The project will require connections to the City's water and sewer system, electric system, roadway circulation system, and storm drain system. The proposed project is not anticipated to result in a substantial increase in services beyond that assumed for the previous industrial project. However, all private development projects are required to mitigate the incremental impacts that the project will have on city utilities, roadways, as well as regional facilities such as roads and sewer systems. Development impact fees are collected at the time building permits are issued for individual buildings. In this particular case, The County of Placer is the owner of the project site. As a quasi-state entity, the County may exempt itself from payment of local fees and building permit processes. Development impact fees are used to mitigate development-related impacts on a Citywide basis, such as roadway and utility infrastructure improvements. Without payment of development impact fees on a project-specific basis, funding for capital improvement projects necessary to mitigate impacts are reduced, which results in a potentially significant impact.

In order to reduce this impact to a less than significant level, the following mitigation measure was adopted with the prior project:

Mitigation Measure #5: The property owner shall pay all applicable development impact fees in effect at the time of building and/or grading permit issuance for each phase of development.

As this measure is to apply with each phase of development, impact fees are also applicable to the current project.

With implementation of Mitigation Measure #5, impacts to public services are considered less than significant.

Mitigation Measures: Mitigation Measure #5: The property owner shall pay all applicable development impact fees in effect at the time of building and/or grading permit issuance for each phase of development.

XV. 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?	SPJC MND Pg. 18	No	No	No	No
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?	SPJC MND Pg. 18	No	No	No	No
<p>Discussion: There is no change from the prior project. The proposal will not generate additional demand for recreation opportunities within the City and will not impact existing or planned recreational facilities in Roseville. Therefore, impacts to recreation facilities are less than significant.</p> <p>Mitigation Measures: None.</p>					

XVI. Transportation/Traffic

	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 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?	SPJC MND Pg. 10-13	No	No	No	Yes
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	SPJC MND Pg. 10-13	No	No	No	Yes
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	SPJC MND Pg. 10-13	No	No	No	Yes
d) Substantially increase hazards due to a design feature(s) (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	SPJC MND Pg. 10-13	No	No	No	Yes
e) Result in inadequate emergency access?	SPJC MND Pg. 10-13	No	No	No	Yes

f) Conflict with adopted policies, plans, or programs supporting public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	SPJC MND Pg. 10-13	No	No	No	Yes
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Discussion: a,b. There is no change from the prior project. A traffic study was prepared to evaluate potential impacts to traffic and circulation as a result of the development of the overall SPJC project, and evaluated the project's potential impact on several roadway segments and intersections. The traffic study, prepared by DKS Associates in October 2003, was included as Attachment 5 to the SPJC MND. The prior SPJC MND includes a more in-depth analysis of the potential impacts. Two mitigation measures were adopted to address potential impacts identified by the traffic study.

Two intersections, Sierra Gardens Dr./Douglas Bl. And Foothills Bl./ Blue Oaks Bl., were found to be impacted in the existing plus project condition. Therefore, Mitigation Measure #1 (below) was adopted to include additional turn lanes at those locations, reducing the impact to less than significant levels. Additionally, modeling showed that by reducing the Office A building, which is part of the SPJC but not associated with the current request, by 10,000 square feet, potential impacts could be further reduced. This can be seen in Mitigation Measure #2 below. The area of the overall center was also limited to 676,149 square feet by that Mitigation Measure #2. The proposed project keeps the overall area of the SPJC below the approved level, and therefore impacts remain less than significant.

The prior MND also included an analysis to determine what level of impact the SPJC would have on public transit services within the City. This analysis focused on the City's Dial-a-Ride program, as well as the potential need to provide fixed-route bus service out to the SPJC. A cost analysis was conducted for both programs. Mitigation Measures #3 and #4 were included with the project to ensure that adequate provision would be made to pay for these transit programs. A Memorandum of Understanding (MOU) was adopted by the City Council as a result of the mitigation measures. The MOU is current and still in place. No additional impact is anticipated due to the changes proposed by the current project, and Mitigation Measures #3 and #4 have been implemented by the MOU.

The following four mitigation measures were adopted to reduce potential project impacts to less than significant levels:

Mitigation Measure #1: The City of Roseville Capital Improvement Program shall be modified to include a westbound right-turn lane at the Sierra Gardens Dr./Douglas Bl. Intersection and a 3rd southbound through and 3rd northbound left turn lanes or 4th westbound through lane at the Foothills Bl./Blue Oaks Bl. Intersection.

Mitigation Measure #2:Office A shall be reduced in size to 163,677 square feet. The project as a whole shall be limited to 676,149 square feet.

Mitigation Measure #3: The County shall enter into an agreement with the City to provide reimbursement for capital and on-going operational costs associated with providing transit services to the Justice Center facility. Capital cost reimbursement shall be in the amount of \$12,600 for Dial-a-Ride service, and \$50,000 for fixed route service upon an identified need for fixed-route service.

Reimbursement for operational cost shall reflect the City's actual cost for providing the service and shall be determined by the following formulas:

Fixe Route: $([No. of Service Days (N) \times Hours of Service Per Day on Route (H) \times Hourly Operating Cost (C)] = Annual Cost of bus replacement (B) \times Percent of fixed route miles need to service project (%RM)$

Dial-a-Ride: Actual cost per trip (currently \$17.50), not to exceed \$9,000 annually

Mitigation Measure #4: Reimbursement shall continue for the life of the project or until the City and County mutually agree that it is no longer necessary. Dial-a-Ride reimbursement will be maintained until fixed-route service is initiated. Reimbursement for fixed-route service shall begin in the fiscal year following a PCTPA finding that an unmet need exists and is reasonable to meet, or the City determines that fixed route service is needed to alleviate demands on the Dial-a-Ride service.

c. The project as proposed has no impact on air traffic patterns, and does not present substantial safety risks.

d. The project design does not introduce hazards such as sharp curves or dangerous intersections. The site layout has been reviewed by the City Engineering Division. No incompatible uses are located adjacent to the project site. Impacts are less than significant.

e. The City Fire Department and Engineering Division have reviewed the proposed project, and have determined that adequate emergency access is available on the project. Impacts are less than significant.

Mitigation Measures: All four mitigation measures related to traffic and circulation impacts (Mitigation Measures #1-4) have already been implemented as part of the SPJC project. The proposed project does not change the overall allowable square-footage of the SPJC, per Mitigation Measure #2. None of these mitigation measures, therefore, apply to the current project.

XVII. 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:	N/A				No
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)?	N/A	No	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.	N/A	No	No	No	No

Discussion: a,b. 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. This section was added to the CEQA Guidelines after the publication of the prior environmental document to which this Addendum is attached, but cultural resources were addressed in that document.

Changes introduced by the Project and/or new circumstances relevant to the project would not, as compared to the 1992 General Plan EIR or the 2003 SPJC MND, result in a new significant impact or significant impacts that are substantially more severe than impacts previously disclosed. In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or than any previously examine effects would be substantially more severe than significant effects shown in the previous EIR or Mitigated Negative Declaration. Previously applied mitigation should be adequate to address potential impacts of the project.

Mitigation Measures: None.

XVIII. 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) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	SPJC MND Pg. 17	No	No	No	No
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?	SPJC MND Pg. 17	No	No	No	No
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?	SPJC MND Pg. 17	No	No	No	No
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	SPJC MND Pg. 17	No	No	No	No

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?	SPJC MND Pg. 17	No	No	No	No
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	SPJC MND Pg. 17	No	No	No	No
g) Comply with federal, state, and local statutes and regulations related to solid waste?	SPJC MND Pg. 17	No	No	No	No

Discussion: a-g. There is no change from the prior project. Electric, water, and sewer services will be provided by the City of Roseville. Natural gas service will be provided by PG&E, telephone services by Roseville Telephone Company, and cable services (if needed) by Comcast. The General Plan anticipated the need for services to the site, and the proposed use is consistent with the anticipated level of use assumed by the General Plan. The City Utility Departments (Environmental Utilities, Electric) have confirmed that adequate capacity is present to service the project, without impacting their ability to maintain existing levels of service. All of the noted utility services are available to the site via Industrial Boulevard. The project will be required to provide connections to these utilities as necessary to meet current City standards and the standards of the other service providers. The project will not create a substantial need for or alteration of any utility services. Therefore, project related impacts are less than significant.

Mitigation Measures: None.

XIX. Mandatory Findings of Significance

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, threatened or rare species, or eliminate important examples of the major periods of California history or prehistory?	SPJC MND Pg. 14	No	No	No	No
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.)	SPJC MND Pg. 9,10, 18	No	No	No	No
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	SPJC MND Pg. 18	No	No	No	No

Discussion: a. Checklist item a) above concerns impacts to biological and cultural resources. Impacts on these resource areas were evaluated both by the 1992 General Plan EIR and the South Placer Justice Center Mitigated Negative Declaration. The analysis showed that SPJC project would not result in any new significant impacts, nor will the current project result in a substantial increase in the severity of previously identified significant impacts. The proposed project includes a change from an approximately 40,000 square feet of archive and storage space to a 19,492 square-foot coroner’s facility, with the remainder (20,508 square feet) to remain as potential archive/storage space. Buildout under the proposed project would be substantially consistent with the development assumptions in the previous CEQA documents; therefore, as discussed throughout this Addendum, the Project would not substantially increase the severity of the identified significant cumulative impacts. Checklist item c), above, is concerned with direct and indirect substantial adverse effects to human beings. The various environmental topic analyses in

the 1992 General Plan EIR and SPJC MND include evaluation of impacts, both direct and indirect, on human beings. Overall, as supported by the analyses in each environmental topic, the Project would not result in any new significant impacts, or a substantial increase in the severity of previously identified significant impacts.

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 South Placer Justice Center Mitigated Negative Declaration, 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:

Shelby Vockel, Associate Planner
City of Roseville, Development Services–Planning Division

Attachments:

1. 2003 South Placer Justice Center Mitigated Negative Declaration

**PLANNING DEPARTMENT**

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

INITIAL STUDY & ENVIRONMENTAL CHECKLIST

Project Title/File Number: South Placer Justice Center / File #MPP 03-02, MPP 03-03, CUP 03-05, GPA 03-10, RZ 03-08, ANN 03-01, & SUBD 03-05

Project Location: 10800 Industrial Avenue; Roseville; Placer County

Project Description: The requested project entitlements are as follows:

- **Stage One** approval of a **Major Project Permit** to allow the phased construction of a 676,149 s.f. justice facility including a 110,700 s.f. courthouse, 60,000 s.f. private office building, 163,677 s.f. justice services building (District Attorney, Public Defender, etc.), 40,000 s.f. archive/storage building, 50,889 s.f. sheriff substation, 18,733 s.f. ancillary building (vehicle shop), and a 232,150 s.f. detention facility with a capacity for up to 980 inmates. The project will be developed in phases through the year 2025.
- **Stage Two** approval of a **Major Project Permit** to allow construction of the courthouse and private office building, totaling 170,700 s.f. and associated site improvements including parking, lighting, and landscaping.
- **Conditional Use Permit** to allow a detention facility in the General Industrial zone district.
- **Tentative Subdivision Map** to subdivide approximately 67 acres into four parcels. A fifth parcel (6 acre Parcel D) exists outside of the City limits and will be incorporated into the project, but is excluded from the Tentative Map.
- **General Plan Amendment** to change the adopted land use of ±6 acres of the project site from Industrial Park (Placer County designation) to General Industrial (IND) in preparation for annexation into the City of Roseville corporate limits.
- **Rezone (Prezone)** to assign preliminary zoning of General Industrial (M2) to ±6 acres of the project site in preparation for annexation.
- **Annexation** to annex ±6 acres of the project site into the City of Roseville corporate limits.

APPROVED BY
PLANNING COMMISSION
CITY OF ROSEVILLE

DEC 11 2003

ATTEST:

[Signature]

Following approval of the requested entitlements by the City of Roseville, the County of Placer will acquire approximately 43.6 acres of the project site. The remaining 9.4 acres, which includes the courthouse building, will be privately owned. The courthouse will be leased to the County for a period of 20 years. Under terms of the lease agreement, ownership of the Courthouse building will transfer to the County following the 20-year lease-to-own period.

Project Applicant: Peter Saucerman, Dreyfuss & Blackford Architects, 3540 Folsom Boulevard; Sacramento, CA 95815; (916) 453-1234

Property Owner: James Gately, JB Company, 2101 Evergreen Street; Sacramento, CA 95815; (916) 929-3003

Lead Agency Contact Person: Michael Isom, 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 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 and determined 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. As demonstrated in the initial study checklist, there are no "project specific significant effects which are peculiar to the project or site" (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:


Michael Isom, Associate Planner

Date: 10/24/03

ENVIRONMENTAL SETTING

The project site is located at 10800 Industrial Avenue, which is north of Blue Oaks Boulevard and south of Sunset Boulevard in the North Industrial Plan area of the City of Roseville (see Attachment 1). The property is situated at the northern extent of the City limits at the northern end of Industrial Boulevard. The north branch of the Pleasant Grove Creek defines the southern edge of the property. Industrial Boulevard and the Union Pacific Railroad border the site to the west, Highway 65 to the east, and an industrial park in Placer County to the north. The site has been previously graded in association with the Commerce Center 65 project (see discussion below). Aside from the creek, all wetlands on the property were permitted and filled in association with the previously approved project. There are no native oak trees or other significant natural features in the area proposed for development.

The remaining 19 acres of wetlands (Pleasant Grove Creek) have been preserved and will be deeded to the City for perpetual maintenance upon completion of the required 5-year monitoring period. The City is currently managing the preserve area with endowment funds paid by the JB Company. The Operations and Management Plan and deed restrictions for the preserve were approved by the Corps of Engineers in 2000.

On April 22, 1999 the City Planning Commission approved a subdivision map for the division of the original 67-acre parcel into eight parcels (File#: SUBD 98-26). On November 4, 1999, the City's Design Committee approved a Design Review Permit allowing the phased construction of three warehouse buildings on 20 of the 67 acres. The approved project consisted of two 95,648 sq. ft. warehouse buildings and one 203,840 sq. ft. warehouse building, along with associated site improvements including parking, lighting, and landscaping.

The previously approved project did not include the additional ±6-acre property currently proposed for annexation into the City. This property was previously owned by the State and was designated as right-of-way for a planned overpass over Highway 65. The planned location of the overpass has been relocated further north to Sunset Boulevard. As a result, the property was declared excess right-of-way by CalTrans and subsequently sold to the current property owner (JB Company). The current proposal is to annex the ±6 acres into the City of Roseville.

A one-year extension of the original Design Review Permit was approved in December of 2001, extending the expiration date to November 4, 2002. A Rough Grading Permit was ultimately issued for the project in the summer of 2001 that allowed the site to be graded. However, a Building Permit was never issued, and the Design Review Permit ultimately expired.

Location	Zoning	General Plan Land Use	Actual Use Of Property
Site	General Industrial (M2) Industrial Park (6-acre property in County)	General Industrial (IND) Industrial (6-acre property in County)	Vacant
North	Placer County (Industrial Park)	Placer County (Industrial)	Industrial Complex
South	M2	IND	Hertz Equipment Rental
East	HWY 65	HWY 65	HWY 65
West	Placer County (Industrial Park)	Placer County (Industrial Park)	Placer County (Industrial Park)

PREVIOUS ENVIRONMENTAL DOCUMENTS

The City has determined that an Initial Study shall be prepared in order to determine whether the potential exists for unmitigatable impacts resulting from the proposed project. Relevant analysis from the General Plan and Specific Plan certified EIRs, 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 and Specific Plan certified EIRs 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 General Plan 2010 (GP) was adopted November 18, 1992 by Resolution #92-321. The GP did not, with the exception of the establishment of a 1,000 dwelling unit pool, allocate land uses beyond those identified in the previous General Plan. The focus of the revision was to update policies and to integrate the concepts developed through Roseville's specific plans, into citywide policy (page I-4 of the GP). No changes to land use allocations or granted entitlements were proposed in conjunction with the GP update.

The GP EIR (SCH #92072064) was certified November 18, 1992 by Resolution #92-320 and is one of the previous environmental documents used in preparation of this Initial Study. The GP EIR assessed three development scenarios – Market, Market/Specific Plan Buildout, and GP buildout.

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

Appendix 1

- Flood hazard
- Construction air emissions (ozone)
- Railroad noise
- Conversion of open space outside of infill area
- Jobs/housing imbalance
- Loss of annual grasslands
- Loss of riparian woodlands
- Loss of intermittent drainage and other seasonal wetland habitat
- Risk of hazardous materials-related emergencies due to rail operations
- Growth inducement
- Vehicular air emissions (ozone)
- Vehicle noise
- Noise from fixed sources
- Affordable housing
- Increased traffic/degraded LOS at five key intersections (under 2010 Market/Specific Plan only)
- Loss of oak trees and oak woodlands
- Loss of vernal pools
- Habitat fragmentation and loss of wildlife habitat
- Cumulative impacts affecting issues such as air quality, land use, traffic, biological, public services and utilities, and water

The General Plan EIR is available for review Monday through Friday, 8 a.m. to 5 p.m. at the Roseville Planning Department, 311 Vernon Street, Roseville, CA 95678.

2. Commerce Center 65 - Initial Study and Mitigated Negative Declaration – October 5, 1999

The Commerce Center 65 project was approved by the Design Committee on November 4, 1999. The project consisted of 395,136 square feet of warehouse development. An Initial Study was prepared to examine the potential environmental impacts associated with the project, which included loss of wetland habitat. A Negative Declaration was circulated for a 20-day period and was certified on November 4, 1999 by the Design Committee.

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. "Potentially Significant Unless Mitigation Incorporated" 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).
7. Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

CITY OF ROSEVILLE INITIAL STUDY CHECKLIST				
ENVIRONMENTAL ISSUE	LEVEL OF SIGNIFICANCE			
	Potentially Significant	Potentially Significant Unless Mitigated	Less Than Significant	No Impact
I. LAND USE AND PLANNING. Would the proposal:				
a. Conflict with general plan designation or zoning?			L	
b. Conflict with applicable environmental plan or policies adopted by agencies with jurisdiction over the project?				N
c. Be incompatible with existing land use in the vicinity?			L	
d. Affect agricultural resources or operations (e.g. impacts to soils or farmlands, or impacts from incompatible land uses)?				N
e. Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?				N

Ia – General Plan: The subject property is designated General Industrial (IND) on the General Plan Land Use Map. The General Industrial land use category is intended to provide areas that tend to produce an aesthetic appearance not compatible with residential or other sensitive receptors (e.g., jail). Primary uses anticipated within the IND land use designation include a wide range of activities including manufacturing, wholesale distribution, large storage areas, and other industrial uses. The General Plan then looks to the Zoning Ordinance through the Conditional Use Permit process to determine compatibility and address potential conflicts.

As a government office complex including a 980-inmate detention facility, the Planning Department has determined that the proposed justice center is consistent with this description.

Ia,c – Zoning Ordinance: The zoning of the site is also General Industrial (M2). The types of uses proposed for the project are defined by the Zoning Ordinance as Professional Office, Community Services, and Intensive Public Facilities. A break down of the uses is as follows

Building	Proposed Use	Use Classification	Permitted / Conditionally Permitted (P/CUP)
Office A	Justice services – District Attorney, Public Defender, etc.	Community Services	P
Office B	Privately-owned office building	Professional Office	P
Courthouse	Court services	Community Services	P
Archive/Storage Building	Record archives & misc. storage	Community Services	P
Sheriff Substation	Sheriff Substation	Community Services	P
Ancillary	Vehicle maintenance – government support operations	Community Services	P
Detention Facility	980-bed correctional facility	Intensive Public Facilities	CUP

All but one of the uses proposed for the site is principally permitted in the M2 zone district. The detention facility is classified as an Intensive Public Facility, which requires approval of a Conditional Use Permit.

Conditional Use Permit Considerations

A detailed description of the Detention Center operations is provided as Attachment 3. The Operational Program describes in detail the types of operations conducted at the facility, the capacity, security concerns, staffing, inmate movement, inmate release, and other functions and services conducted at the facility. The California Board of Corrections and Title 15 of the

California Administrative Code strictly regulates operational characteristics of correction facilities. Therefore, the City's ability to impose use restrictions on the jail that conflict with state regulations is limited. Given the regulatory framework, it becomes important to locate such a facility in an area where conflicts with adjacent land uses are minimized.

Attachment 4 illustrates the surrounding land uses in proximity to the proposed detention facility. As shown on Attachment 4, industrial land uses surround the project site on all sides. The nearest residential land use (Highland Reserve) is located approximately 1.1 miles from the project site. Due to the presence of the one-mile buffer between the detention facility and residential land uses, the Planning Department has determined that the location, size, design, and operating characteristics are compatible with the surrounding industrial land uses.

Annexation Considerations

The proposed project would require annexation to the City of Roseville and amendment to the City's General Plan. The proposed land use designation and zoning for the property proposed for annexation is General Industrial. Development of the 6-acre parcel would result in the conversion of undeveloped land to industrial uses. This would be consistent with the General Plan designations and is not anticipated to result in incompatible land uses with existing and planned off-site uses.

Ib, Id, Ie: The proposed use will not conflict with any environmental plan or policies adopted by the City or other agencies. The subject property does not have any agricultural resources or use and the project will not impact any agricultural resources. The project site does not include any residential uses, and the project will not disrupt or divide any existing community.

ENVIRONMENTAL ISSUE	LEVEL OF SIGNIFICANCE			
	Potentially Significant	Potentially Significant Unless Mitigated	Less Than Significant	No Impact
II. POPULATION AND HOUSING. Would the proposal:				
a. Cumulatively exceed official regional or local population projections?			L	
b. Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)?			L	
c. Displace existing housing, especially affordable housing?				N

Iia-Iic: The project does not include a residential component; however, the project will house up to 980 inmates that for population purposes are considered new residents. The City services demanded by the additional residents include water, sewer, and electricity. Utility demands are analyzed in the Utilities section of this document. A majority of the residents will be incarcerated 24 hours a day. As a result, the addition of 980 residents is not expected to generate significant traffic impacts.

The project may also create an indirect impact by inducing housing demand and population growth during and after construction. These impacts were anticipated by and are acknowledged in the General Plan EIR and are considered to be less than significant. This project is consistent with the expected impacts identified in the General Plan. Therefore, the project will have a less than significant impact on housing and population.

III. GEOLOGIC PROBLEMS. Would the proposal result in or expose people to potential impacts involving:				
a. Fault rupture?			L	
b. Seismic ground shaking?			L	
c. Seismic ground failure, including liquefaction?			L	
d. Seiche, tsunami, or volcanic hazard?			L	
e. Landslides or mudflows?			L	
f. Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill?			L	

g. Subsidence of the land?			L	
h. Expansive soils?			L	
i. Unique geologic or physical features?			L	

IIIa-e & IIIg-i: The proposal is not a geologic-related project, and does not result in or 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. Construction plans will be reviewed by the City of Roseville Building Department before a building permit is issued and the Engineering Division will review and approve all grading plans to ensure that all grading and structures would withstand shrink-swell potentials and earthquake activity in this area.

IIIf: Grading activities will result in the disruption, displacement, compaction and over-covering of soils. These activities include minor grading for the building foundation, trenching for utilities, the installation of asphalt pavement for parking, concrete-work for walkways and patio areas, and the construction of the buildings. All grading activities will require a grading permit from the Engineering Division of the Public Works Department. Grading and erosion control measures, including drainage, dust control and erosion control, will be incorporated into the grading plans as required by the City's Improvement Standards. Based on the information above, the impacts associated with grading and geology are less than significant.

ENVIRONMENTAL ISSUE	LEVEL OF SIGNIFICANCE			
	Potentially Significant	Potentially Significant Unless Mitigated	Less Than Significant	No Impact
IV. WATER. Would the proposal result in:				
a. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?			L	
b. Exposure of people or property to water related hazards such as flooding?			L	
c. Discharge into surface water or other alteration of surface water quality (e.g. temperature, dissolved oxygen or turbidity)?			L	
d. Changes in the amount of surface water in any water body?			L	
e. Changes in currents, or the course or direction of water movements?				N
f. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?			L	
g. Altered direction or rate of flow of groundwater?				N
h. Impacts to groundwater quality?			L	
i. Substantial reduction in the amount of groundwater otherwise available for public water supplies?				N

IVa, b, d, e: The proposed project will result in over-covering of soils with impervious surfaces such as asphalt paving and the building. This will result in a reduced rate of absorption of surface water runoff and will increase water being directed into the City's drainage system. The City evaluated the potential impacts related to increased runoff in the General Plan EIR. The General Plan EIR assumed full build-out of the site and other properties in the City and evaluated downstream flooding impacts resulting from increased surface water runoff. The General Plan EIR found that, with the implementation of City standards and programs, the potential flooding impacts would be less than significant. This project is above the 100-year flood surface elevation. The City standards will include requirements for a drainage system designed in accordance with City standards that will adequately handle on-site drainage associated with the development of the property. The proposed project will be subject to the adopted City standards and programs. As a result, the flooding impacts will be less than significant.

IVc: The proposed project does not include any grading activities or operational characteristics that will result in direct discharges into surface water. All drainage will be collected through an on-site storm drain system and directed to the City's storm drain system.

IVf-i: The proposed project does not include any grading activities that will have an effect upon groundwater flow or quantities, and will not result in the release of materials that will affect groundwater.

Based on the above information, the impacts associated with water are less than significant.

ENVIRONMENTAL ISSUE	LEVEL OF SIGNIFICANCE			
	Potentially Significant	Potentially Significant Unless Mitigated	Less Than Significant	No Impact
V. AIR QUALITY. Would the proposal:				
a. Violate any air quality standard or contribute to an existing or projected air quality violation?			L	
b. Expose sensitive receptors to pollutants?			L	
c. Alter air movement, moisture, or temperature, or cause any change in climate?			L	
d. Create objectionable odors?			L	

Va-d: This project alone does not have the 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 EIR finds 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. The project is consistent with the General Plan land use designation of General Industrial and the air quality impacts identified in and evaluated in the General Plan EIR. 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 to a less than significant impact by implementing standard dust control measures on the job site as part of an erosion control plan. Vehicle exhaust, produced during project construction, could temporarily contribute to the deterioration of ambient air quality. These impacts are considered to be less than significant. 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 to less than significant levels.

A decrease in air quality can be expected above the current undeveloped state of the site, this is due primarily to increased vehicle trips to the site. Emissions associated with this project are attributed to non point source emissions, primarily vehicle trips to the site. The State regulates vehicle emissions, however, the City currently has a Transportation Systems Management (TSM) Ordinance in place and is expanding City transit services to reduce vehicle trips within the City.

Different air quality standards are required by the State and federal government. Federal Government standards are adopted by the regional council of governments, and are enforced by the Environmental Protection Agency (EPA). State air quality standards are adopted by the California Air Resources Board (CARB), which distributes their authority to enforce the adopted air pollution control plan to local Air Pollution Control Districts (APCDs). The CARB has adopted more stringent air quality standards than the federal government.

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) has developed and adopted the Sacramento Air Quality Maintenance Plan (SAQMP), as required by the Federal Government. The SAQMP expired in 1987 because it did not facilitate compliance with new air quality standards. A new SAQMP is being developed by SACOG, and in the interim, the EPA has adopted a construction ban on single-point stationary sources that would generate 100 tons of pollutants per year.

The City of Roseville is also located in the Placer County Air Pollution Control District (PCAPCD). The PCAPCD's primary responsibility is to enforce the air quality standards for point source emissions. The primary pollutants of concern are ozone and suspended particulate matter that has the potential to change air movement. These are pollutants for which this region is designated as a non-attainment area consistent with the Federal Clean Air Act.

The project does not have the potential to create objectionable odors nor affect temperature either locally or regionally. Based on the above information, air quality impacts are considered to be less than significant.

ENVIRONMENTAL ISSUE	LEVEL OF SIGNIFICANCE			
	Potentially Significant	Potentially Significant Unless Mitigated	Less Than Significant	No Impact
VI. TRANSPORTATION/CIRCULATION. Would the proposal result in:				
a. Increased vehicle trips or traffic congestion?			L	
b. Hazards to safety from design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?			L	
c. Inadequate emergency access or access to nearby uses?			L	
d. Insufficient parking capacity on-site or off-site?			L	
e. Hazards or barriers for pedestrians or bicyclists?			L	
f. Conflicts with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)?		M		
g. Rail, waterborne or air traffic impacts?				N

VIa: The Circulation Element of the General Plan identifies the following criteria for determining significant impacts to the City's circulation system:

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

The applicant has submitted a long-term traffic study, which is included as Attachment 5. The City's 2002 Capital Improvement Program implements the General Plan policies noted above by evaluating Level of Service (LOS) based on build out of all land uses within the City of Roseville. The SPJC traffic study evaluates the year 2020 Market Rate Model plus the South Placer Justice Center project. Though they haven't yet been adopted, the study also includes the Kaiser Hospital expansion project and the West Roseville Specific Plan in its baseline assumptions in order to adequately analyze cumulative impacts. The two "No Project" scenarios presented in the SPJC study are based on scenarios previously analyzed in the Environmental Impact Reports for the Kaiser and WRSP projects. The EIRs for these two projects are being completed and have not been certified.

A previous study was performed in June 2003 which assumed the following development scenario:

- 109,739 s.f. courthouse
- 232,150 s.f. detention facility
- 60,000 s.f. private office building
- 173,677 s.f. public office building
- 50,889 s.f. sheriff's substation
- 18,733 s.f. ancillary building

Based on the development scenario identified above, the traffic study identified two intersections that would degrade at least one LOS category below C. These intersections were Eureka/Douglas (LOS D to E) and Foothills/Blue Oaks (LOS C to D). The traffic study identified available mitigation for the Foothills/Blue Oaks intersection that would raise the LOS to C. However, no mitigation is available for the Eureka/Douglas intersection. Based on the standards of significance identified above, the degradation in LOS at the Eureka/Douglas intersection with no mitigation available is considered a significant unavoidable impact.

To reduce the impact to a less than significant level, the office component of the project has been reduced by 10,000 s.f. The traffic study was revised to evaluate a 10,000 s.f. reduction in office square footage. As a result of this analysis, the traffic study concludes that the LOS of the Eureka/Douglas intersection, which currently functions at LOS D, will no longer degrade to LOS E and will remain at LOS D. However, as a result of the reduction, the project will now degrade intersection LOS at the Sierra Gardens/Douglas intersection from LOS C to LOS D. The traffic study identifies mitigation for the Foothills/Blue Oaks and Sierra Gardens/Douglas intersections as follows:

Recommended Mitigation for City of Roseville Intersections Cumulative Plus Reduced Project Scenario				
Intersection		Recommended Mitigation	Level of Service	
North-South Roadway	East-west Roadway		Before Mitigation	After Mitigation
Sierra Gardens Dr.	Douglas Bl.	Add westbound right-turn lane	D	C
Foothills Bl.	Blue Oaks Bl.	Add 3 rd southbound thru and 3 rd northbound left-turn lanes Or Add 4 th westbound thru lane	D	C
Percentage of intersections Citywide operating at LOS C or better			70.0%	71.3%

The mitigation measures shown in the table above were not included in the City's 2020 CIP that was recently adopted in September 2002. The CIP and traffic impact fees are updated every 5 years, or when there is a major General Plan Amendment. The Public Works Department documents all roadway improvements beyond those included in the CIP that are needed to mitigate impacts of approved developments and ensure that those improvements are included in the next update to the CIP. All projects are required to pay their fair share of the cost of all CIP projects through collection of traffic impact fees.

It is anticipated that approval of the West Roseville Specific Plan (December 2003) will require revisions to the CIP, at which time the mitigation identified for this project will be included in the CIP.

To ensure that intersection-related impacts are reduced to less than significant levels, the following mitigation measures are recommended:

- **MITIGATION MEASURE #1:** The City of Roseville Capital Improvement Program shall be modified to include a westbound right-turn lane at the Sierra Gardens Dr/Douglas Bl. Intersection and a 3rd southbound thru and 3rd northbound left turn lanes or 4th westbound thru lane at the Foothills Bl./Blue oaks Bl. Intersection.
- **MITIGATION MEASURE #2:** Office A shall be reduced in size to 163,677 square feet. The project as a whole shall be limited to 676,149 square feet.

With adoption of Mitigation Measures 1 and 2, traffic-related impacts are reduced to a less than significant level.

Vib & C: DKS Associates has also conducted a traffic study evaluating short-term (on-site) traffic conditions (Attachment 6). The study evaluates access (driveway spacing, turning movements, and auxiliary lanes) to the site and queuing. The traffic study notes that the project driveways have been designed to meet the spacing requirements of the City, and that auxiliary lanes and on-site queuing also meet City standards.

The project design provides for left-turn acceleration and deceleration pockets within the center of Industrial Avenue. The study concludes that the 100-foot left-turn deceleration lanes must be extended to at least 200 feet to be consistent with the City's improvement standards. Furthermore, the study concludes that a left-turn acceleration lane at the northern driveway does not substantially improve the operation of this intersection and recommends that it be replaced by a continuous two-way left turn lane. The recommendations of the traffic study have been reviewed by the City's Public Works Department and will be incorporated as project conditions of approval.

Vid: Parking - The City's Zoning Ordinance [RMC Chapter 19.24] identifies required parking ratios for specific use types. However, all of the uses proposed with the Justice Center, except for the office buildings, do not have specific parking requirements, and are instead determined on a case-by-case basis during Design Review Permit review and approval.

During the fall and winter of 2002, the County retained Dan Smith & Associates to conduct a needs assessment for the court facilities, which included an analysis of the anticipated parking demand for the South Placer Justice Center. A synopsis of the parking analysis for the courthouse has been included as Attachment 7. A breakdown of the anticipated parking demand is provided in the table below:

Use	Area (s.f.)	Applicable Parking Ratio	Parking Required
Courthouse	110,700	1:214 ¹	517
Office A	163,677	1:250	655
Office B	60,000	1:250	240
Archive/Storage	40,000	1:1,000	40
Sheriff's Office	50,889	1:250	204
Ancillary	18,733	1:400 ²	47
Detention Facility	232,150	1:1000 ³	232
Total Required =			1,935
Total Provided =			2,168

¹ See Attachment 7 for additional information.

² The anticipated use for the ancillary building is vehicle maintenance and fleet support. The City has applied the standard ratio for auto repair for this building at 1 space per 400 square feet.

³ The City does not have a standard parking ratio for detention facilities. The 1:1000 ratio has been used as a worst-case scenario to account for 49 correctional employees (maximum at buildout), an average of 80 visitors per day for inmate visitation, 20 professional staff, 8 medical program providers, 4 food-service related, 4 service/maintenance personnel, and transient parking for arresting officers.

Based on the operational information provided by the applicant, the Planning Department believes that the total amount of parking provided is adequate to serve the proposed project.

Wie: The City Public Works Department—Engineering Division has reviewed the plans and has not identified any hazards to pedestrians or bicyclists.

Vif: The City does not currently provide fixed route transit services to the proposed Justice Center site, nor is fixed route service planned in the near future. The City's transit planning policy document encourages that projects locate within ¼ of a mile of an existing or planned fixed route. The project site is outside of this location criteria (1.5 miles from Pride Industries). Since the City did not anticipate and does not have plans to provide fixed-route service to Industrial Boulevard, the Transportation Division expects a higher demand to be placed on the City's Dial-a-Ride program.

The Justice Center is anticipated to generate a higher demand for Dial-a-Ride services than the approved project on this site. It is also expected that the Placer County Transportation Planning Agency will require the City to provide fixed-route service to the project site once a proven demand is demonstrated. The increased Dial-a-Ride demand (short term) and potential need for fixed route service will result in a potentially significant impact to the City's transit system.

To address the impact resulting from the proposed project, the County has agreed to share the burden of capital and ongoing operational costs to provide transit services to the project. The estimated transit costs for the project are as follows:

Dial-a-Ride

Capital Costs: Reimbursement is based on an estimate of 1 bus every five years over a 20-year period with a cost of \$75,000 per bus and an estimate of 4.2% responsibility (an estimated 100 trips per month to/from this facility or 4.2% of current ridership).

Total cost: \$300,000 * 4.2% = \$12,600

Operational Costs: Reimburse City's actual cost per dial-a-ride trip (currently \$17.50) provided to/from the project site. The City would monitor the number of trips provided and invoice the property owner quarterly. Reimbursement would be based on the actual number of trips provided, not to exceed a total of \$9,000 annually.

Fixed Route

Capital Costs: Upon an identified need for fixed-route service to this site, the property owner shall pay \$50,000 to the City to be used towards the purchase of additional fixed-route buses. Reimbursement is based on an estimate of 1 bus every 5 years over a 20-year period with a cost of \$300,000 per bus and an estimate of 5% responsibility ($\$1,000,000 \times 5\% = \$50,000$)

Operational Costs: If demand warrants fixed-route service in the future (as mandated by PCTPA), reimbursement would be provided based on the following formula:

[(No of Service Days (N) x Hours of Service Per Day on Route (H) x Hourly Operating Cost (C)] + Annual cost of bus replacement (B) x (Percent of fixed route miles needed to service project [%RM]) , or:

$$(((N)(H)(C)) + B) * (%RM)$$

Example: (actual cost may vary and is dependent on which existing route(s) must be altered to provide service)

N = 255 days of service

H = 14 hours of service per day

C = \$49.74 per hour operating costs

B = \$300,000 vehicle/12 year life

%RM = .22 (22%) (Based on round-trip distance from nearest stop at Foothills/Blue Oaks intersection – Route R))

This is calculated as $[(255 \times 14 \times 49.74) + (\$25,000)] \times .22 = \$44,565.80$ annually

Reimbursement should continue for the life of the project or until the City and County mutually agree that it is no longer necessary. Dial-a-ride reimbursement will be maintained until fixed-route service is initiated. Reimbursement for fixed-route service would begin in the fiscal year following a PCTPA finding that an unmet need exists and is reasonable to meet, or the City determines that fixed route service is needed to alleviate demands on the dial-a-ride service.

To reduce impacts to the City's transit system to a less than significant level, the following Mitigation Measure is recommended:

- **MITIGATION MEASURE #3:** The County shall enter into an agreement with the City to provide reimbursement for capital and on-going operational costs associated with providing transit services to the Justice Center facility. Capital cost reimbursement shall be in the amount of \$12,600 for Dial-a-Ride service, and \$50,000 for fixed route service upon an identified need for fixed-route service. Reimbursement for operational costs shall reflect the City's actual cost for providing the service and shall be determined by the following formulas:

Fixed Route: *[(No of Service Days (N) x Hours of Service Per Day on Route (H) x Hourly Operating Cost (C)] + Annual cost of bus replacement (B) x (Percent of fixed route miles needed to service project [%RM])*

Dial-a-Ride: *Actual cost per trip (currently \$17.50), not to exceed \$9,000 annually.*

- **MITIGATION MEASURE #4:** Reimbursement shall continue for the life of the project or until the City and County mutually agree that it is no longer necessary. Dial-a-ride reimbursement will be maintained until fixed-route service is initiated. Reimbursement for fixed-route service shall begin in the fiscal year following a PCTPA finding that an unmet need exists and is reasonable to meet, or the City determines that fixed route service is needed to alleviate demands on the dial-a-ride service.

With implementation of Mitigation Measures #3 and #4, impacts to the City's transit system are considered less than significant.

Vlg: The project will not affect rail, water or air traffic.

ENVIRONMENTAL ISSUE	LEVEL OF SIGNIFICANCE			
	Potentially Significant	Potentially Significant Unless Mitigated	Less Than Significant	No Impact
VII. BIOLOGICAL RESOURCES. Would the proposal result in impacts to:				
a. Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?			L	
b. Locally designated species (e.g. heritage trees)?				N
c. Locally designated natural communities (e.g. oak forest, native grassland, etc.)?			L	
d. Wetland habitat (e.g. marsh, riparian, vernal pools)?			L	
e. Wildlife dispersal or migration corridors?			L	

VIIa,c, & e: There are no known endangered, threatened or rare species on the site. The Planning Department has received a letter from the California Department of Fish and Game concerning the loss of foraging habitat for the Swainson's hawk (*Buteo swainsonii*), which is a state-listed threatened species (Attachment 10). CDF&G observed one active nest approximately three miles from the project site during the spring of 2001. It should be noted that the project site has been previously disturbed through previous rough grading of the property. The 2010 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.

The General Plan does not contain a policy relative to mitigation for habitat other than vernal pools and other wetlands. Therefore, mitigation for habitat loss is not required.

VIIb: There are no native oak trees in the area proposed for development.

VII d: The site previously supported wetlands habitat. As authorized by, and pursuant to State and Federal permits, the landowner filled the wetlands habitat during grading activities for the Commerce Center 65 project. There are no remaining wetlands in the area proposed for development. The lost wetlands were mitigated both on-site in the wetlands preserve area, and through purchase of off-site mitigation credits through an approved mitigation bank.

Based on the discussion above, the project impacts to biologic resources are considered less than significant.

VIII. ENERGY AND MINERAL RESOURCES. Would the proposal result in impacts to:				
a. Conflicts with adopted energy conservation plans?				N
b. Use non-renewable resources in a wasteful and inefficient manner?			L	
c. Result in the loss of availability of a known mineral resource that would be of future value?				N

VIIIa-c: The General Plan EIR evaluated potential impacts to energy and mineral resources resulting from buildout of the City's infill areas, and found the impacts to be less than significant.

The project will result in a slight increase in energy demand beyond what was assumed in the General Plan EIR as a result of the 6-acre annexation. The Electric Department has verified that there is adequate capacity available to serve the additional 6 acres. (see Attachment 8).

The remainder of the proposed project is consistent with the level of development anticipated for the site by the General Plan. As a result, the project will not have an impact to energy and mineral resources beyond what was assumed within the previous environmental analysis. Therefore, the impacts to energy and mineral resources are considered less than significant.

ENVIRONMENTAL ISSUE	LEVEL OF SIGNIFICANCE			
	Potentially Significant	Potentially Significant Unless Mitigated	Less Than Significant	No Impact
IX. HAZARDS. Would the proposal involve:				
a. A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?			L	
b. Possible interference with an emergency response plan or emergency evacuation plan?			L	
c. The creation of any health hazard or potential health hazard?			L	
d. Exposure of people to existing sources of potential health hazards?			L	
e. Increased fire hazard in areas with flammable brush?			L	

IXa-e: The applicant has not specified if toxic or hazardous materials will be stored on-site, but is reasonable to assume that materials such as gasoline, motor oil, and diesel fuel for back-up generators will be stored on the 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 also require a Risk Management and Prevention Program (RMPP) for those uses that handle specified quantities of toxic and/or hazardous materials. Also, businesses or entities 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 specify what to do in the event of an accident, and which transportation routes would be used. This project is located within an area currently receiving City emergency services. As a result, the project would cause a less than significant impact to the City's Emergency Response or Management Plans.

Based on this information, potential impacts associated with hazardous materials are expected to be less than significant.

X. NOISE. Would the proposal result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			L	
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			L	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			L	
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			L	

Xa-b – Construction Noise: Construction activities could expose nearby tenants/landowners to increased noise levels. These impacts would be temporary and are considered less than significant since noise resulting from construction activities are regulated by the City's Municipal Code, Chapter 9.24 Noise Regulation, during nighttime hours (7:00 p.m. to 7:00 a.m., Monday through Friday, and 8:00 p.m. to 8:00 a.m., Saturday, Sunday and Holidays.)

Xa-b – Operational Noise: The project site is located in an industrial area of the city. According to the General Plan, the General Industrial land use is intended to provide areas for industrial uses that tend to generate noise, vibration, odor, dust, smoke, light, and an aesthetic appearance not compatible with residential and other sensitive receptors.

While the project is expected to generate some noise, none of the uses proposed with the Justice Center have the potential to generate excessive noise levels that could result in impacts to nearby sensitive receptors. The project is comprised primarily of office uses that typically generate low to moderate noise levels through the use of mechanical equipment such as roof top air conditioning units. Another use includes the ancillary building, which is anticipated for vehicle maintenance. Noise typically associated with automotive repair facilities is the result of air compressors and pneumatic tools.

The nearest sensitive receptors to the Justice Center site are the residents in the Highland Reserve neighborhood, which is approximately 1.1 miles to the south. The distance between the Justice Center site and the residential land uses will be sufficient to ensure that the uses on the site do not generate noise in levels that exceed the criteria of the City's General Plan. Therefore, operational noise impacts are considered less than significant.

ENVIRONMENTAL ISSUE	LEVEL OF SIGNIFICANCE			
	Potentially Significant	Potentially Significant Unless Mitigated	Less Than Significant	No Impact
XI. PUBLIC SERVICES. Would the proposal have an effect upon or result in a need for new or altered government services in any of following areas.				
a. Fire protection?			L	
b. Police protection?			L	
c. Schools?				N
d. Maintenance of public facilities, including roads?		M		
e. Other governmental services?		M		

XIa,b,c: The subject property is in an area of the City that currently receives City services. The General Plan anticipated industrial development for the site and planned for services accordingly. The project is not residential and is not anticipated to have an impact on school services.

The proposed project will require police and fire and other services in an amount that may slightly exceed that anticipated by the General Plan if the 6-acre "Parcel D" is annexed into the City. However, the Police and Fire Departments have determined that the proposed annexation will have a less than significant impact on emergency services.

The nearest fire station is currently Station #5, located at Mahany Park approximately 4 miles away. Two additional fire stations are planned for the future, and will be located on Blue Oaks Boulevard (west of Woodcreek Oaks Bl) and Pleasant Grove Boulevard/Highway 65. These additional stations may also respond to calls for service at the proposed project. The project will be conditioned to comply with the Uniform Fire and Building Codes used by the City of Roseville to ensure that adequate water pressure is provided on the site, and it is anticipated that fire services to the site will be provided in conformance with City standards.

XId & e: The project will require connections to the City's water and sewer system, electric system, roadway circulation system, and storm drain system. The proposed project is not anticipated to result in a substantial increase in services beyond that assumed for the previous industrial project. However, all private development projects are required to mitigate the incremental impacts the project has on city utilities, roadways, as well as regional facilities such as roads and sewer systems. Development impact fees are collected at the time building permits are issued for individual buildings. In this particular case, the County of Placer will assume ownership of all but 9.4 acres of the project site. As a quasi-state entity, the County may exempt itself from payment of local fees and building permit processes. Development impact fees are used to mitigate development-related impacts on a Citywide basis, such as roadway and utility infrastructure improvements. Without payment of development impact fees on a project-specific basis, funding for capital improvement projects necessary to mitigate impacts are reduced, which results in a potentially significant impact.

In order to reduce this impact to a less than significant level, the following Mitigation Measure is recommended:

- **MITIGATION MEASURE #5: The property owner shall pay all applicable development impact fees in effect at the time of building and/or grading permit issuance for each phase of development.**

With implementation of Mitigation Measure #5, impacts to public services are considered less than significant.

ENVIRONMENTAL ISSUE	LEVEL OF SIGNIFICANCE			
	Potentially Significant	Potentially Significant Unless Mitigated	Less Than Significant	No Impact
XII. UTILITIES AND SERVICES SYSTEMS. Would the proposal result in a need for new systems or supplies, or substantial alteration to the following utilities?				
a. Power or natural gas?			L	
b. Communication systems (e.g., telephone, cable or fiber optic systems)?			L	
c. Local or regional water treatment or distribution facilities?			L	
d. Sewer or septic tanks?			L	
e. Storm water drainage?			L	
f. Solid waste disposal?			L	
g. Local or regional water supplies?			L	

XIIa-g: Electric, water, and sewer services will be provided by the City of Roseville. Natural gas service will be provided by PG&E, telephone services by Roseville Telephone Company, and cable services (if needed) by Comcast. The General Plan anticipated the need for services to the site, and the proposed use is consistent with the level of use anticipated by the General Plan. However, the 6-acre parcel proposed for annexation was not anticipated for development in the 2010 General Plan and was not included in the General Plan EIR.

The City Utility Departments (Environmental Utilities, Electric, Telephone) have confirmed that adequate capacity is present to service the project, including the 6-acre parcel, without impacting their ability to maintain existing levels of service.

All of the noted utility services are available to the site via Industrial Boulevard. The project will be required to provide connections to these utilities as necessary to meet current City standards and the standards of the other service providers. The project will not create a substantial need for or alteration of any utility services. Therefore, project related impacts are less than significant.

XIII. AESTHETICS. Would the proposal:				
a. Affect a scenic vista, or scenic highway?				N
b. Have a demonstrable negative aesthetic effect?			L	
c. Create light or glare?			L	

XIIIa-c: The project site does not abut and is not visible from any scenic vista or scenic highway. The project will convert a vacant parcel to urban development. 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 project is consistent with and will not result in any new aesthetic impacts beyond those identified in the General Plan EIR. In addition, light and glare associated with parking lot and building lighting will increase above the existing undeveloped condition.

The City of Roseville has adopted Community Design Guidelines (CDG) with the purpose of minimizing the aesthetic impacts of new development projects. The CDG state that lighting should be designed to minimize off-site glare. The project will be conditioned to comply with this guideline. The CDG also include guidelines for building design, site design and landscape design, which have the purpose of improving the built environment. The project has been designed and will be conditioned to comply with these guidelines.

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

ENVIRONMENTAL ISSUE	LEVEL OF SIGNIFICANCE			
	Potentially Significant	Potentially Significant Unless Mitigated	Less Than Significant	No Impact
XIV. CULTURAL RESOURCES. Would the proposal:				
a. Disturb paleontological resources?			L	
b. Disturb archaeological resources?			L	
c. Affect historical resources?				N
d. Have the potential to cause a physical change that would affect unique ethnic cultural values?				N
e. Restrict existing religious or sacred uses within the potential impact area?				N

XIVa-e: No cultural resources are known to exist on the project site. Therefore, the impacts to potential cultural resources are considered less than significant.

XV. RECREATION. Would the proposal:				
a. Increase the demand for neighborhood or regional parks or other recreational facilities?				N
b. Affect existing recreational opportunities?				N

Xva-b: The proposal will not generate additional demand for recreation opportunities within the City and will not impact existing or planned recreational facilities in Roseville. Therefore, the project will not significantly impact existing and planned park facilities.

XVI. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?			L	
b. Does the project have the potential to achieve short-term , to the disadvantage of long-term environmental goals?			L	
c. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			L	
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			L	

XVla-d: Long-term environmental goals are not impacted by the proposed Justice Center. The cumulative impacts do not deviate beyond what was contemplated by the 2010 General Plan EIR. The project does not have the potential to degrade the quality of the environment, reduce the habitat of any wildlife species nor create adverse effects on human beings.

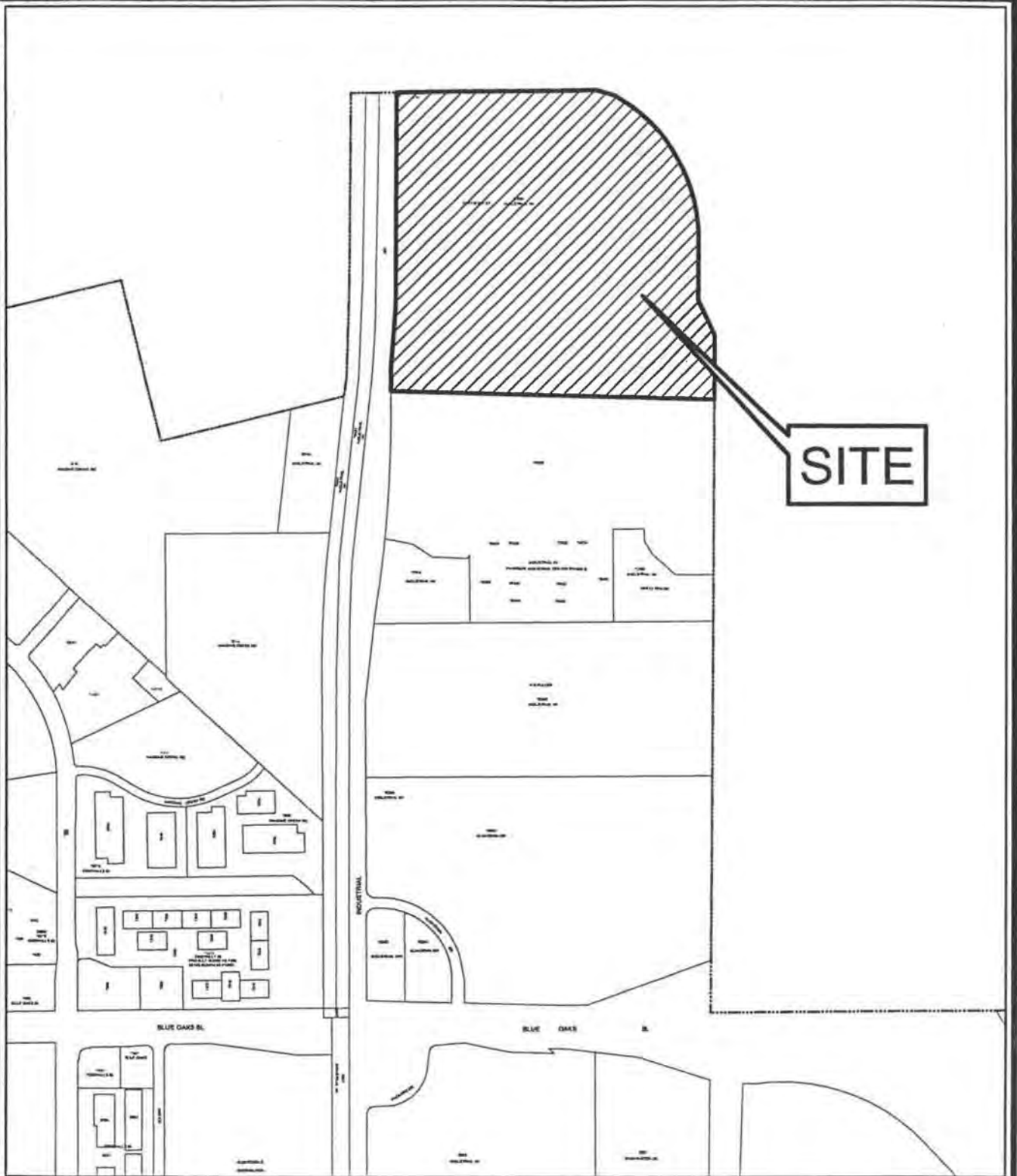
ATTACHMENTS

- 1. Vicinity Map**
- 2. Site Plan**
- 3. Detention Facility Operational Plan**
- 4. Surrounding Land Uses**
- 5. Long Term Traffic Analysis**
- 6. Short Term Traffic Analysis**
- 7. Parking Analysis**
- 8. Roseville Electric – “Will Serve” Letter**
- 9. City of Roseville, Environmental Utilities Department – “Will Serve” Letter**
- 10. Letter from California Department of Fish and Game dated 05/23/03**



CITY OF ROSEVILLE PROJECT VICINITY MAP

ATTACHMENT 1



SITE



Map Prepared By: CAllen
City of Roseville Planning Department
\\arcgis8.1\vicinity_maps\vmpp0303

Project Name:	SOUTH PLACER JUSTICE CENTER
Project File Number:	MPP 03-02
Project Location:	10800 INDUSTRIAL AV

South Placer Justice Center Jail Physical Plant and Operational Program

This document follows the guidelines set forth by Title 24 section 13-102 (c) 3 of the California Administrative Code (CAC), which is the basic format required by the California Board of Corrections to construct new detention facilities. The policies and procedures referenced in this program outline comply with Title 15 of the CAC.

Building description:

The South Placer Jail will be an integral part of the South Placer Justice Center. It is also a critical component, since the Courts, District Attorney, Probation and other Administrative components planned for the site process and manage the inmates housed in this facility. Arresting officers will no longer have to leave their patrol areas to transport detainees to Dewitt Center in Auburn, thus improving coverage and response times in local jurisdictions.

The jail will be a modern facility, designed to provide for the safety and security of the citizens of Placer County, jail staff and the inmates. To this end the facility will be built to provide for a secure, safe and Constitutionally effective facility.

The facility will be designed in accordance with the latest architectural and operational efficiencies. While made of concrete and steel products to maximize security, it will also incorporate appropriate architectural treatment to compliment the South Placer Justice Center, which will be an important, regional Government complex. Landscaping and the exterior elevations of the building will be designed to provide security as well as a pleasing appearance.

In addition to the housing units, the jail will include administration and support components. These will include the following functions:

- Jail Supervision, Management and Administration
- Visiting
- Intake/Booking
- Medical
- Food preparation
- Laundry
- Storage
- Staff lockers, dining, break, fitness, etc.
- Reception, warrants, clerical, fiscal, etc.
- Transportation
- Housing control
- Inmate programs and education

Facility type:

The South Placer Jail will house both sentenced and unsentenced inmates; therefore a type IV designation will be requested from the California Board of Corrections.

Facility capacity:

The facility is planned to provide a minimum 30 to 50 year life span, and is planned to accommodate the needs of the South Placer County Cities and unincorporated areas as the population increases. The 1996 updated Placer County Corrections Master Plan shows a need of between 350 and 500 additional beds by 2005. This need was diminished by the addition of 120 beds at the Auburn Main Jail in 2003. However, the Auburn Jail site has reached capacity and future inmate population needs must be met at another site. The South Placer Justice Center site

has been selected for its proximity to the population growth centers of the County and its consistency with adjacent land uses.

Because the South Placer Facility will need to meet the growth needs as well as operational efficiency and inmate classification needs, the facility is planned to initially have two housing units, called "pods" (podular housing). One housing unit will contain approximately 128 Medium, Med/Max, Maximum Security and Special Housing inmates in four modules; two single celled units housing 16 each, and two double celled units housing 48 in each. The second housing unit will contain 256 medium and minimum (sentenced inmate workers) security inmates in seven modules; four dorm units of 50 inmates in each, one single-celled eight bed unit, one double-celled unit of 16 (8 cells) and one double-celled unit of 32 (16 cells). While kept separate, both males and females will be housed in this podular building. While dorm implies lower security, the outer shell of the building will be high density, reinforced concrete or masonry and will be exceptionally secure from without and within. The initial capacity of the jail will be approx 384 inmates. By 2025 the South Placer Jail inmate population is expected to reach 980 inmates.

The initial phase of jail construction will also include construction of all of the administration and support areas listed earlier and described in more detail in later sections. Most of these areas will be built to accommodate the planned occupancy of 980 inmates, but finished and equipped as the inmate population is expanded.

Security and classification of the inmates to be housed:

Because the new South Placer Justice Center Courthouse will handle the bulk of the court cases in Placer County, the Jail will house all classification levels. However, the jail is planned to primarily handle the arrestees taken into custody by South Placer County Cities and Sheriff's officers.

The estimated number of inmates by classification is:

- Minimum security (sentenced inmate workers) 50 male inmates.
- Minimum security females-none (housed in Auburn jail)
- Medium security (male) 150
- Medium security (female) 32
- Med/Max security (male) 96
- Med/Max security (female) 16
- Special Housing (Administrative segregation, Disciplinary lockdown) 24
- Maximum security (male) 16
- Total-384

Staffing:

Staffing will include primarily Sheriff's employees with some Probation staff for O.R. (own recognizance) reporting etc. The Sheriff's staff will include fiscal, clerical and Deputy Sheriff and Correctional officers. The employees will work 12 hour shifts, three days a week and will be going and coming to work at off hours to lessen traffic during peak commute times.

Employees arrive to work at 6:30 AM and 6:30 PM and leave for home at 7:00 PM and 7:00 AM

Correctional employees are primarily assigned to fixed posts and administrative assignments. It is estimated that upon opening with 384 inmates, dayshift will include 27 employees and nightshift 16 employees. Staff will be increased to 48 on duty for day shift and 35 for the nightshift to manage the 980 inmate population.

Other vehicular traffic to the jail will be minimal. Daily visitors will include approximately 80 inmate visitations, 20 professionals, eight medical/program providers, four food service related, four service/maintenance related, 16 prisoner transportation trips and 30 arresting officers.

Inmate movement within the facility, entry and exit from security areas.

All entry and movement into and within the facility is the responsibility of housing control rooms. The primary housing control is Central Control that electronically opens and closes all primary doors and gates in and out of the building. Central control is the most secure area in the jail. Vehicle and pedestrian "sally" ports are used to ensure there is a doubled security level against escape and unauthorized entry. These doors and gates are interlocked and the system will not allow one security door/gate to open without the other being closed.

The exterior security includes a series of concrete block, wire and sensor fences, with razor wire installed to deter escape but obscured from public view by an opaque screen wall. "No-climb" fencing, which is less visually obtrusive and nearly as effective in preventing escape, will also be used at appropriate locations.

Numerous video cameras monitored by the housing control units are present in and outside the jail, with radios, telephones and intercoms used for communications. The most modern electronic equipment will be used for fire and life safety protection.

A well-designed facility will allow movement within the facility to be unescorted for medium and minimum security inmates, while maximum security inmates will be shackled and escorted. All prisoners transported to other facilities will be chained, shackled and escorted.

Court holding and inmate movement to court:

The South Placer Jail is part of the South Placer Justice Center and will be attached to the Courthouse inmate holding area through a secure, subterranean tunnel. This tunnel provides the optimum in safe and secure inmate circulation to the Courts; allowing unescorted movement by providing a hardened, enclosed structure with excellent sightlines from both the jail housing control stations and the court holding officer station.

Deputy Sheriffs will provide transportation to other courtrooms off-site through the vehicle sally port. All inmates transported by vehicle are chained, shackled and escorted during transport.

Booking/Intake:

The booking/intake area will include the vehicle sally port, arresting officer area, D.U.I. testing area, intake corridor, intake room, standard holding cells, docile-open holding area, detoxification cells, safety cells, suicide prevention cells, medical/nurse intake room, Booking Supervisor office, O.R. (own-recognizance) reporting area, fingerprint/photo I.D. room, four booking stations (two clerk-secure, two officer-open) clothing storage room, shower room, restraint chair area, dress out/search room(s)-area, releasing corridor, property storage room and report preparation areas.

Releasing:

All releases will be as a result of bail, Court order, sentence completion/time served, O.R. or transport to another correctional facility. Releases made at the jail will generally be with a friend or family member transporting the released inmate. The jail Inmate Welfare Fund (IWF) will also pay for a taxi to transport indigent inmates to their home in South County or to the bus station where the IWF will pay for a ticket, no further east than Reno, nor farther west than San Francisco. Some inmates will choose to make their own way home after release and this is a discretionary decision by the released individual. Officers are trained to keep the interest of the inmate and the community in mind when making releases and inmates are encouraged to arrange a ride home upon release.

Family and attorney visiting:

Sufficient visiting booths and areas will be provided to meet or exceed title 15 requirements. A minimum of six non-contact and two contact attorney/professional visitor booths/rooms will be provided.

Visiting is very important to an inmates social reintegration into society, therefore it will be the policy of the jail to maintain family ties by meeting and exceeding title 15 requirements for visitation. However, adhering to the goal of maximum safety, most programs will be taken to the inmate rather than the inmate going to the program, thus visitors will go to the housing pod for visiting.

Visitation will be accomplished by having visitors report to the visiting clerk station. After checking in, visitors will follow color-coded hallways to the housing unit where the inmate is housed. This is accomplished by providing over/under hallways, with inmates and staff using the lower hallway and visitors using the upper hallway. Each housing pod will have a minimum of four visiting booths, which have security glazing that separates the visitor from the secured inmate. There is no contact between visitors and inmates.

Exercise:

Outdoor recreation will be provided in compliance with title 15. To accomplish this secure recreation yards will be provided. Sufficient recreation yards will be provided to meet title 15 time requirements, but also allow for separation of classifications. It is estimated there will be two recreation yards per housing pod. These yards will be designed to maximize officer visibility into the yard. While light and fresh air is essential, security must also be met, thus the yards will be of hardened construction materials. They will also be covered in such a way as to allow year round recreation, even in inclement weather. There will be no free weights provided; however, isometric exercising equipment will likely be installed.

Recreation yards will be strategically placed in the facility and integrated within the housing pods to allow direct access from the pods into the yards. Recreation yards will not be visible from outside the facility and will be constructed to eliminate transmission of noise to surrounding areas.

Programs:

It is the philosophy of the Placer County Sheriff's Department to provide a maximum number of programs in order to rehabilitate the inmate in hopes of counteracting the pattern of criminal behavior. The following programs will be provided to inmates in the South Placer Jail:

- Anger management
- G.E.D. and high school diploma program
- Computer learning skills
- Substance abuse programs
- Religious opportunity for all faiths
- Commissary
- Recreational library books
- Law library to meet federal constitutional standards
- Drug and tobacco resistance training
- Work programs
- Communicable disease and hygiene training

Medical Services and management of communicable disease:

It is the philosophy of Placer County to provide medical care, which limits liability and ensures the good health of the inmates and the public. The goal will be to provide medical care, which

will allow California Medical Association Certification. To meet this certification program for adult institutions, minimum requirements for care are exceeded. The full range of emergency care will be provided including basic dental, mental health, medical services, medication etc. The infirmary will be built initially with six single cell hospital rooms and two double cell rooms. The infirmary will be designed to be expandable as the inmate population grows.

To prevent communicable diseases, each infirmary cell will have a negative pressure ventilation system installed, to help eliminate the transmission of communicable diseases. Further there will be a program of testing for communicable diseases to identify sick inmates and provide for treatment. The program and protocols to diagnose, treat and prevent communicable diseases is essential to the safety of the public, the staff and the inmates.

Food preparation and serving:

Meals will be prepared at the Central Kitchen in Auburn. The food will be shipped to South Placer refrigerated, kept in large walk in refrigerated storage rooms, and then heated in large ovens for service onto serving trays by inmate workers under supervision of kitchen staff. The serving area will also have large dish/pots cleaning area. The food will be shipped in thermal carts to the housing units, where the food will be served individually at the housing area tables.

Laundry and cleaning:

A laundry cleaning/processing room will be provided in the main support building of sufficient size to meet the current requirements to meet the clothing cleaning and exchange policies set by title 15. The laundry space will likely house four fifty pound washers and four seventy five pound dryers initially and be designed to provide future placement of similar washers and dryers to meet future needs. Sufficient new clothing will be purchased and kept on hand to meet title 15 requirements. Storage areas for clothing, paper supplies, cleaning products etc. will be provided.

Inmate workers, under supervision of correctional staff, will ensure the cleanliness of all areas of the jail except the inmate housing areas. Inmates in the housing areas will be provided with cleaning supplies, mops, brooms etc in order to maintain the cleanliness of their cells and congregate areas.

Inmates will be provided at no cost with hygiene supplies to adequately maintain cleanliness. This includes, soap, tooth brush, comb, tooth powder etc. The inmates may use their own money to purchase hygiene products such as name brand shampoos, soaps, etc through the commissary program.

Mental Health services:

Mental health services will be provided by contract medical services in cooperation and with the assistance of the Placer County Health Department, Mental Health Services. Placer County is unique in that, as part of a large State grant award, extra mental health services are provided to inmates with mental health disorders. In addition, the Superior Court in cooperation with other County Departments and the Public Defender has developed "Mental Health Court" to better process and adjudicate cases involving the mentally ill.

Staff to staff communications systems:

To provide for essential communication within the jail, each officer and other employees are provided low power, hand held radios with an emergency signal device in case of attack or assistance need. Intercoms are located in every cell and throughout the facility including every controlled door. Telephones are provided at every workstation and control station.

Management of persons with disabilities (ADA compliance):

The building will be designed to meet all State and Federal accessibility requirements as they apply to detention facilities. Policies and procedures and training will be provided to handle any

emergency or evacuation involving disabled persons. The building design will accommodate the use of wheel chairs and gurneys by medical and fire personnel.

Suicide prevention:

The recognition of suicidal inmates and prevention of suicides is of paramount importance at the South Placer Jail. All Correctional staff are trained in suicide prevention. The prevention of suicide begins with the intake process and communication exchange between custody staff, arresting officers and the inmate. A series of screening questions are used to help identify a potential suicidal inmate. Twenty-four hour a day medical service is provided on site to assist custody staff in identifying and treating these individuals. On call mental health professionals will respond to assist with these inmates. Ongoing mental health treatment is part of the jail medical professionals' responsibilities. The jail will have an LCSW (Licensed Clinical Social Worker) regularly assigned and weekly visits by a psychiatrist will be scheduled. Classification officers interview each inmate housed after arraignment and try to detect the suicidal inmate through this interview and when interviewing other inmates in custody.

The jail is designed with suicide prevention in mind. Every effort is made to limit any instruments or accessories that can be used in a suicide attempt. Ceiling height bars are provided on the top mezzanine tier to prevent jumping or falls. Special observation cells are provided to allow staff to constantly observe those designated as suicide risks. Breakaway clothing hooks are used to prevent hanging. Any housing block furniture or equipment will be designed to limit the ability of the inmate to tie off to affect a hanging. Sharp objects are eliminated to provide safety for staff and inmates.

Detoxification Cells:

Inmates who are arrested on alcohol or drug related charges and appear under the influence will be placed in one of three sobering cells. These cells will be designed as required by title 24 and will be operated in accordance with title 15 (timely visual checks). Three cells of appropriate size are provided to give adequate segregation by inmate classification.

Safety cells:

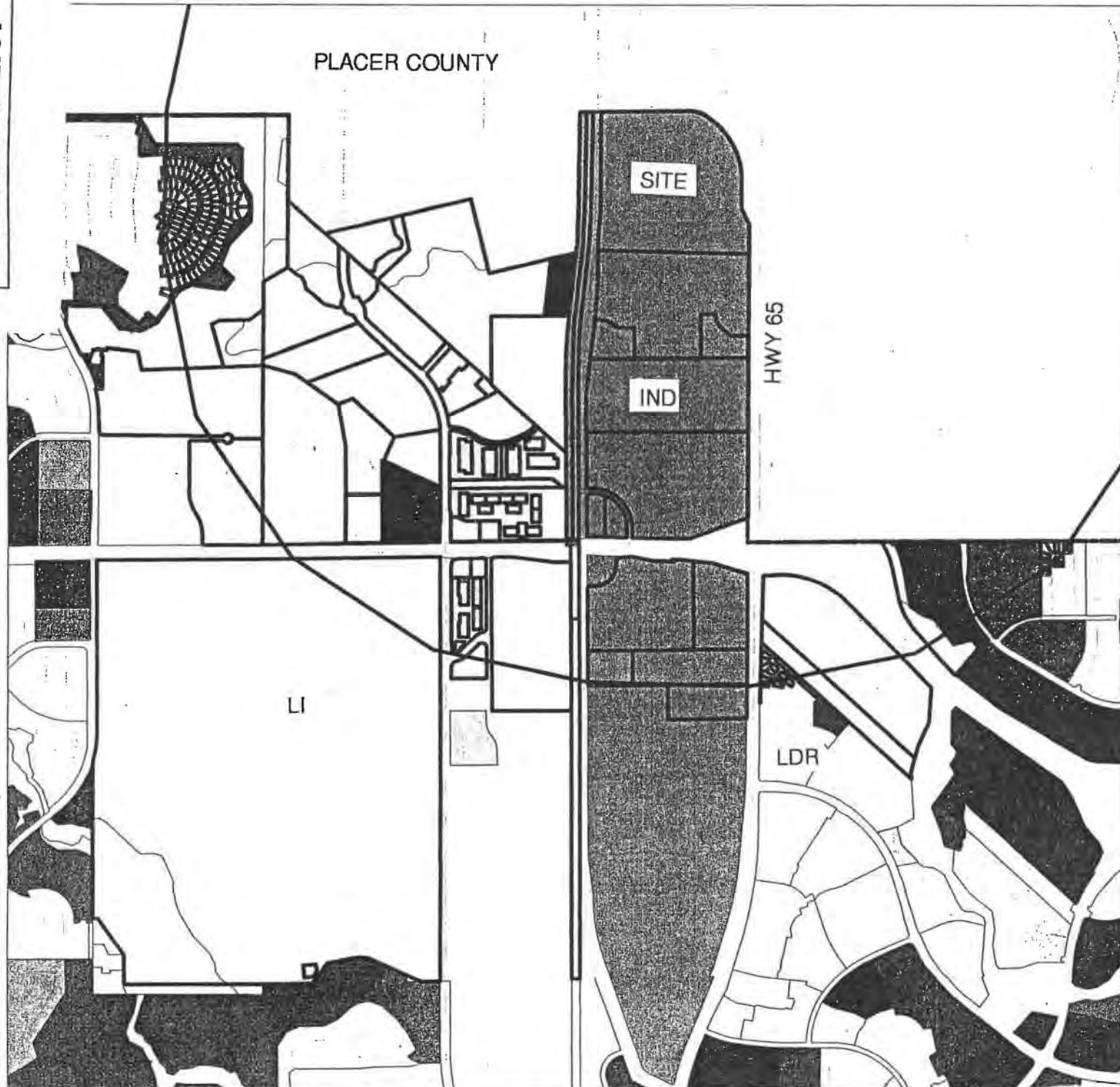
Safety cells will be provided to house those who attempt to harm themselves through irrational, violent and self-destructive behavior. Inmates who attempt to harm themselves may be housed in one of two safety cells in booking until such time as they are cleared for other housing. Those inmates who are so out of control they continue to attempt to harm themselves even in the safety cells may be placed in a restraint chair for a limited time until they calm down. Medical will be consulted in either case and the individual will be visually checked in compliance with Title 15.

Summary:

For 150 years in the United States the same type of jail was built, called the Auburn New York Congregate style. Since the early seventies, jails have changed from something a community might fear to the current level of quality and professionalism a community can be proud of. The South Placer Jail will incorporate the security designs and aesthetics emulated by the finest jails in the country along with the innovation and professionalism of the Placer County Sheriff's Correctional Management Team.

The South Placer Jail will provide security for the community, staff and the inmates, but more importantly will allow for a more efficient and comprehensive Criminal Justice System in South Placer County. Detainees will no longer need to be transported 35 minutes to Auburn; endangering transporting officers while taking patrol officers away from their jurisdictions and other duties. Detectives will no longer need to travel to Auburn to interview suspects.

PLACER COUNTY



- City Boundary
- Streets
- Land Use Designation
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- NEIGHBORHOOD COMMERCIAL
- COMMUNITY COMMERCIAL
- REGIONAL COMMERCIAL
- BUSINESS PROFESSIONAL
- CENTRAL BUSINESS DISTRICT
- LIGHT INDUSTRIAL
- INDUSTRIAL
- OPEN SPACE
- PARKS AND RECREATION
- PUBLIC/QUASI PUBLIC
- URBAN RESERVE
- TRANSFER STATION



City of Roseville
GIS
Roseville, California

REVISED TRAFFIC IMPACT ANALYSIS

South Placer Justice Center

prepared for
Placer County

prepared by
DKS Associates

October 9, 2003

INTRODUCTION

Placer County proposes to construct the South Placer Justice Center (SPJC) in the City of Roseville on a site along Industrial Avenue near the City's northern boundary. Figure 1 shows the project site location.

The City has requested that a traffic study be completed to determine the potential impacts of the proposed project on the City's Capital Improvement Plan (CIP). In the new CIP, level of service (LOS) is based on build out of all land uses within the City of Roseville. Thus, the City has requested that the following scenarios be analyzed:

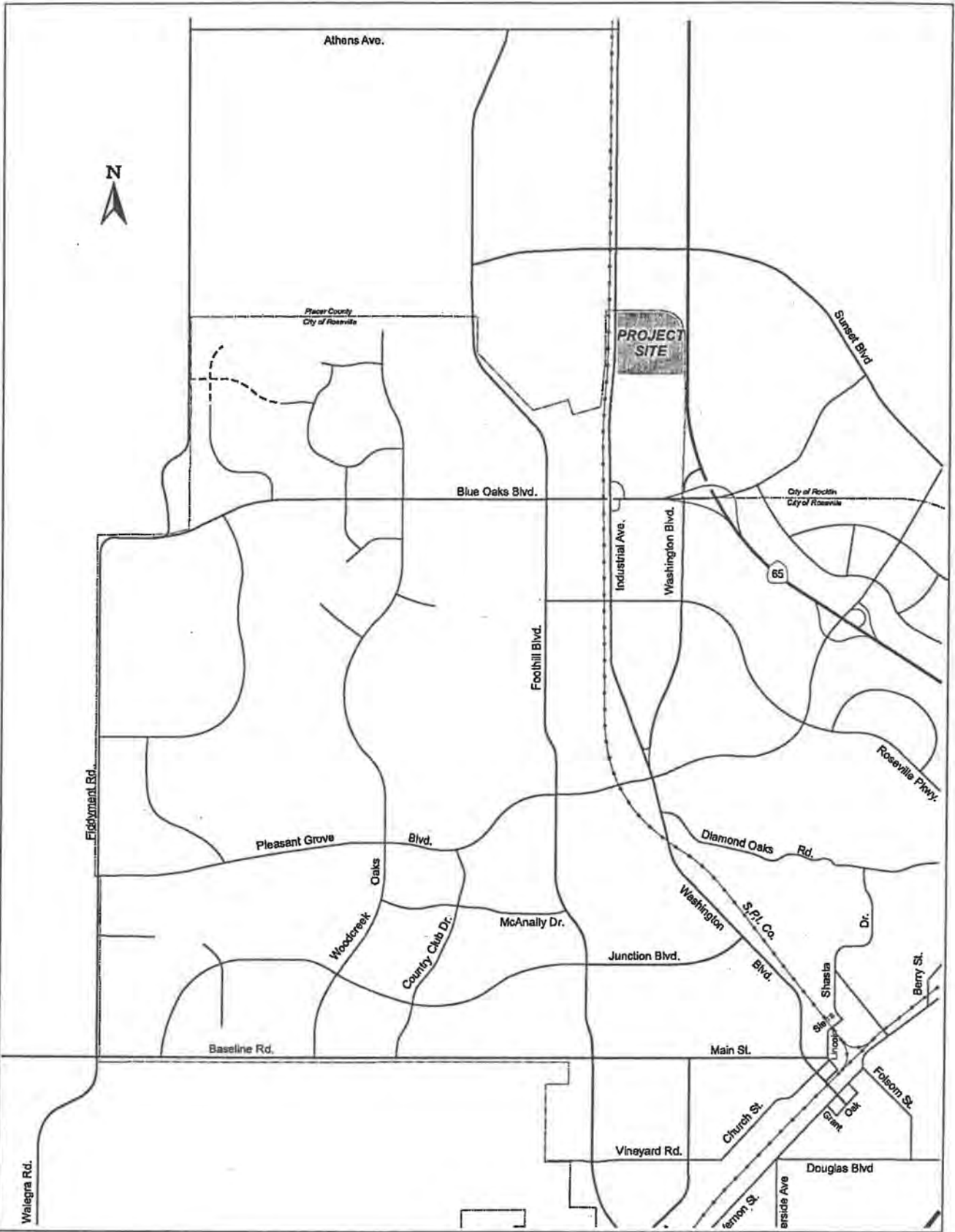
- No Project under Cumulative Conditions (Build out of City of Roseville, 2020 elsewhere)
- Cumulative Plus Proposed Project Conditions
- No Project Cumulative Conditions with build out of West Roseville Specific Plan and Kaiser Expansion
- Cumulative Conditions Plus Proposed Project with build out of West Roseville Specific Plan and Kaiser Expansion

Comparing traffic conditions under these conditions and scenarios provides a comprehensive basis for determining the traffic impacts of the proposed project. The two "No Project" cases are based on scenarios previously analyzed for the West Roseville Specific Plan (WRSP) and Kaiser Hospital Expansion environmental documents. These two documents are currently being completed and have not yet been certified.

A first version of this traffic impact report, dated June, 2003, identified a significant and unavoidable impact at one intersection. DKS has worked with the County to define a Reduced Project Alternative where traffic impacts under Cumulative Conditions can be mitigated. This revised traffic impact analysis report includes the definition and analysis of the Reduced Project Alternative.

METHOD OF ANALYSIS

The development of transportation system needs and impacts is based on the travel demand model which was originally developed by DKS Associates in 1992 for the City of Roseville and Placer County, and has since been updated and recalibrated. The most recent update was conducted as part of the City of Roseville's 2002 CIP Update, which revalidated the model to 2001 traffic conditions. The model translates land uses into roadway volume projections. Its inputs are estimates of development (i.e., the number of single-family and multi-family dwelling units, and the amount of square footage of various categories of non-residential uses) and descriptions of the roadway and transit systems. The model covers not only the City of Roseville, but also the entire Sacramento region (including the portions of Placer County west of Colfax). The model maintains a general consistency with the trip distribution and mode choice estimates from the regional model used by the Sacramento Area Council of Governments (SACOG).



PC03089

DKS Associates

Figure 1
Project Location

The travel demand model was used to estimate future traffic volumes with and without the proposed project. The outputs of the travel demand model include average daily and peak hour traffic volume forecasts on roadway segments as well as for turning movements at intersections.

The level of service of Roseville's arterial and collector roadway system is primarily dictated by the capacity and operations of its signalized intersections. For this EIR, levels of service were evaluated at 150 existing and planned signalized intersections throughout the City of Roseville.

Traffic Levels of Service

"Levels of service" describe roadway-operating conditions. Level of service is a qualitative measure of the effect of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs. Levels of service are designated "A" through "F" from best to worst, which cover the entire range of traffic operations that might occur. Level of Service (LOS) "A" through "E" generally represent traffic volumes at less than roadway capacity, while LOS "F" represents over capacity and/or forced conditions.

The City revised its level of service policy with the update of the Capital Improvement Program (CIP), which was adopted in September 2002. The new level of service policy calls for the City to maintain a level of service (LOS) "C" standard at 70 percent of all signalized intersections and roadway segments in the City during the p.m. peak hour.

The traffic flow and capacity of Roseville's arterial/collector system is principally controlled by the capacity of its signalized intersections. Intersection operations were evaluated using a modified version of the Transportation Research Board Circular 212 (critical movement) method that was adopted for Roseville's Capital Improvement Program (CIP). Table 1 presents the level of service categories for signalized intersections considered in this analysis and provides a definition of each category with the corresponding volume-to-capacity ratios. The p.m. peak hour is used in the operational analysis of the City's roadway system since it generally represents the highest hour for overall traffic volumes during the day.

Table A in the appendix summarizes the existing levels of service during the p.m. peak hour at 114 signalized intersections. The levels of service at these intersections are based on turning movement volumes collected by the City in April and May 2001.

Development Assumptions for the Cumulative (Future Baseline) Conditions

The City's CIP and level of service standard considers traffic levels expected to occur under cumulative development levels, which was defined as build out of currently entitled City land plus some potential redevelopment of properties within the City's Downtown area and 2020 market rate development outside of the City. The build out development forecasts for each of Roseville's planning areas are summarized in Table 2.

TABLE 1
LEVEL OF SERVICE DEFINITIONS AT SIGNALIZED INTERSECTIONS

Level of Service (LOS)	Volume to Capacity Ratio ¹	Description
A	0.00-0.60	Free Flow/Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red signal indication.
B	0.61-0.70	Stable Operation/Minimal Delays: An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles.
C ²	0.71-0.81	Stable Operation/Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted.
D	0.82-0.90	Approaching Unstable/Tolerable Delays: Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.
E	0.91-1.00	Unstable Operation/Significant Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.
F	Greater than 1.00	Forced Flow/Excessive Delays: Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.

Notes:
 1. The ratio of the traffic volume demand at an intersection to the capacity of the intersection.
 2. The City of Roseville has established a volume-to-capacity ratio of 0.81 as the LOS C threshold.

SOURCE: Transportation Research Board, 1985.

TABLE 2
CITY OF ROSEVILLE BUILD OUT DEVELOPMENT FORECASTS BY PLAN AREA

Planning Area	Dwelling Units		1,000 Sq Ft (KSF)		
	SF	MF	Retail	Office	Industrial
Del Webb SP	3,223	100	89.3	0.0	0.0
Highland Reserve North SP	1,188	688	1,733.3	0.0	0.0
Infill Area	12,582	5,926	5,017.3	2,871.6	12,491.4
North Central Roseville SP	2,171	2,263	5,088.8	2,761.6	797.2
Northeast Roseville SP	616	795	2,603.4	4,795.1	0.0
North Industrial Area	351	0	0.0	0.0	6,389.4
North Roseville SP	4,293	845	500.1	184.0	0.0
Northwest Roseville SP	6,691	2,391	1,122.9	537.1	97.1
Southeast Roseville SP	1,804	1,671	792.9	1,131.7	0.0
Stoneridge SP	2,253	629	386.5	59.3	0.0
Total	35,172	15,308	17,334.5	12,340.3	19,775.1

SOURCE: DKS Associates, 2002

Development assumptions outside the City of Roseville, particularly in adjacent communities, also have an important impact on the forecasts of travel patterns within the City. The CIP has used the latest 2020 development forecasts for each jurisdiction in Placer County. Build out of Area 1 of the proposed Placer Vineyards project in West Placer County was assumed to be developed by 2020 and thus was included in the cumulative development scenario. Outside of Placer County, the CIP Update used 2020 land use and trip generation estimates prepared by the Sacramento Area Council of Governments (SACOG) for the 1999 Metropolitan Transportation Plan (MTP), except in South Sutter County where build out of Phase 1 of the South Sutter County Specific Plan was assumed.

Trip Generation of Proposed Project

The proposed project consists of a private 60,000 square foot office building, a 173,677 square foot public office building, a 50,889 square foot sheriff's office building, a 109,739 square foot courthouse, and a 232,150 square foot detention facility. The site plan also includes a 1-story 18,733 square foot Ancillary Services building to support Sheriff's Office vehicles. All trips associated with the Ancillary Services building were assumed to be included in trips associated with the Sheriff's Office.

Trip generation of the SPJC was developed based upon data contained in the following sources:

- Institute of Transportation Engineers (ITE), Trip Generation, 6th Edition, 1997;
- Trip Generation Rates of Correctional Facilities, Journal of Urban Planning and Development, Vol. 126, No. 1, March 2000, American Society of Civil Engineers;
- Trip generation rates used by the City of Roseville in the City's travel demand model.

The county's goal in combining these uses on one site is to reduce the number of trips and travel distance between interdependent justice functions. This project will reduce travel distances for local law enforcement between the jail for booking and other related business with the Sheriff's Office, District Attorney, Probation and the Courts.

The courthouse p.m. peak hour trip rate was based upon rates contained in an EIR prepared for a Federal courthouse in the City of Sacramento. The rates in that EIR were based upon surveys conducted of employees, jurors and visitors of a Federal courthouse in Minnesota.

The detention facility p.m. peak hour trip rate is from the March 2000 Journal of Urban Planning and Development. The rate is based upon an average of five regional jail facilities in West Virginia.

The daily trip generation for the courthouse and detention facility uses were developed assuming the number of trips during the p.m. peak hour represent ten percent of the total daily trips.

The trip generation rate for typical office buildings was assumed for the following components of the SPJC:

- Sheriff's Office (50,889 square feet);
- Offices for the District Attorney, Shared Services, Child Support, Public Defender and Probation (173,677 square feet);
- Private office building (60,000 square foot).

The daily trip generation for office uses from the City of Roseville's travel demand model (17.67 trips per 1,000 square feet) was assumed for these uses.

The trip generation estimate for the proposed SPJC is summarized in Table 3.

Land Use	Unit used for trip generation estimate			P.M. Peak Hour Trip Rate			Daily Trip Rate	P.M. Peak Hour Trips			Daily Trips
	Floor Area (ksf)	Staff	Beds	In	Out	Total		In	Out	Total	
Courts (eight Courtrooms) ¹	-	151	-	0.11	1.25	1.36	13.57	17	188	205	2,049
Sheriff's Office ^{2,3}	50.889	-	-	0.29	1.39	1.68	17.67	15	71	85	899
Offices ²	173.677	-	-	0.29	1.39	1.68	17.67	50	242	292	3,069
Detention Facility ⁴	-	-	980	0.04	0.11	0.15	1.50	41	106	147	1,470
Private Office Building ²	60.000	-	-	0.29	1.39	1.68	17.67	17	84	101	1,060
TOTAL								139	691	830	8,547

Notes:
 1 Based upon rates developed and contained in an EIR prepared for a Federal Courthouse in the City of Sacramento. This rate includes employees, jurors and visitors.
 2 Based on rates in City of Roseville Travel Model
 3 The Sheriff's Office typically runs a three-shift day for patrol and corrections staff. Each shift begins at 7 AM, 3 PM and 11 PM. Therefore, most travel is completed prior to these times and outside of typical 7:00 - 9:00 AM and 4:00 - 6:00 PM peak commute hours.
 4 Journal of Urban Planning and Development, Average of five regional jail facilities in West Virginia

SOURCE: DKS Associates, 2003

Project Site Trip Generation in Roseville's CIP

Roseville's Capital Improvement Program (CIP) is based on buildout of all vacant land in the City. For the CIP, the project site was assumed to contain general light industrial uses at a floor area ratio (FAR) of 25 percent (or 10,890 square feet per acre).

The project site contains 72.6 acres. Of those, 5.6 acres in the northeast corner of the site lie

outside the City. Those 5.6 acres were not assumed to contain development in the CIP analysis. Of the remaining 67.0 acres, Placer County indicates that 19.02 acres have been dedicated as permanent wetlands reserve and will not be developed. However, in Roseville's CIP, industrial development was assumed for the entire 67.0 acre site. Thus, 729,630 square feet of industrial space was assumed in the CIP analysis, which is roughly consistent with the original warehouse development plans for the site.

The City of Roseville's travel demand model uses a daily trip generation rate of 7.6 trips per 1,000 square feet of floor area for general light industrial uses. Thus a trip generation of 5,545 daily vehicle trips was estimated for the CIP. This compares to 8,547 daily vehicle trips estimated for the SPJC.

For the PM peak hour, the model uses a trip rate of about 0.78 trips per 1,000 square feet of floor area for general light industrial uses, resulting in a trip generation of 569 peak hour vehicle trips. The directional distribution for general light industrial uses during the PM peak hour is about 21% entering and 79% exiting. Thus, 119 entering and 450 exiting PM peak hour vehicle trips were estimated for the CIP. This compares to 139 entering and 691 exiting vehicles for the SPJC.

Therefore, we estimate the SPJC would generate 3,000 more daily trips and 261 more PM peak hour trips than the model.

Roadway Improvement Assumptions

Cumulative Plus Proposed Project. The analysis of Cumulative Plus Proposed Project scenario is based on the assumption that the driveway circulation changes that are part of the proposed project are added to the 2020 CIP roadway network. The proposed project includes new driveway connections to Industrial Boulevard. For the remainder of the region, the roadway improvements under the Cumulative No Project scenario were assumed.

IMPACTS

Standards of Significance

For the purpose of this analysis, impacts of the proposed project are considered significant if:

City of Roseville

- The proposed project would result in less than 70 percent of the total existing and planned signalized intersections to operate at LOS "C" or better conditions (based on build out of currently entitled land within the City and 2020 market rate development outside of the City).
- The proposed project would cause a signalized intersection or roadway segment previously identified in the CIP as functioning at LOS "C" or better under cumulative conditions to

function at LOS "D" or worse.

- The proposed project would cause a signalized intersection or roadway segment previously identified in the CIP as functioning at LOS "D" or "E" under cumulative conditions to degrade by one or more LOS category (i.e. from LOS "D" to LOS "E").
- Cause a state highway that is operation at LOS "E" or better without the proposed project to operate at LOS "F" conditions.

Cumulative No Project Conditions

The following information is intended to summarize traffic conditions under the Cumulative No Project scenario, which is defined as the latest development forecasts for 2020 CIP, which assumes build out of all land uses in the City plus the roadway improvement projects needed to meet the City's level of service standards. This discussion, which describes the roadway needs analysis under the new 2020 CIP, will be helpful to the reader when reviewing the following section on impacts associated with the proposed project because the project impact analysis focuses on the incremental differences between the Cumulative No Project scenario and the proposed project.

The 2020 CIP analysis attempted to identify acceptable/feasible roadway improvements that would meet the level of service policy in the City's General Plan. To that end, the new CIP includes a large number of roadway widening and intersection improvements that would be needed under full build out of all vacant land in the City. The CIP roadway needs were based on a detailed analysis of afternoon peak hour traffic operations at 144 existing and planned signalized intersections throughout the City.

Since the CIP was adopted in September 2002, the City has also found that traffic signals will be installed at the following six additional intersections to those assumed in the CIP analysis:

- Fairway Drive and Target Entrance
- Lead Hill Boulevard and Wal-Mart Entrance
- Pleasant Grove Boulevard and Wal-Mart Entrance
- Roseville Parkway and Trestle Drive
- Blue Oaks Blvd and HP Road A
- Blue Oaks Blvd and HP Road B

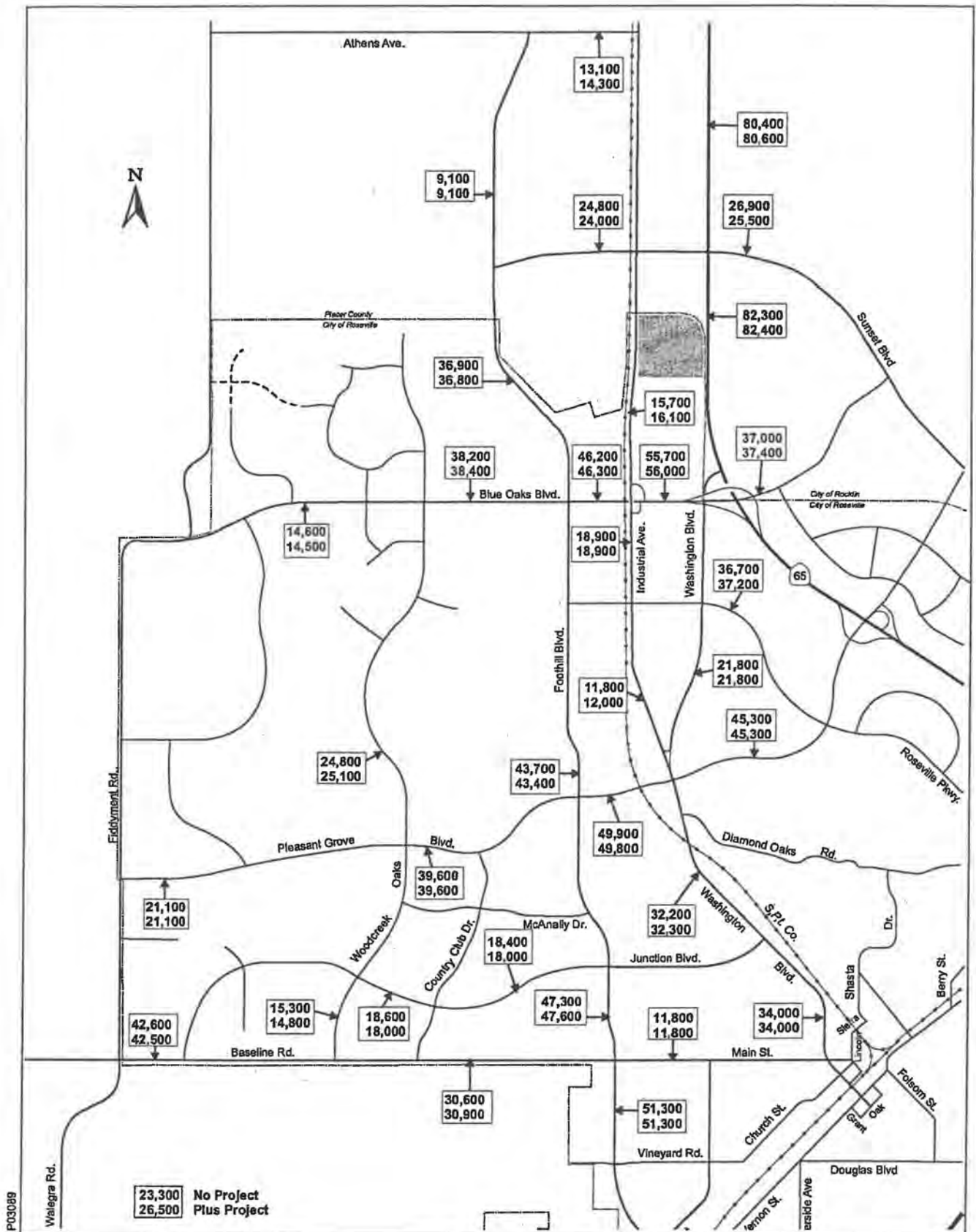
These six will increase the 144 existing and planned signalized intersections assumed in the 2020 CIP to 150 under the Cumulative No Project scenario.

Outside the City of Roseville, the CIP analysis assumed that all of the 2020 transportation improvements contained in the Metropolitan Transportation Plan (MTP) would be implemented. One of those assumed improvement in the CIP analysis was the widening of Baseline Road by Placer County from two to four travel lanes between Fiddymont Road and the Sutter County line by 2020. Since the CIP was adopted in September 2002 Placer County has informed the City that under the County's CIP, Baseline Road will be widened to six lanes between Fiddymont Road and Watt Avenue by 2020. The CIP also assumed that Area 1 of the proposed Placer Vineyards project would be developed by 2025. That project proposes to widen Baseline Road adjacent to that development, which would result in six lanes for a portion of Baseline Road west of Watt Avenue. Incorporating this revised roadway improvement assumption into the Cumulative No Project scenario required revised travel forecasts from those used to evaluate the 2020 CIP. Since the CIP was adopted in September 2002, it was also found that there were a few minor errors in the travel demand model's roadway network and land use inputs. These errors were also corrected in the Cumulative No Project Scenario.

Since the CIP was adopted in September 2002, an additional improvement was identified that could improve traffic operations under cumulative conditions at the intersection of Judah Street and Douglas Boulevard from LOS "D" to LOS "C" conditions. This simple improvement involves restriping the southbound Judah Street approach to that intersection to allow both a left-turn lane and a left/through/right-lane.

Daily and p.m. peak hour volumes were estimated by the City's travel demand model under the revised cumulative assumptions for roadways throughout the City of Roseville and in surrounding communities. The daily traffic volumes within the City under the Cumulative No Project scenario are shown in Figure 2.

Table B in the appendix provides the estimated levels of service at all of the City's existing and planned signalized intersections under the Cumulative No Project scenario. As shown in Table 4, this scenario would provide LOS "C" or better conditions for all hours of the day at 107 of the City's 150 major signalized intersections. Of the other 43 intersections, 23 would operate at LOS "D", 14 would operate at LOS "E" and 6 would operate at LOS "F".



DKS Associates

Figure 2
Daily Roadway Volumes - City of Roseville
Cumulative Plus Project Conditions

Level of Service	Number of Intersections	Percentage
LOS A-C	107	71.3%
LOS D	23	15.3%
LOS E	14	9.3%
LOS F	6	4.0%
Total	150	100%

SOURCE: DKS Associates, 2003.

Cumulative Plus Proposed Project Conditions

City of Roseville

This section discusses traffic-related impacts on the City roadway system under the Cumulative Plus Proposed Project scenario.

The City's travel demand model was used to estimate the change in daily and p.m. peak hour traffic volumes on roadways throughout the City of Roseville and in surrounding communities due to development of the proposed project under cumulative conditions. The daily traffic volumes within the City under the Cumulative Plus Proposed Project scenario are also shown in Figure 2.

It must be noted that the traffic volume forecasts are not based on a simple layering/adding of assumed project-generated traffic volumes onto the Cumulative No Project traffic volumes. Rather, the City's travel demand model is used to predict how travel patterns would change if the project land uses is added to 2020 land uses. The travel model redistributes trips and can cause traffic on some roadways to decrease and cause changes in "critical" traffic movements at intersections, sometimes at intersections some distance from the project site.

The estimated levels of service for all existing and planned signalized intersections in the City of Roseville under Cumulative Plus Proposed Project conditions are provided in Table B in the Appendix.

Table 5 shows the number and percentage of City intersections that would operate at LOS "C" or better under Cumulative No Project conditions. The table shows that out of 150 existing planned signalized intersection in the City of Roseville under Cumulative No Project conditions, 107 would operate at LOS "C" or better. These represent 71.3 percent of the total signalized intersections. The table also show that 23 (15.3%), 14 (9.3%), and 6 (4.0%) of the signalized intersections would operate at LOS "D," "E," and "F," respectively.

**Table 5
NUMBER OF INTERSECTIONS OPERATING AT LOS "C" OR BETTER
CUMULATIVE PLUS PROPOSED PROJECT SCENARIO**

Level of Service	Cumulative No Project		Cumulative Plus Proposed Project	
	No	%	No	%
LOS A-C	107	71.3%	107	71.3%
LOS D	23	15.3%	23	15.3%
LOS E	14	9.3%	14	9.3%
LOS F	6	4.0%	6	4.0%
Total Intersections	150	100%	150	100%

SOURCE: DKS Associates, 2003.

Table 5 also shows the same data for Cumulative Plus Proposed Project conditions. Under Cumulative Plus Proposed Project conditions 107 signalized intersections would operate at LOS "C" or better. These represent 71.3% of the 150 total signalized intersections. The addition of the proposed project without any intersection mitigations would not reduce the number of intersections citywide operating at LOS "C" or better to below 70 percent.

Table 6 shows the intersections that would experience a significant level of service impact with build out of the proposed project under cumulative conditions. One intersection would degrade from LOS "C" or better to LOS "D" or worse. The intersection of Foothills Boulevard and Blue Oaks Boulevard would degrade from LOS "C" to LOS "D." One intersection that already would operate at LOS "D" or worse would degrade at least one LOS category. The intersection of Eureka Boulevard and Douglas Boulevard would degrade from LOS "D" to LOS "E."

**Table 6
INTERSECTIONS WITH SIGNIFICANT LEVEL OF SERVICE IMPACTS
CUMULATIVE PLUS PROPOSED PROJECT SCENARIO**

Intersection		Cumulative No Project		Cumulative Plus Proposed Project	
North-south Roadway	East-west Roadway	LOS	V/C	LOS	V/C
Eureka Blvd	Douglas Blvd	D	0.87	E	0.91
Foothills Blvd	Blue Oaks Blvd	C	0.81	D	0.84

SOURCE: DKS Associates, 2003.

Table 7 shows the intersections that would experience an improvement in level of service with the addition of the proposed project. These improvements explain why the percentage of intersections at each LOS category in Table 5 does not change with the addition of the proposed project. Two intersections degrade and two improve.

Potential improvements, beyond the 2020 CIP improvements, were identified at one of the impacted intersections, Foothill Boulevard/Blue Oaks Boulevard (see Table 8). Implementation of these improvements would provide a level of service as good as or better than the Cumulative No

Project scenario at this intersection. No feasible improvements were found at the intersection of Eureka Boulevard and Douglas Boulevard.

Table 7
INTERSECTIONS WITH LEVEL OF SERVICE IMPROVEMENTS
CUMULATIVE PLUS PROPOSED PROJECT SCENARIO

Intersection		Cumulative No Project		Cumulative Plus Proposed Project	
North-south Roadway	East-west Roadway	LOS	V/C	LOS	V/C
Washington Blvd	Pleasant Grove Blvd	E	0.91	D	0.90
Taylor Rd	Roseville Pkwy	D	0.82	C	0.81

SOURCE: DKS Associates, 2003.

TABLE 8
RECOMMENDED MITIGATIONS FOR CITY OF ROSEVILLE INTERSECTIONS
CUMULATIVE PLUS PROPOSED PROJECT SCENARIO

Intersection		Recommended Mitigation	Level of Service	
North-south Roadway	East-west Roadway		Before Mitigation	After Mitigation
Eureka Blvd	Douglas Blvd	No Mitigation Identified	E	E
Foothills Blvd	Blue Oaks Blvd	Add 3 rd southbound thru and 3 rd northbound left-turn lanes or Add 4 th westbound thru lane	D	C
Percentage of Intersections Citywide Operating at LOS C or Better			71.3%	72.0%

SOURCE: DKS Associates, 2003.

The City's level of service policy allows the City Council to take an action to except degradation in the level of service of one or more of its signalized intersections from the levels identified in the 2020 CIP as long as 70 percent or more of the total signalized intersections in the City would operate at LOS "C" or better. With the recommended intersection mitigation measures, more than 70 percent of the City's signalized intersections would operate at LOS "C" or better under Cumulative Plus Proposed Project conditions. However, since no feasible improvements were found to mitigate significant impacts on levels of service at one intersection, the Proposed Project would have a **significant and unavoidable impact**.

To determine an alternative mitigation for the impact at the Eureka Boulevard/Douglas Boulevard intersection, additional analysis was conducted on scenarios that assumed various reductions in the amount of office development on the project site.

This analysis resulted in a new scenario, the Cumulative Plus Reduced Project Scenario, which is the same as the Proposed Project except for a reduction of 10,000 square feet in office space. This

reduction in office space would decrease the estimated daily vehicle trips generated by the Proposed Project (see Table 3) by about 180.

Table 9 shows the intersections that would experience a significant level of service impact under the Cumulative Reduced Project Scenario. Two intersections (Foothills Boulevard/Blue Oaks Boulevard and Sierra Gardens Drive/Douglas Boulevard) would degrade from LOS "C" to LOS "D". As shown in Table 10, 107 signalized intersections would operate at LOS "C" or better under the Cumulative Plus Reduced Project Scenario. Thus the addition of the reduced project without any intersection mitigations would not cause the number of intersections citywide operating at LOS "C" or better to go below 70 percent.

Table 9
INTERSECTIONS WITH SIGNIFICANT LEVEL OF SERVICE IMPACTS
CUMULATIVE PLUS REDUCED PROJECT SCENARIO

Intersection		Cumulative No Project		Cumulative Plus Reduced Project Scenario	
North-south Roadway	East-west Roadway	LOS	V/C	LOS	V/C
Sierra Gardens Dr	Douglas Blvd	C	0.79	D	0.84
Foothills Blvd	Blue Oaks Blvd	C	0.81	D	0.84

SOURCE: DKS Associates, 2003.

Table 10
NUMBER OF INTERSECTIONS OPERATING AT LOS "C" OR BETTER
CUMULATIVE PLUS REDUCED PROJECT SCENARIO

Level of Service	Cumulative No Project		Cumulative Plus Reduced Project Scenario	
LOS A-C	107	71.3%	105	70.0%
LOS D	23	15.3%	25	16.7%
LOS E	14	9.3%	14	9.3%
LOS F	6	4.0%	6	4.0%
Total Intersections	150	100%	150	100%

SOURCE: DKS Associates, 2003.

Potential improvements, beyond the 2020 CIP improvements, were identified at both of the impacted intersections, Foothills Boulevard/Blue Oaks Boulevard and Sierra Gardens Drive/Douglas Boulevard (see Table 11). Implementation of these improvements would provide a level of service as good as or better than the Cumulative No Project scenario at this intersection and raise the number of intersections citywide operating at LOS "C" or better to 71.3 percent.

The reduction of 10,000 square feet of office space, coupled with the improvements shown in Table 11 would reduce all of the project impacts under cumulative conditions to **less than significant level**.

**TABLE 11
RECOMMENDED MITIGATIONS FOR CITY OF ROSEVILLE INTERSECTIONS
CUMULATIVE PLUS REDUCED PROJECT SCENARIO**

Intersection		Recommended Mitigation	Level of Service	
North-south Roadway	East-west Roadway		Before Mitigation	After Mitigation
Sierra Gardens Dr	Douglas Blvd	Add westbound right-turn lane	D	C
Foothills Blvd	Blue Oaks Blvd	Add 3 rd southbound thru and 3 rd northbound left-turn lanes or Add 4 th westbound thru lane	D	C
Percentage of Intersections Citywide Operating at LOS C or Better			70.0%	71.3%

SOURCE: DKS Associates, 2003.

The mitigation measures shown in Table 11 were not included in the City's 2020 CIP that was adopted in September 2002. The City of Roseville's CIP and traffic impact fees are generally updated every 5 years, or when there is a major General Plan Amendment. If the proposed SPJC is approved, it would likely not trigger the need to update the CIP and fees. If the proposed West Roseville Specific Plan is approved, the CIP and fees would be revised to include that large development. During such an update, other recently approved projects will also be incorporated.

It is the City's practice to carefully document any roadway improvements beyond those included in the CIP that are needed to mitigate impacts of approved developments and ensure that those improvements are included in the next update to the CIP and traffic impact fees. An applicant is required to pay its fair share of the cost of all CIP projects through the traffic impact fees.

The improvements to the Foothills Boulevard/Blue Oaks Boulevard intersection and the Sierra Gardens Drive/Douglas Boulevard intersection (shown in Table 11) would be needed to accommodate traffic generated by growth throughout the City of Roseville, including the proposed SPJC, as well as growth in non-Roseville "through" traffic. Under the City's practices, the SPJC would pay its fair share for these and other CIP improvements through the traffic impact fees.

State Highways

Table 12 shows the projected daily traffic volumes and levels of service on state highways within the City of Roseville under Cumulative Plus Project conditions. Table 13 provides estimated change in daily traffic volumes for interchange ramps to the State highways within the City, while Table 14 provides the peak hour levels of service at intersections between freeway ramps and local roadways.

**TABLE 12
STATE HIGHWAYS
AVERAGE DAILY TRAFFIC VOLUMES 2020**

Facility	Segment	Lanes	Cumulative No Project		Cumulative Plus Project	
			ADT	LOS	ADT	LOS
I-80	Sac. County line to Riverside Ave	8+ 2HOV	200,900	F1	200,500	F1
	Riverside Avenue to Douglas Blvd	6	167,400	F3	167,600	F3
	Douglas Blvd to Eureka Rd	6	159,800	F2	160,100	F2
	Eureka Rd to SR 65	8	180,900	F1	181,100	F2
	SR 65 to Rocklin Rd	6	116,900	E	116,800	E
SR 65	Galleria to Pleasant Grove Blvd	4	75,700	D	75,800	E
	Pleasant Grove Blvd to Blue Oaks Blvd	4	75,300	D	75,000	E
	Blue Oaks Blvd to Sunset Blvd	4	82,300	F	83,000	F

Notes:

- Roadway segment levels of service (LOS) are based on roadway capacities and LOS criteria in Table
- F1 represents LOS F conditions for 1 hour during the morning and evening peak commute periods while F2 represents LOS F conditions for 2 hours.
- Intersections that experience significant impacts are shaded.

SOURCE: DKS Associates, 2003.

**TABLE 13
INTERCHANGE RAMPS
ESTIMATED CHANGE IN AVERAGE DAILY TRAFFIC VOLUMES CUMULATIVE
CONDITIONS**

Interchange	Ramps	Estimated Change in Daily Volume Due to South Placer Justice Center
SR 65 Sunset Blvd	Northbound Off	-510 (5.9%)
	Northbound On	-880 (9.3%)
	Southbound Off	+260 (3.0%)
	Southbound On	+470 (5.5%)
SR 65 / Blue Oaks Blvd	Northbound On	+290 (2.3%)
	Northbound Off to Eastbound Blue Oaks Blvd	-130 (6.2%)
	Northbound Off to Westbound Blue Oaks Blvd	+400 (4.2%)
	Southbound On from Eastbound Blue Oaks Blvd	+300 (3.3%)
	Southbound On from Washington Blvd	-250 (9.8%)
	Southbound Off	+260 (1.9%)

SOURCE: DKS Associates, 2003.

**TABLE 14
STATE HIGHWAY RAMPS
LEVEL OF SERVICE AT INTERSECTIONS
CUMULATIVE PLUS PROPOSED PROJECT**

Location	Cumulative No Project		Cumulative Plus Project	
	LOS	V/C	LOS	V/C
SR 65 NB Off-ramp and Blue Oaks Blvd	B	0.68	B	0.68
Washington Blvd/SR 65 SB Off and Blue Oaks Blvd	B	0.66	B	0.69
SR 65 NB Off-ramp and Pleasant Grove	A	0.56	A	0.54
SR 65 SB Off-ramp and Pleasant Grove	A	0.52	A	0.50

SOURCE: DKS Associates, 2003.

The analysis assumes that all of the 2020 transportation improvements contained in the Metropolitan Transportation Plan (MTP) would be implemented, including the widening of I-80 to accommodate HOV lanes between Madison Avenue and the Sacramento/Placer County line and construction of the State Route 65 Lincoln Bypass.

It must be noted that the traffic volume forecasts are not based on a simple layering/adding of assumed project-generated traffic volumes onto the Cumulative No Project traffic volumes. Rather, the City's travel demand model is used to predict how travel patterns would change if the project land uses is added to 2020 land uses. The travel model redistributes trips and can cause traffic on some roadways to decrease and cause changes in "critical" traffic movements at intersections, sometimes at intersections some distance from the proposed project.

The estimated development levels under the adopted General Plans of Roseville and surrounding jurisdictions would increase traffic volumes on state highways within the City of Roseville. I-80 between SR 65 and Sacramento/Placer County line and SR 65 through Roseville would operate at LOS F conditions during peak hours. The poor level of service anticipated on both I-80 and SR 65 under 2020 conditions would exist with or without the SPJC, which would increase the average daily traffic on some state highway segments. As shown in Table 11, all intersections with state highway ramps would operate at LOS C or better.

Although the SPJC would not cause any highway segment to degrade to LOS F, it would add traffic to some segments already operating at LOS F. Highway operations could be improved by the addition of HOV, auxiliary and/or mixed-flow lanes on I-80 and SR 65 through Roseville, ramp metering (throughout the I-80 and SR 65 corridors) and regional TSM/TDM elements. Such improvements and measures should be resolved on a regional level, through cooperative effort involving SACOG, the Placer County Transportation Planning Agency (PCTPA) and Caltrans. These improvements could not be implemented by a single development project, such as the SPJC.

Cumulative Plus Project With WRSP and Kaiser Expansion Conditions

Introduction

As stated previously, the City has received an application for a proposed West Roseville Specific Plan (WRSP). This proposed project is outside the City's Sphere of Influence was not assumed in the development forecast used to evaluate the 2020 CIP (which is the basis for the Cumulative No Project Scenario). The City has also received an application for a proposed expansion of the existing Kaiser Hospital facility within the City. This section discusses traffic-related impacts on the City roadway system under a second cumulative condition, with WRSP and Kaiser expansion, with and without the proposed project.

The City's travel demand model was used to estimate the change in daily and p.m. peak hour traffic volumes on roadways throughout the City of Roseville and in surrounding communities due to development of the proposed project under cumulative conditions. The daily traffic volumes within the City under the Cumulative Plus Project with WRSP scenario are shown in Figure 3.

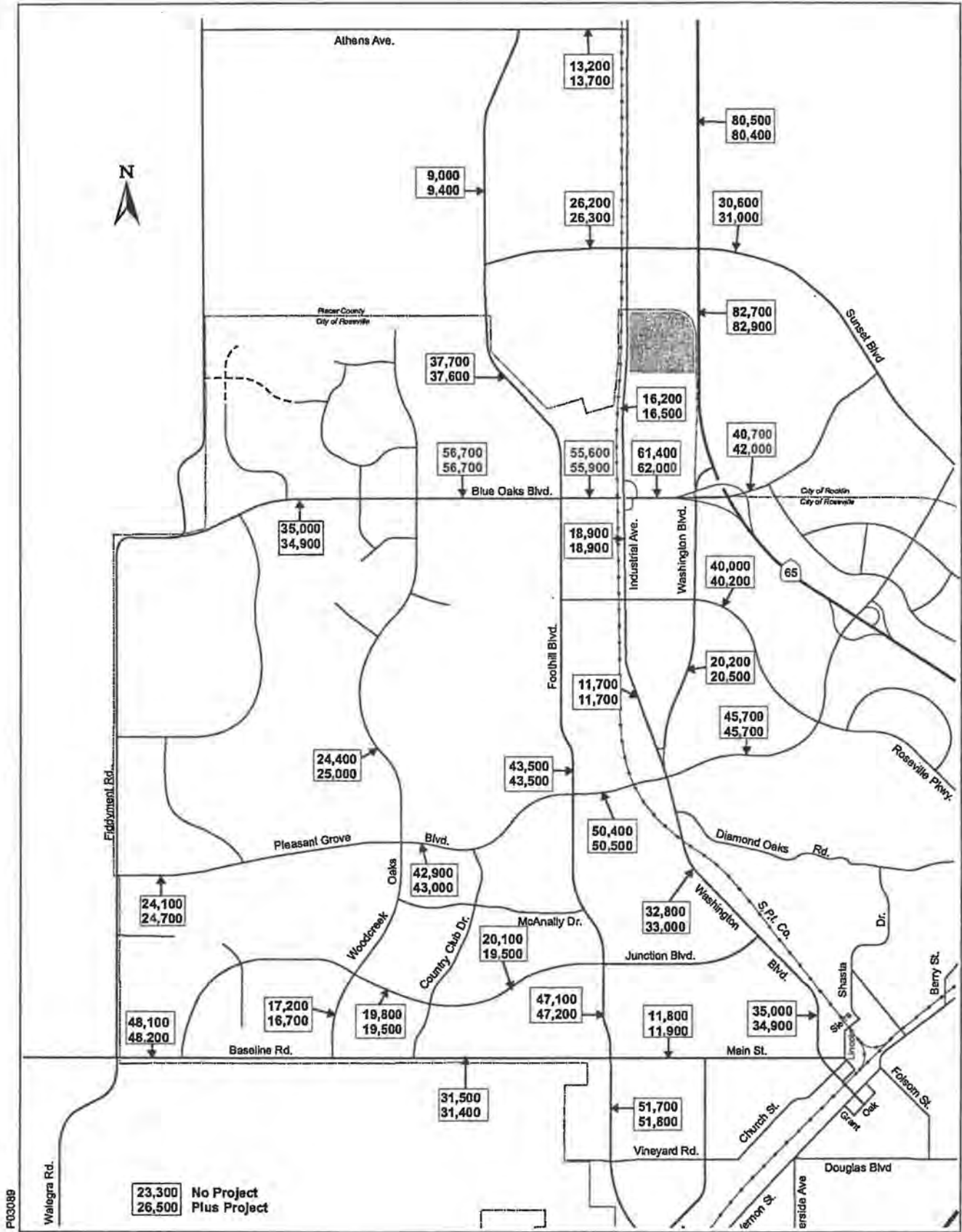


Figure 3
 Daily Roadway Volumes - City of Roseville
 Cumulative With WRSP and Kaiser Expansion Plus Project Conditions

It must be noted that the traffic volume forecasts are not based on a simple layering/adding of assumed project-generated traffic volumes onto the Cumulative No Project traffic volumes. Rather, the City's travel demand model is used to predict how travel patterns would change if the project land uses is added to 2020 land uses. The travel model redistributes trips and can cause traffic on some roadways to decrease and cause changes in "critical" traffic movements at intersections, sometimes at intersections some distance from the project site.

An intersection level of service analysis was conducted for this scenario. This analysis includes all signalized intersections within the City of Roseville assumed under the Cumulative No Project scenario plus signals that would likely be warranted on or adjacent to the West Roseville Specific Plan due to development of the West Roseville Specific Plan. A planning-level signal warrant analysis indicates the following 8 intersections would require signalization under the Cumulative Plus Project with WRSP scenario:

- Within WRSP:
 - Fiddymment Road and Hayden Parkway South,
 - Fiddymment Road and Hayden Parkway North,
 - Blue Oaks Boulevard and Hayden Parkway,
 - Blue Oaks Boulevard and West Side Drive,
 - Blue Oaks Boulevard and "N/S" Street,
 - Pleasant Grove Boulevard and Bob Doyle Dr,
 - Pleasant Grove Boulevard and Village Center Dr
- Outside WRSP:
 - Fiddymment Road and Westhills Drive.

Table 15 shows the number and percentage of City intersections that would operate at LOS "C" or better under both Cumulative No Project with WRSP and Kaiser expansion and Cumulative Plus Project with WRSP and Kaiser expansion conditions. Development of the WRSP would add 8 additional signalized intersections within or adjacent to the WRSP. Under Cumulative No Project with WRSP and Kaiser expansion conditions 109 signalized intersections would operate at LOS "C" or better. These represent about 69.0% of the 158 total signalized intersections. Under Cumulative Plus Project with WRSP conditions, 109 intersections would operate at LOS "C" or better. This represents 69.0% of the 158 total signalized intersections. With or without the proposed project, less than 70% of the signalized intersections citywide would operate at LOS "C" or better, based on the adopted CIP intersection geometries and no mitigations.

Table 16 shows the three intersections that would experience a significant level of service impact from the proposed project under cumulative conditions with the WRSP and Kaiser expansion. These three intersections all would deteriorate from LOS "D" to LOS "E."

Table 17 shows the intersections that would experience an improvement in level of service with the addition of the proposed project. Three intersections degrade and three improve.

Table 15
NUMBER OF INTERSECTIONS OPERATING AT LOS "C" OR BETTER
CUMULATIVE PLUS PROJECT WITH WRSP AND KAISER EXPANSION SCENARIO

Level of Service	Cumulative No Project with WRSP and Kaiser		Cumulative Plus Project with WRSP and Kaiser	
	Count	Percentage	Count	Percentage
LOS A-C	109	69.0%	109	69.0%
LOS D	23	14.6%	22	13.9%
LOS E	19	12.0%	21	13.3%
LOS F	7	4.4%	6	3.8%
Total Intersections	158	100%	158	100%

SOURCE: DKS Associates, 2003.

Table 16
INTERSECTIONS WITH SIGNIFICANT LEVEL OF SERVICE IMPACTS
CUMULATIVE PLUS PROJECT WITH WRSP AND KAISER EXPANSION SCENARIO

Roadway		Cumulative No Project with WRSP		Cumulative Plus Project with WRSP	
North-south	East-west	LOS	V/C	LOS	V/C
Sierra College Blvd	Douglas Blvd	D	0.90	E	0.92
Roseville Parkway	Olympus Dr	D	0.88	E	0.91
Taylor Road	Eureka Road	D	0.90	E	0.91

SOURCE: DKS Associates, 2003.

Table 17
INTERSECTIONS WITH LEVEL OF SERVICE IMPROVEMENTS
CUMULATIVE PLUS PROJECT WITH WRSP AND KAISER EXPANSION SCENARIO

Roadway		Cumulative No Project with WRSP		Cumulative Plus Project with WRSP	
North-south	East-west	LOS	V/C	LOS	V/C
Eureka Rd	Douglas Blvd	E	0.91	D	0.87
Santa Clara Dr	Douglas Blvd	E	0.91	D	0.90
Washington Blvd	Main St	F	1.01	E	0.96

SOURCE: DKS Associates, 2003.

Potential improvements, beyond the 2020 CIP improvements, were not identified at any of the three impacted intersections, as shown in Table 18.

The City's level of service policy allows the City Council to take an action to except degradation in the level of service of one or more of its signalized intersections from the levels identified in the 2020 CIP as long as 70 percent or more of the total signalized intersections in the City would operate at LOS "C" or better. With the recommended intersection mitigation measures, less than 70 percent of the City's signalized intersections would operate at LOS "C" or better under Cumulative Plus Proposed Project with WRSP conditions. Therefore the proposed project would have a significant and unavoidable impact.

The draft environmental documents for the West Roseville Specific Plan and Kaiser Hospital expansion are not yet adopted but identify numerous intersection mitigations to improve those intersections impacted by those projects. Table 19 shows the mitigations included in the draft WRSP and Kaiser documents applied to Cumulative Plus Project with WRSP and Kaiser Hospital Expansion conditions. The table shows that four of the six potential mitigations identified in the other environmental documents would result in LOS "C" or better. Combining the mitigations for the Proposed Project with the mitigations for the WRSP and Kaiser would result in 71.5% of the citywide signalized intersections operating at LOS "C" or better.

**TABLE 18
RECOMMENDED MITIGATIONS FOR CITY OF ROSEVILLE INTERSECTIONS
CUMULATIVE PLUS PROJECT WITH WRSP SCENARIO
(Project-Specific Mitigations Only)**

Intersection		Recommended Mitigation	Level of Service	
North-south Roadway	East-west Roadway		Before Mitigation	After Mitigation
Sierra College Blvd	Douglas Blvd	No Mitigation Identified	E	E
Roseville Parkway	Olympus Dr	No Mitigation Identified	E	E
Taylor Road	Eureka Road	No Mitigation Identified	E	E
Percentage of Intersections Citywide Operating at LOS C or Better			69.0%	69.0%

SOURCE: DKS Associates, 2003.

TABLE 19 RECOMMENDED MITIGATIONS FOR CITY OF ROSEVILLE INTERSECTIONS CUMULATIVE PLUS PROJECT WITH WRSP AND KAISER EXPANSION SCENARIO (All Identified Mitigations)				
Intersection		Recommended Mitigation (from WRSP Draft EIR)	Level of Service	
North-south	East-west		Before Mitigation	After Mitigation
Mitigations from Draft WRSP Specific Plan EIR				
Diamond Creek	Blue Oaks Blvd	Add 3 rd eastbound and westbound thru lanes (requires widening of Blue Oaks Boulevard from Woodcreek Oaks to west of Diamond Creek)	E	C
Fiddymment Rd	Baseline Rd	Add 2 nd northbound left and 2 nd southbound left turn lanes	E	D
Foothills Blvd	Blue Oaks Blvd	Add 3 rd southbound thru lane Add 3 rd northbound left-turn lane Add 4 th westbound thru lane	F	C
Fiddymment Rd	Pleasant Grove	Add 3 rd northbound and 3 rd southbound thru lanes	D	C
Mitigations from Draft Kaiser Hospital Expansion EIR				
Santa Clara Dr	Douglas Blvd	Add westbound right turn lane	E	D
Sierra Gardens	Douglas Blvd	Add westbound right turn lane	D	C
Percentage of Intersections Citywide Operating at LOS C or Better			69.0%	71.5%
Note: Intersections that operate at LOS "D" or worse are shaded.				
SOURCE: DKS Associates, 2002.				

APPENDICES

Level of Service Summaries

- TABLE A: EXISTING LEVELS OF SERVICE AT MAJOR INTERSECTIONS
IN THE CITY OF ROSEVILLE
- TABLE B: LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED
INTERSECTIONS UNDER CUMULATIVE PLUS PROPOSED PROJECT
SCENARIO
- TABLE C: LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED
INTERSECTIONS UNDER CUMULATIVE PLUS REDUCED PROJECT
SCENARIO
- TABLE D: LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED
INTERSECTIONS CUMULATIVE WITH WRSP AND KAISER EXPANSION
SCENARIO

Appendix

Roadway		Existing Conditions	
North-south	East-west	LOS	V/C
Tiger/Center	Atlantic Street	A	0.44
Wills	Atlantic Street	A	0.60
Yosemite	Atlantic Street	A	0.52
Prairie Woods	Blue Oaks Boulevard	A	0.18
SR 65 NB off	Blue Oaks Boulevard	A	0.14
Washington Boulevard	Blue Oaks Boulevard	A	0.33
Woodcreek Oaks	Blue Oaks Boulevard	A	0.29
Champion Oaks	Cirby Way	A	0.44
Melody	Cirby Way	B	0.67
Northridge/Lindsay	Cirby Way	B	0.60
Oak Ridge Drive	Cirby Way	A	0.58
Orlando Avenue	Cirby Way	A	0.54
Parkview	Cirby Way	A	0.48
San Simeon	Cirby Way	B	0.65
Vernon Street	Cirby Way	E	0.91
Eureka Road	Douglas Boulevard	C	0.77
Folsom Road	Douglas Boulevard	A	0.52
Harding Boulevard	Douglas Boulevard	C	0.72
Judah	Douglas Boulevard	A	0.55
Keehner/Donner	Douglas Boulevard	A	0.37
Park	Douglas Boulevard	A	0.32
Riverside Avenue	Douglas Boulevard	E	0.94
Rocky Ridge Drive	Douglas Boulevard	C	0.74
Roseville Parkway	Douglas Boulevard	A	0.52
Santa Clara Drive	Douglas Boulevard	E	0.97
Sierra College	Douglas Boulevard	E	0.93
Sierra Gardens	Douglas Boulevard	C	0.76
Target	Douglas Boulevard	A	0.56
Eureka Road	Deer Valley	A	0.46
Eureka Road	Lead Hill Road	A	0.56
Ashland	Eureka Road	A	0.19
Five Star	Fairway Drive	A	0.2
Home Depot	Fairway Drive	A	0.25
Fiddymment Rd	Baseline Road	B	0.65
Foothills Boulevard	Albertsons	A	0.37
Foothills Boulevard	Atkinson St	C	0.75

TABLE A
EXISTING LEVELS OF SERVICE AT MAJOR INTERSECTIONS
IN THE CITY OF ROSEVILLE

Roadway		Existing Conditions	
North-south	East-west	LOS	V/C
Foothills Boulevard	Blue Oaks Boulevard	A	0.27
Foothills Boulevard	Cirby Way	E	0.96
Foothills Boulevard	H.P. South	A	0.3
Foothills Boulevard	Junction Boulevard	C	0.71
Foothills Boulevard	Main Street	C	0.76
Foothills Boulevard	McAnally	A	0.47
Foothills Boulevard	Mistywood/NEC	A	0.54
Foothills Boulevard	Pleasant Grove	B	0.63
Foothills Boulevard	Rand/Pilgrims	A	0.42
Foothills Boulevard	Vineyard Road	A	0.53
Galleria	Antelope Creek	A	0.45
Galleria	Berry	A	0.41
Harding Boulevard	Estates Road	B	0.64
Harding Boulevard	Lead Hill Road	A	0.55
Harding Boulevard	Roseville Square	A	0.50
Harding Boulevard	Wills Road	A	0.44
I-80 WB Ramps	Atlantic Street	A	0.47
Americana	Junction Boulevard	A	0.32
Country Club	Junction Boulevard	A	0.37
Porter	Junction Boulevard	A	0.34
Revere	Junction Boulevard	A	0.27
Hallisey	Pleasant Grove	A	0.30
Washington Blvd	Pleasant Grove	A	0.54
Pleasant Grove	Roseville Parkway	A	0.42
Riverside Avenue	Cirby Way	D	0.89
Riverside Avenue	Darling Way	B	0.68
Rocky Ridge Drive	Cirby Way	C	0.72
Rocky Ridge Drive	Eureka Road	D	0.84
Rocky Ridge Drive	Lead Hill Road	A	0.53
Rocky Ridge Drive	Maidu	A	0.49
Rocky Ridge Drive	McLaren	A	0.46
Rocky Ridge Drive	Professional	A	0.56
Roseville Parkway	Eureka Road	A	0.41
Roseville Parkway	Lead Hill Road	A	0.44
Roseville Parkway	Olympus Drive	A	0.45
Creekside	Roseville Parkway	A	0.26
Galleria Boulevard	Roseville Parkway	A	0.53
Gibson	Roseville Parkway	A	0.24
N. Cirby	Roseville Parkway	A	0.42
Old Auburn Road	Roseville Parkway	A	0.44
Reserve	Roseville Parkway	A	0.35
Sierra College	Roseville Parkway	C	0.73

TABLE A
EXISTING LEVELS OF SERVICE AT MAJOR INTERSECTIONS
IN THE CITY OF ROSEVILLE

Roadway		Existing Conditions	
North-south	East-west	LOS	V/C
Taylor Road	Roseville Parkway	A	0.39
Washington Boulevard	Roseville Parkway	A	0.14
West Mall	Roseville Parkway	A	0.35
Sierra College Blvd	Eureka Road	A	0.59
Sierra College Blvd	Indigo Creek	A	0.31
Sierra College Blvd	Old Auburn Road	C	0.78
Sierra College Blvd	Olympus Drive	B	0.64
South Cirby Way	Old Auburn Road	C	0.74
Stanford Ranch Road	Fairway Drive	A	0.54
Stanford Ranch Road	Five Star Blvd	B	0.63
Stanford Ranch Road	Highland Park D	A	0.28
Stanford/Galleria	SR-65 NB ramps	A	0.54
Stanford/Galleria	SR-65 SB ramps	C	0.72
Sunrise Avenue	Automall	B	0.60
Sunrise Avenue	Cirby Way	F	1.08
Sunrise Avenue	Coloma Road	A	0.57
Sunrise Avenue	Douglas Boulevard	E	0.98
Sunrise Avenue	Eureka Road	D	0.82
Sunrise Avenue	Frances	A	0.50
Sunrise Avenue	Kensington	A	0.57
Sunrise Avenue	Lead Hill Road	C	0.80
Sunrise Avenue	Oak Ridge Drive	A	0.56
Sunrise Avenue	Roseville Parkway	A	0.59
Sunrise Avenue	Sierra Gardens	A	0.59
I-80 EB Ramps	Eureka Road	D	0.88
Grant Street	Vernon Street	A	0.42
Judah	Vernon Street	A	0.27
Lincoln Street	Vernon Street	A	0.57
Washington Blvd	Hallisey	A	0.17
Washington Blvd	Junction Boulevard	A	0.50
Washington Blvd	Main Street	B	0.62
Washington Blvd	Oak Street	A	0.55
Washington Blvd	Sawtell	A	0.53
Woodcreek Oaks	Baseline Road	C	0.75
Woodcreek Oaks	Canevari Road	A	0.39
Woodcreek Oaks	McAnally	A	0.53

Notes:

1. Reflects 2001 traffic counts at all intersections.
2. V/C is volume capacity ratio that is used to define level of service (see Table 2).
3. Intersections operating at LOS "D" or worse conditions are shaded.

SOURCE: DKS Associates, 2003.

Intersection		Cumulative No Project		Cumulative Plus Proposed Project	
North-south Roadway	East-west Roadway	LOS	V/C	LOS	V/C
Tiger/Center	Atlantic	C	0.72	C	0.72
Wills	Atlantic St	C	0.76	C	0.75
Yosemite	Atlantic St	D	0.84	D	0.83
Baseline Rd	Junction Blvd	A	0.58	A	0.59
Del Webb Blvd	Blue Oaks Blvd	A	0.25	A	0.25
Diamond Creek	Blue Oaks Blvd	A	0.57	A	0.57
Fiddymment Road	Blue Oaks Blvd	A	0.32	A	0.32
Prairie Woods	Blue Oaks Blvd	A	0.46	A	0.46
SR-65 NB Off	Blue Oaks Blvd	B	0.68	B	0.68
Washington Blvd	Blue Oaks Blvd	B	0.66	B	0.69
Woodcreek Oaks	Blue Oaks Blvd	C	0.71	C	0.71
Champion Oaks	Cirby Way	C	0.78	C	0.77
Melody	Cirby Way	C	0.72	C	0.72
Northridge/Lindsay	Cirby Way	B	0.62	B	0.62
Oak Ridge Dr	Cirby Way	C	0.72	C	0.72
Orlando/Marlin	Cirby Way	C	0.75	C	0.77
Parkview	Cirby Way	A	0.55	A	0.55
San Simeon	Cirby Way	B	0.68	B	0.68
Vernon St	Cirby Way	E	0.98	E	0.98
Eureka Rd	Douglas Blvd	D	0.87	E	0.91
Folsom Rd	Douglas Blvd	C	0.72	B	0.70
Harding Blvd	Douglas Blvd	F	1.04	F	1.02
I-80 WB Off	Douglas Blvd	C	0.81	C	0.80
Judah	Douglas Blvd	C	0.72	C	0.72
Keehner/Donner	Douglas Blvd	C	0.78	C	0.77
Park	Douglas Blvd	A	0.56	A	0.57
Riverside Ave/Vernon	Douglas Blvd	E	0.95	E	0.98
Rocky Ridge Dr	Douglas Blvd	D	0.88	D	0.88
Roseville Pkwy	Douglas Blvd	C	0.81	C	0.77

Table B

**LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS PROPOSED PROJECT SCENARIO**

Intersection		Cumulative No Project		Cumulative Plus Proposed Project	
North-south Roadway	East-west Roadway	LOS	V/C	LOS	V/C
Santa Clara Dr	Douglas Blvd	D	0.90	D	0.88
Sierra College	Douglas Blvd	D	0.88	D	0.89
Sierra Gardens	Douglas Blvd	C	0.79	C	0.80
Target	Douglas Blvd	B	0.65	B	0.64
Eureka Rd	Deer Valley	B	0.67	B	0.68
Eureka Rd	Lead Hill Blvd	D	0.89	D	0.88
Ashland	Eureka Road	A	0.51	A	0.52
Central Park	Fairway Drive	A	0.55	A	0.54
Five Star	Fairway Drive	A	0.45	A	0.43
Home Depot	Fairway Drive	B	0.68	B	0.66
Fiddymment Rd	Baseline Rd	D	0.86	D	0.86
Fiddymment Rd	Collector O	A	0.40	A	0.40
Fiddymment Rd	Del Webb Blvd	A	0.25	A	0.25
Foothills Blvd	Albertsons	A	0.55	A	0.56
Foothills Blvd	Atkinson Rd	A ¹		A ¹	
Foothills Blvd	Blue Oaks Blvd	C	0.81	D	0.84
Foothills Blvd	Cirby Way	E	0.94	E	0.96
Foothills Blvd	H.P. South	C	0.78	C	0.78
Foothills Blvd	Junction Blvd	D	0.86	D	0.85
Foothills Blvd	Main St/Baseline	D	0.86	D	0.85
Foothills Blvd	McAnally	C	0.79	C	0.79
Foothills Blvd	Mistywood/NEC	C	0.78	C	0.78
Foothills Blvd	Pleasant Grove	D	0.87	D	0.86
Foothills Blvd	Rand/Pilgrims	C	0.70	B	0.70
Foothills Blvd	Roseville Pkwy/HP	C	0.74	C	0.76
Foothills Blvd	Vineyard Rd	D	0.89	D	0.90
Galleria	Antelope Creek	D	0.82	D	0.82
Galleria	Berry	D	0.85	D	0.84
Harding Blvd	Estates Rd	E	0.94	E	0.96
Harding Blvd	Lead Hill Blvd	E	0.92	E	0.93
Harding Blvd	Roseville Square	A	0.50	A	0.50
Harding Blvd	Wills Rd	D	0.89	D	0.88

Table B
LEVELS OF SERVICE - CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS PROPOSED PROJECT SCENARIO

Intersection		Cumulative No Project		Cumulative Plus Proposed Project	
North-south Roadway	East-west Roadway	LOS	V/C	LOS	V/C
I-80 WB On	Atlantic St	C	0.75	C	0.74
Americana	Junction Blvd	A	0.38	A	0.38
Country Club	Junction Blvd	B	0.60	A	0.60
Park Regency	Junction Blvd	A	0.40	A	0.40
Porter	Junction Blvd	A	0.58	A	0.57
Revere	Junction Blvd	A	0.51	A	0.52
Stonecrest	Junction Blvd	A	0.37	A	0.36
Lincoln St	Oak Street	C	0.75	C	0.75
Country Club	Pleasant Grove	A	0.57	A	0.57
Fiddymment Rd	Pleasant Grove	A	0.59	A	0.59
Hallisey	Pleasant Grove	B	0.66	B	0.63
SR-65 NB Off	Pleasant Grove	A	0.56	A	0.54
SR-65 SB Off	Pleasant Grove	A	0.52	A	0.50
Sun City Blvd	Pleasant Grove	A	0.45	A	0.45
Washington Blvd	Pleasant Grove	E	0.91	D	0.90
Woodcreek Oaks	Pleasant Grove	B	0.69	B	0.69
Pleasant Grove	Fairway Drive	C	0.75	C	0.74
Pleasant Grove	Highland Drive	A	0.51	A	0.51
Roseville Pkwy	Pleasant Grove	E	0.95	E	0.97
Riverside Ave	Cirby Way	E	0.97	E	0.95
Riverside Ave	Darling Way	D	0.90	D	0.89
Riverside Ave	I-80 WB Off ramp	A	0.08	A	
Rocky Ridge Dr	Cirby Way	B	0.67	B	0.66
Rocky Ridge Dr	Eureka Road	C	0.71	C	0.73
Rocky Ridge Dr	Lead Hill Blvd	D	0.89	D	0.88
Rocky Ridge Dr	Maidu	B	0.69	B	0.69
Rocky Ridge Dr	McLaren	B	0.66	B	0.66
Rocky Ridge Dr	Professional	C	0.73	C	0.73
Roseville Pkwy	Alexandria	A	0.44	A	0.44
Roseville Pkwy	Eureka Road	C	0.73	C	0.73
Roseville Pkwy	Lead Hill Blvd	B	0.61	B	0.61
Roseville Pkwy	Olympus Dr	D	0.87	D	0.88

Table B

**LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS PROPOSED PROJECT SCENARIO**

Intersection		Cumulative No Project		Cumulative Plus Proposed Project	
North-south Roadway	East-west Roadway	LOS	V/C	LOS	V/C
Roseville Pkwy	Rocky Ridge Dr	A	0.59	A	0.60
Roseville Pkwy	Secret Ravine	B	0.63	B	0.63
Roseville Pkwy	Village/Slade	B	0.61	B	0.61
Creekside	Roseville Pkwy	C	0.73	C	0.74
Galleria	Roseville Pkwy	F	1.13	F	1.12
Gibson	Roseville Pkwy	C	0.78	C	0.78
N. Cirby	Roseville Pkwy	C	0.71	B	0.70
Old Auburn Rd	Roseville Pkwy	B	0.61	A	0.59
Reserve Drive	Roseville Pkwy	E	0.96	E	0.96
Sierra College	Roseville Pkwy	D	0.83	D	0.82
Taylor Rd	Roseville Pkwy	D	0.82	C	0.81
Washington Blvd	Roseville Pkwy	C	0.81	C	0.78
West Mall	Roseville Pkwy	B	0.68	B	0.68
Sierra College	Eureka Road	C	0.77	C	0.80
Sierra College	Indigo Creek	C	0.74	C	0.74
Sierra College	Old Auburn Rd	C	0.78	C	0.78
Sierra College	Olympus Drive	C	0.71	C	0.70
Sierra College	Secret Ravine	A	0.55	A	0.55
South Cirby Way	Old Auburn Rd	D	0.87	D	0.86
Stanford Ranch	Fairway Drive	B	0.63	B	0.64
Stanford Ranch	Five Star Blvd	C	0.80	C	0.81
Stanford Ranch	Highlands Dr	B	0.61	B	0.62
Stanford Ranch	SR-65 NB On	B	0.68	C	0.70
Galleria	SR-65 SB On	C	0.73	C	0.73
Sunrise Avenue	Automall	C	0.73	C	0.75
Sunrise Avenue	Cirby Way	F	1.09	F	1.08
Sunrise Avenue	Coloma Way	F	1.09	F	1.10
Sunrise Avenue	Douglas Blvd	E	0.99	E	0.98
Sunrise Avenue	Eureka Rd	F	1.09	F	1.10
Sunrise Avenue	Frances	B	0.68	B	0.68
Sunrise Avenue	Kensington	D	0.88	D	0.86
Sunrise Avenue	Lead Hill Blvd	F	1.02	F	1.08

Table B

**LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS PROPOSED PROJECT SCENARIO**

Intersection		Cumulative No Project		Cumulative Plus Proposed Project	
North-south Roadway	East-west Roadway	LOS	V/C	LOS	V/C
Sunrise Avenue	Oak Ridge Dr	E	0.95	E	0.96
Sunrise Avenue	Roseville Pkwy	B	0.65	B	0.65
Sunrise Avenue	Sierra Gardens	D	0.85	D	0.85
Sunrise Avenue	Suntree	B	0.62	B	0.62
Taylor Rd	Eureka Road	E	0.94	E	0.94
Grant Street	Vernon Street	E	0.91	E	0.94
Judah	Vernon Street	A	0.58	A	0.59
Lincoln Street	Vernon Street	D	0.90	D	0.83
Washington Blvd	Diamond Oaks	B	0.69	B	0.69
Washington Blvd	Hallisey	A	0.46	A	0.46
Washington Blvd	Industrial Ave	B	0.61	B	0.62
Washington Blvd	Junction Blvd	C	0.80	C	0.80
Washington Blvd	Main Street	E	0.98	E	0.95
Washington Blvd	Oak Street	A	0.58	A	0.58
Washington Blvd	Sawtell	C	0.74	C	0.73
Woodcreek Oaks	Baseline Road	C	0.74	C	0.74
Woodcreek Oaks	Canevari Road	A	0.56	A	0.56
Woodcreek Oaks	Junction Blvd	A	0.56	A	0.56
Woodcreek Oaks	McAnally	B	0.64	B	0.64
Target Entrance	Fairway Drive	C ²		C ²	
Wal-Mart Entrance	Lead Hill Blvd	C ²		C ²	
Pleasant Grove Blvd	Wal-Mart Entrance	C ²		C ²	
Roseville Parkway	Trestle Drive	C ²		C ²	
HP Road A	Blue Oaks Blvd	C ²		C ²	
HP Road B	Blue Oaks Blvd	C ²		C ²	

Notes:

1. The signal at the intersection of Foothill Boulevard and Atkinson Road will be eliminated by the addition of a second loop ramp under the 2020 CIP thus providing LOS "A" conditions at this intersection
2. Intersection that the City intends to signalize and ones that would have relatively low "minor street" volumes that would clearly allow LOS "C" or better conditions at buildout of the City.
3. Intersections operating at LOS "D" or worse conditions are shaded.

Source: DKS Associates 2003

Table C

**LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS REDUCED PROJECT SCENARIO**

Intersection		Cumulative No Project		Cumulative Plus Reduced Project	
North-south Roadway	East-west Roadway	LOS	V/C	LOS	V/C
Tiger/Center	Atlantic	C	0.72	C	0.72
Wills	Atlantic St	C	0.76	C	0.75
Yosemite	Atlantic St	D	0.84	D	0.82
Baseline Rd	Junction Blvd	A	0.58	A	0.59
Del Webb Blvd	Blue Oaks Blvd	A	0.25	A	0.25
Diamond Creek	Blue Oaks Blvd	A	0.57	A	0.57
Fiddymment Road	Blue Oaks Blvd	A	0.32	A	0.32
Prairie Woods	Blue Oaks Blvd	A	0.46	A	0.46
SR-65 NB Off	Blue Oaks Blvd	B	0.68	B	0.68
Washington Blvd	Blue Oaks Blvd	B	0.66	B	0.69
Woodcreek Oaks	Blue Oaks Blvd	C	0.71	C	0.71
Champion Oaks	Cirby Way	C	0.78	C	0.78
Melody	Cirby Way	C	0.72	C	0.72
Northridge/Lindsay	Cirby Way	B	0.62	B	0.62
Oak Ridge Dr	Cirby Way	C	0.72	C	0.72
Orlando/Marlin	Cirby Way	C	0.75	C	0.76
Parkview	Cirby Way	A	0.55	A	0.55
San Simeon	Cirby Way	B	0.68	B	0.68
Vernon St	Cirby Way	E	0.98	E	0.97
Eureka Rd	Douglas Blvd	D	0.87	D	0.89
Folsom Rd	Douglas Blvd	C	0.72	C	0.70
Harding Blvd	Douglas Blvd	F	1.04	F	1.02
I-80 WB Off	Douglas Blvd	C	0.81	C	0.80
Judah	Douglas Blvd	C	0.72	C	
Keehner/Donner	Douglas Blvd	C	0.78	C	0.77
Park	Douglas Blvd	A	0.56	A	0.57
Riverside Ave/Vernon	Douglas Blvd	E	0.95	E	0.98
Rocky Ridge Dr	Douglas Blvd	D	0.88	D	0.88
Roseville Pkwy	Douglas Blvd	C	0.81	C	0.78
Santa Clara Dr	Douglas Blvd	D	0.90	D	0.88

Table C
LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS REDUCED PROJECT SCENARIO

Intersection		Cumulative No Project		Cumulative Plus Reduced Project	
North-south Roadway	East-west Roadway	LOS	V/C	LOS	V/C
Sierra College	Douglas Blvd	D	0.88	D	0.89
Sierra Gardens	Douglas Blvd	C	0.79	D	0.84
Target	Douglas Blvd	B	0.65	B	0.64
Eureka Rd	Deer Valley	B	0.67	B	0.68
Eureka Rd	Lead Hill Blvd	D	0.89	D	0.90
Ashland	Eureka Road	A	0.51	A	0.52
Central Park	Fairway Drive	A	0.55	A	0.54
Five Star	Fairway Drive	A	0.45	A	0.43
Home Depot	Fairway Drive	B	0.68	B	0.66
Fiddymment Rd	Baseline Rd	D	0.86	D	0.86
Fiddymment Rd	Collector O	A	0.40	A	0.40
Fiddymment Rd	Del Webb Blvd	A	0.25	A	0.25
Foothills Blvd	Albertsons	A	0.55	A	0.55
Foothills Blvd	Atkinson Rd	A ¹		A ¹	
Foothills Blvd	Blue Oaks Blvd	C	0.81	D	0.84
Foothills Blvd	Cirby Way	E	0.94	E	0.95
Foothills Blvd	H.P. South	C	0.78	C	0.77
Foothills Blvd	Junction Blvd	D	0.86	D	0.85
Foothills Blvd	Main St/Baseline	D	0.86	D	0.85
Foothills Blvd	McAnally	C	0.79	C	0.79
Foothills Blvd	Mistywood/NEC	C	0.78	C	0.77
Foothills Blvd	Pleasant Grove	D	0.87	D	0.86
Foothills Blvd	Rand/Pilgrims	C	0.70	C	0.70
Foothills Blvd	Roseville Pkwy/HP	C	0.74	C	0.75
Foothills Blvd	Vineyard Rd	D	0.89	D	0.89
Galleria	Antelope Creek	D	0.82	D	0.82
Galleria	Berry	D	0.85	D	0.84
Harding Blvd	Estates Rd	E	0.94	E	0.95
Harding Blvd	Lead Hill Blvd	E	0.92	E	0.93
Harding Blvd	Roseville Square	A	0.50	A	0.50
Harding Blvd	Wills Rd	D	0.89	D	0.87
I-80 WB On	Atlantic St	C	0.75	C	0.75

Table C

**LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS REDUCED PROJECT SCENARIO**

Intersection		Cumulative No Project		Cumulative Plus Reduced Project	
North-south Roadway	East-west Roadway	LOS	V/C	LOS	V/C
Americana	Junction Blvd	A	0.38	A	0.38
Country Club	Junction Blvd	B	0.60	B	0.60
Park Regency	Junction Blvd	A	0.40	A	0.40
Porter	Junction Blvd	A	0.58	A	0.57
Revere	Junction Blvd	A	0.51	A	0.51
Stonecrest	Junction Blvd	A	0.37	A	0.36
Lincoln St	Oak Street	C	0.75	C	0.75
Country Club	Pleasant Grove	A	0.57	A	0.57
Fiddymnt Rd	Pleasant Grove	A	0.59	A	0.59
Hallisey	Pleasant Grove	B	0.66	B	0.65
SR-65 NB Off	Pleasant Grove	A	0.56	A	0.54
SR-65 SB Off	Pleasant Grove	A	0.52	A	0.50
Sun City Blvd	Pleasant Grove	A	0.45	A	0.44
Washington Blvd	Pleasant Grove	E	0.91	E	0.91
Woodcreek Oaks	Pleasant Grove	B	0.69	B	0.69
Pleasant Grove	Fairway Drive	C	0.75	C	0.74
Pleasant Grove	Highland Drive	A	0.51	A	0.51
Roseville Pkwy	Pleasant Grove	E	0.95	E	0.95
Riverside Ave	Cirby Way	E	0.97	E	0.94
Riverside Ave	Darling Way	D	0.90	D	0.89
Riverside Ave	I-80 WB Off ramp	A	0.08	A	
Rocky Ridge Dr	Cirby Way	B	0.67	B	0.66
Rocky Ridge Dr	Eureka Road	C	0.71	C	0.72
Rocky Ridge Dr	Lead Hill Blvd	D	0.89	D	0.82
Rocky Ridge Dr	Maidu	B	0.69	B	0.69
Rocky Ridge Dr	McLaren	B	0.66	B	0.65
Rocky Ridge Dr	Professional	C	0.73	C	0.73
Roseville Pkwy	Alexandria	A	0.44	A	0.44
Roseville Pkwy	Eureka Road	C	0.73	C	0.71
Roseville Pkwy	Lead Hill Blvd	B	0.61	B	0.61
Roseville Pkwy	Olympus Dr	D	0.87	D	0.88
Roseville Pkwy	Rocky Ridge Dr	A	0.59	A	0.59

Intersection		Cumulative No Project		Cumulative Plus Reduced Project	
North-south Roadway	East-west Roadway	LOS	V/C	LOS	V/C
Roseville Pkwy	Secret Ravine	B	0.63	B	0.63
Roseville Pkwy	Village/Slade	B	0.61	B	0.61
Creekside	Roseville Pkwy	C	0.73	C	0.74
Galleria	Roseville Pkwy	F	1.13	F	1.12
Gibson	Roseville Pkwy	C	0.78	C	0.78
N. Cirby	Roseville Pkwy	C	0.71	C	0.70
Old Auburn Rd	Roseville Pkwy	B	0.61	A	0.59
Reserve Drive	Roseville Pkwy	E	0.96	E	0.96
Sierra College	Roseville Pkwy	D	0.83	D	0.82
Taylor Rd	Roseville Pkwy	D	0.82	D	0.82
Washington Blvd	Roseville Pkwy	C	0.81	C	0.77
West Mall	Roseville Pkwy	B	0.68	B	0.67
Sierra College	Eureka Road	C	0.77	C	0.80
Sierra College	Indigo Creek	C	0.74	C	0.74
Sierra College	Old Auburn Rd	C	0.78	C	0.78
Sierra College	Olympus Drive	C	0.71	C	0.70
Sierra College	Secret Ravine	A	0.55	A	0.55
South Cirby Way	Old Auburn Rd	D	0.87	D	0.86
Stanford Ranch	Fairway Drive	B	0.63	B	0.64
Stanford Ranch	Five Star Blvd	C	0.80	C	0.80
Stanford Ranch	Highlands Dr	B	0.61	B	0.61
Stanford Ranch	SR-65 NB On	B	0.68	C	0.70
Galleria	SR-65 SB On	C	0.73	C	0.73
Sunrise Avenue	Automall	C	0.73	C	0.75
Sunrise Avenue	Cirby Way	F	1.09	F	1.08
Sunrise Avenue	Coloma Way	F	1.09	F	1.10
Sunrise Avenue	Douglas Blvd	E	0.99	E	0.98
Sunrise Avenue	Eureka Rd	F	1.09	F	1.10
Sunrise Avenue	Frances	B	0.68	B	0.68
Sunrise Avenue	Kensington	D	0.88	D	0.86
Sunrise Avenue	Lead Hill Blvd	F	1.02	F	1.08
Sunrise Avenue	Oak Ridge Dr	E	0.95	E	0.98

Table C

**LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS REDUCED PROJECT SCENARIO**

Intersection		Cumulative No Project		Cumulative Plus Reduced Project	
North-south Roadway	East-west Roadway	LOS	V/C	LOS	V/C
Sunrise Avenue	Roseville Pkwy	B	0.65	B	0.65
Sunrise Avenue	Sierra Gardens	D	0.85	D	0.85
Sunrise Avenue	Suntree	B	0.62	B	0.62
Taylor Rd	Eureka Road	E	0.94	E	0.94
Grant Street	Vernon Street	E	0.91	E	0.92
Judah	Vernon Street	A	0.58	A	0.58
Lincoln Street	Vernon Street	D	0.90	E	0.92
Washington Blvd	Diamond Oaks	B	0.69	B	0.69
Washington Blvd	Hallisey	A	0.46	A	0.47
Washington Blvd	Industrial Ave	B	0.61	B	0.66
Washington Blvd	Junction Blvd	C	0.80	C	0.81
Washington Blvd	Main Street	E	0.98	E	0.96
Washington Blvd	Oak Street	A	0.58	C	0.78
Washington Blvd	Sawtell	C	0.74	C	0.73
Woodcreek Oaks	Baseline Road	C	0.74	C	0.73
Woodcreek Oaks	Canevari Road	A	0.56	A	0.56
Woodcreek Oaks	Junction Blvd	A	0.56	A	0.57
Woodcreek Oaks	McAnally	B	0.64	B	0.65
Target Entrance	Fairway Drive	C ²		C ²	
Wal-Mart Entrance	Lead Hill Blvd	C ²		C ²	
Pleasant Grove Blvd	Wal-Mart Entrance	C ²		C ²	
Roseville Parkway	Trestle Drive	C ²		C ²	
HP Road A	Blue Oaks Blvd	C ²		C ²	
HP Road B	Blue Oaks Blvd	C ²		C ²	

Notes:

- The signal at the intersection of Foothill Boulevard and Atkinson Road will be eliminated by the addition of a second loop ramp under the 2020 CIP thus providing LOS "A" conditions at this intersection
- Intersection that the City intends to signalize and ones that would have relatively low "minor street" volumes that would clearly allow LOS "C" or better conditions at buildout of the City.
- Intersections operating at LOS "D" or worse conditions are shaded.

Source: DKS Associates 2003

Table D
LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS WRSP AND KAISER EXPANSION SCENARIO

Roadway		Cumulative No Project With WRSP		Cumulative Plus Project With WRSP	
North-south	East-west	LOS	V/C	LOS	V/C
Tiger/Center	Atlantic	C	0.73	C	0.74
Wills	Atlantic St	C	0.78	C	0.78
Yosemite	Atlantic St	D	0.84	D	0.86
Baseline Rd	Junction Blvd	B	0.67	B	0.67
Del Webb Blvd	Blue Oaks Blvd	A	0.43	A	0.43
Diamond Creek	Blue Oaks Blvd	E	0.93	E	0.93
Fiddymment Road	Blue Oaks Blvd	A	0.56	A	0.56
Prairie Woods	Blue Oaks Blvd	A	0.57	A	0.57
SR-65 NB Off	Blue Oaks Blvd	C	0.71	C	0.71
Washington Blvd	Blue Oaks Blvd	C	0.70	C	0.74
Woodcreek Oaks	Blue Oaks Blvd	C	0.77	C	0.77
Champion Oaks	Cirby Way	C	0.76	C	0.78
Melody	Cirby Way	C	0.73	C	0.73
Northridge/Lindsay	Cirby Way	B	0.62	B	0.62
Oak Ridge Dr	Cirby Way	C	0.70	C	0.72
Orlando/Marlin	Cirby Way	C	0.75	C	0.76
Parkview	Cirby Way	A	0.57	A	0.57
San Simeon	Cirby Way	B	0.69	B	0.70
Vernon St	Cirby Way	E	0.99	E	1.00
Eureka Rd	Douglas Blvd	E	0.91	D	0.87
Folsom Rd	Douglas Blvd	C	0.72	C	0.72
Harding Blvd	Douglas Blvd	F	1.05	F	1.07
I-80 WB Off	Douglas Blvd	C	0.79	C	0.80
Judah	Douglas Blvd	C		C	
Keehner/Donner	Douglas Blvd	C	0.74	C	0.73
Park	Douglas Blvd	A	0.58	A	0.59
Riverside Ave/Vem	Douglas Blvd	E	0.98	E	0.98
Rocky Ridge Dr	Douglas Blvd	E	0.94	E	0.93
Roseville Pkwy	Douglas Blvd	C	0.77	C	0.74
Santa Clara Dr	Douglas Blvd	E	0.91	D	0.90
Sierra College	Douglas Blvd	D	0.90	E	0.92
Sierra Gardens	Douglas Blvd	D	0.83	D	0.87
Target	Douglas Blvd	B	0.65	B	0.65
Eureka Rd	Deer Valley	B	0.68	B	0.69
Eureka Rd	Lead Hill Blvd	E	0.91	E	0.93
Ashland	Eureka Road	A	0.52	A	0.52
Central Park	Fairway Drive	A	0.53	A	0.53
Five Star	Fairway Drive	A	0.43	A	0.43
Home Depot	Fairway Drive	B	0.67	B	0.67
Fiddymment Rd	Baseline Rd	E	0.92	E	0.92
Fiddymment Rd	Collector O	A	0.19	A	0.19
Fiddymment Rd	Del Webb Blvd	A	0.47	A	0.47

Table D
LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS WRSP AND KAISER EXPANSION SCENARIO

Roadway		Cumulative No Project With WRSP		Cumulative Plus Project With WRSP	
North-south	East-west	LOS	V/C	LOS	V/C
Foothills Blvd	Albertsons	A	0.55	A	0.55
Foothills Blvd	Atkinson Rd	A ¹		A ¹	
Foothills Blvd	Blue Oaks Blvd	F	1.04	F	1.04
Foothills Blvd	Cirby Way	E	0.95	E	0.95
Foothills Blvd	H.P. South	C	0.75	C	0.76
Foothills Blvd	Junction Blvd	D	0.86	D	0.85
Foothills Blvd	Main St/Baseline	D	0.89	D	0.88
Foothills Blvd	McAnally	C	0.80	C	0.80
Foothills Blvd	Mistywood/NEC	C	0.77	C	0.78
Foothills Blvd	Pleasant Grove	D	0.89	D	0.89
Foothills Blvd	Rand/Pilgrims	B	0.70	B	0.70
Foothills Blvd	Roseville Pkwy/HP	B	0.70	C	0.74
Foothills Blvd	Vineyard Rd	D	0.90	D	0.90
Galleria	Antelope Creek	D	0.83	D	0.83
Galleria	Berry	D	0.84	D	0.84
Harding Blvd	Estates Rd	E	0.95	E	0.95
Harding Blvd	Lead Hill Blvd	E	0.96	E	0.94
Harding Blvd	Roseville Square	A	0.50	A	0.50
Harding Blvd	Wills Rd	D	0.89	D	0.90
I-80 WB On	Atlantic St	C	0.72	C	0.72
Americana	Junction Blvd	A	0.43	A	0.43
Country Club	Junction Blvd	B	0.64	B	0.63
Park Regency	Junction Blvd	A	0.46	A	0.46
Porter	Junction Blvd	B	0.62	B	0.61
Revere	Junction Blvd	A	0.59	A	0.58
Stonecrest	Junction Blvd	A	0.55	A	0.55
Lincoln St	Oak Street	C	0.77	C	0.77
Country Club	Pleasant Grove	A	0.59	B	0.60
Fiddymnt Rd	Pleasant Grove	D	0.85	D	0.84
Hallisey	Pleasant Grove	B	0.66	B	0.66
SR-65 NB Off	Pleasant Grove	A	0.54	A	0.53
SR-65 SB Off	Pleasant Grove	A	0.50	A	0.50
Sun City Blvd	Pleasant Grove	A	0.47	A	0.48
Washington Blvd	Pleasant Grove	E	0.93	E	0.92
Woodcreek Oaks	Pleasant Grove	C	0.72	C	0.72
Pleasant Grove	Fairway Drive	C	0.75	C	0.74
Pleasant Grove	Highland Drive	A	0.51	A	0.51
Roseville Pkwy	Pleasant Grove	E	0.96	E	0.96
Riverside Ave	Cirby Way	E	0.99	E	0.99
Riverside Ave	Darling Way	D	0.88	D	0.87
Riverside Ave	I-80 WB Off ramp	A	0.44	A	0.44
Rocky Ridge Dr	Cirby Way	B	0.67	B	0.69
Rocky Ridge Dr	Eureka Road	C	0.72	C	0.73

Table D
LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS WRSP AND KAISER EXPANSION SCENARIO

Roadway		Cumulative No Project With WRSP		Cumulative Plus Project With WRSP	
North-south	East-west	LOS	V/C	LOS	V/C
Rocky Ridge Dr	Lead Hill Blvd	D	0.84	D	0.87
Rocky Ridge Dr	Maidu	B	0.69	B	0.70
Rocky Ridge Dr	McLaren	B	0.66	B	0.67
Rocky Ridge Dr	Professional	C	0.73	C	0.73
Roseville Pkwy	Alexandria	A	0.45	A	0.45
Roseville Pkwy	Eureka Road	C	0.71	C	0.73
Roseville Pkwy	Lead Hill Blvd	B	0.64	B	0.63
Roseville Pkwy	Olympus Dr	D	0.88	E	0.91
Roseville Pkwy	Rocky Ridge Dr	B	0.60	A	0.59
Roseville Pkwy	Secret Ravine	B	0.65	B	0.64
Roseville Pkwy	Village/Slade	B	0.62	B	0.61
Creekside	Roseville Pkwy	C	0.73	C	0.73
Galleria	Roseville Pkwy	F	1.16	F	1.17
Gibson	Roseville Pkwy	D	0.83	D	0.82
N. Cirby	Roseville Pkwy	B	0.70	B	0.69
Old Auburn Rd	Roseville Pkwy	A	0.59	A	0.59
Reserve Drive	Roseville Pkwy	E	0.98	E	0.97
Sierra College	Roseville Pkwy	D	0.82	D	0.84
Taylor Rd	Roseville Pkwy	D	0.84	D	0.84
Washington Blvd	Roseville Pkwy	C	0.78	C	0.76
West Mall	Roseville Pkwy	B	0.68	B	0.68
Sierra College	Eureka Road	C	0.79	C	0.77
Sierra College	Indigo Creek	C	0.73	C	0.73
Sierra College	Old Auburn Rd	C	0.75	C	0.76
Sierra College	Olympus Drive	C	0.70	C	0.72
Sierra College	Secret Ravine	A	0.57	A	0.57
South Cirby Way	Old Auburn Rd	D	0.88	D	0.89
Stanford Ranch	Fairway Drive	B	0.66	B	0.67
Stanford Ranch	Five Star Blvd	C	0.81	C	0.81
Stanford Ranch	Highlands Dr	B	0.63	B	0.64
Stanford Ranch	SR-65 NB On	C	0.71	C	0.72
Stanford Ranch/Gal	SR-65 SB On	C	0.73	C	0.73
Sunrise Avenue	Automall	C	0.72	C	0.72
Sunrise Avenue	Cirby Way	F	1.14	F	1.13
Sunrise Avenue	Coloma Way	F	1.11	F	1.10
Sunrise Avenue	Douglas Blvd	E	1.00	E	0.99
Sunrise Avenue	Eureka Rd	F	1.14	F	1.15
Sunrise Avenue	Frances	B	0.68	B	0.68
Sunrise Avenue	Kensington	D	0.85	D	0.88
Sunrise Avenue	Lead Hill Blvd	E	0.97	E	1.00
Sunrise Avenue	Oak Ridge Dr	E	0.93	E	0.93
Sunrise Avenue	Roseville Pkwy	B	0.65	B	0.66
Sunrise Avenue	Sierra Gardens	D	0.85	D	0.83

Table D
LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS WRSP AND KAISER EXPANSION SCENARIO

Roadway		Cumulative No Project With WRSP		Cumulative Plus Project With WRSP	
North-south	East-west	LOS	V/C	LOS	V/C
Sunrise Avenue	Suntree	B	0.63	B	0.62
Taylor Rd	Eureka Road	D	0.90	E	0.91
Grant Street	Vernon Street	E	0.94	E	0.95
Judah	Vernon Street	A	0.58	A	0.58
Lincoln Street	Vernon Street	D	0.89	D	0.90
Washington Blvd	Diamond Oaks	C	0.70	C	0.70
Washington Blvd	Hallisey	A	0.46	A	0.46
Washington Blvd	Industrial Ave	B	0.61	B	0.60
Washington Blvd	Junction Blvd	D	0.83	D	0.84
Washington Blvd	Main Street	F	1.01	E	0.96
Washington Blvd	Oak Street	A	0.57	A	0.58
Washington Blvd	Sawtell	C	0.74	C	0.74
Woodcreek Oaks	Baseline Road	C	0.73	C	0.73
Woodcreek Oaks	Canevari Road	A	0.52	A	0.52
Woodcreek Oaks	Junction Blvd	C	0.74	C	0.73
Woodcreek Oaks	McAnally	B	0.69	B	0.68
Target Entrance	Fairway Drive	C ²		C ²	
Wal-Mart Entrance	Lead Hill Blvd	C ²		C ²	
Pleasant Grove Blvd	Wal-Mart Entrance	C ²		C ²	
Roseville Parkway	Trestle Drive	C ²		C ²	
HP Road A	Blue Oaks Blvd	C ²		C ²	
HP Road B	Blue Oaks Blvd	C ²		C ²	
Fiddymment Rd	Hayden Pkwy N	A	0.37	A	0.37
Fiddymment Rd	Hayden Pkwy S	A	0.44	A	0.44
West Side Dr	Blue Oaks Blvd	A	0.20	A	0.21
Hayden Pkwy	Blue Oaks Blvd	A	0.38	A	0.39
Fiddymment Rd	Westhills Dr	B	0.62	B	0.62
Dyer Lane	Pleasant Grove Blvd	A	0.27	A	0.27
Collector A	Pleasant Grove Blvd	A	0.34	A	0.34
NS Street/Fiddymment	Blue Oaks Blvd	A	0.52	A	0.52

Notes:

- The signal at the intersection of Foothill Boulevard and Atkinson Road will be eliminated by the addition of a second loop ramp under the 2020 CIP thus providing LOS "A" conditions at this intersection
- Intersection that the City intends to signalize and ones that would have relatively low "minor street" volumes that would clearly allow LOS "C" or better conditions at buildout of the City.
- Intersections operating at LOS "D" or worse conditions are shaded.

Source: DKS Associates 2003

SHORT-TERM TRAFFIC ANALYSIS

South Placer Justice Center

prepared for
Placer County

prepared by
DKS Associates

October 10, 2003

INTRODUCTION

The City has requested that a "short-term traffic analysis" be conducted for the proposed South Placer Justice Center. This document is intended to supplement the long-term traffic analysis that has already completed and focus on traffic operations under "existing plus project" conditions. This document also will address other site access and circulation issues adjacent to and within the project site.

TRIP GENERATION OF PROPOSED PROJECT

The proposed project consists of a private 60,000 square foot office building, a 173,677 square foot public office building, a 50,889 square foot sheriff's office building, a 109,739 square foot courthouse, and a 232,150 square foot detention facility. The site plan also includes a 1-story 18,733 square foot Ancillary Services building to support Sheriff's Office vehicles. All trips associated with the Ancillary Services building were assumed to be included in trips associated with the Sheriff's Office.

Trip generation of the SPJC was developed based upon data contained in the following sources:

- Institute of Transportation Engineers (ITE), Trip Generation, 6th Edition, 1997;
- Trip Generation Rates of Correctional Facilities, Journal of Urban Planning and Development, Vol. 126, No. 1, March 2000, American Society of Civil Engineers;
- Trip generation rates used by the City of Roseville in the City's travel demand model.

The county's goal in combining these uses on one site is to reduce the number of trips and travel distance between interdependent justice functions. This project will reduce travel distances for local law enforcement between the jail for booking and other related business with the Sheriff's Office, District Attorney, Probation and the Courts.

The courthouse p.m. peak hour trip rate was based upon rates contained in an EIR prepared for a Federal courthouse in the City of Sacramento. The rates in that EIR were based upon surveys conducted of employees, jurors and visitors of a Federal courthouse in Minnesota.

The detention facility trip rate is from the March 2000 Journal of Urban Planning and Development and is based upon an average of five regional jail facilities in West Virginia.

The daily trip generation for the courthouse and detention facility uses were developed assuming the number of trips during the p.m. peak hour represent ten percent of the total daily trips.

The trip generation rate for typical office buildings was assumed for the following components of the SPJC:

- Sheriff's Office (50,889 square feet);

- Offices for the District Attorney, Shared Services, Child Support, Public Defender and Probation (173,677 square feet);
- Private office building (60,000 square foot).

The daily trip generation for office uses from the City of Roseville's travel demand model (17.67 trips per 1,000 square feet) was assumed for these uses. The trip generation estimate for the proposed SPJC is summarized in Table 1

Land Use	Unit used for trip generation estimate			P.M. Peak Hour Trip Rate			Daily Trip Rate	P.M. Peak Hour Trips			Daily Trips
	Floor Area (ksf)	Staff	Beds	In	Out	Total		In	Out	Total	
Courts (eight Courtrooms) ¹	-	151	-	0.11	1.25	1.36	13.57	17	188	205	2,049
Sheriff's Office ^{2,3}	50.889	-	-	0.29	1.39	1.68	17.67	15	71	85	899
Offices ²	173.677	-	-	0.29	1.39	1.68	17.67	50	242	292	3,069
Detention Facility ⁴	-	-	980	0.04	0.11	0.15	1.50	41	106	147	1,470
Private Office Building ²	60.000	-	-	0.29	1.39	1.68	17.67	17	84	101	1,060
TOTAL								139	691	830	8,547

Notes:
1 Based upon rates developed and contained in an EIR prepared for a Federal Courthouse in the City of Sacramento. This rate includes employees, jurors and visitors.
2 Based on rates in City of Roseville Travel Model
3 The Sheriff's Office typically runs a three-shift day for patrol and corrections staff. Each shift begins at 7 AM, 3 PM and 11 PM. Therefore, most travel is completed prior to these times and outside of typical 7:00 - 9:00 AM and 4:00 - 6:00 PM peak commute hours.
4 Journal of Urban Planning and Development, Average of five regional jail facilities in West Virginia

SOURCE: DKS Associates, 2003

SITE ACCESS

Existing Conditions. Industrial Avenue is currently a two lane roadway adjacent to the project site with a posted speed limit of 60 mph. The roadway currently is not median separated. The closest major intersections to the project site are at Sunset Boulevard approximately 1/2 mile to the north and at Blue Oaks Boulevard approximately 3/4 mile to the south. Other smaller intersections and driveways are located along Industrial Avenue between these two streets. Traffic counts conducted in the spring of 2001 indicate that Industrial Avenue currently carries the following volumes:

- Daily Two Way Volume: 4,800
- AM Peak Hour Volume (8:00 AM hour): 245 northbound, 163 southbound, 408 total
- PM Peak Hour Volume (4:00 PM hour): 164 northbound, 267 southbound, 431 total

These volumes show that the roadway displays a general northbound peak in the AM and a southbound peak in the PM. The peak and off-peak directional volumes are similar for both AM and PM.

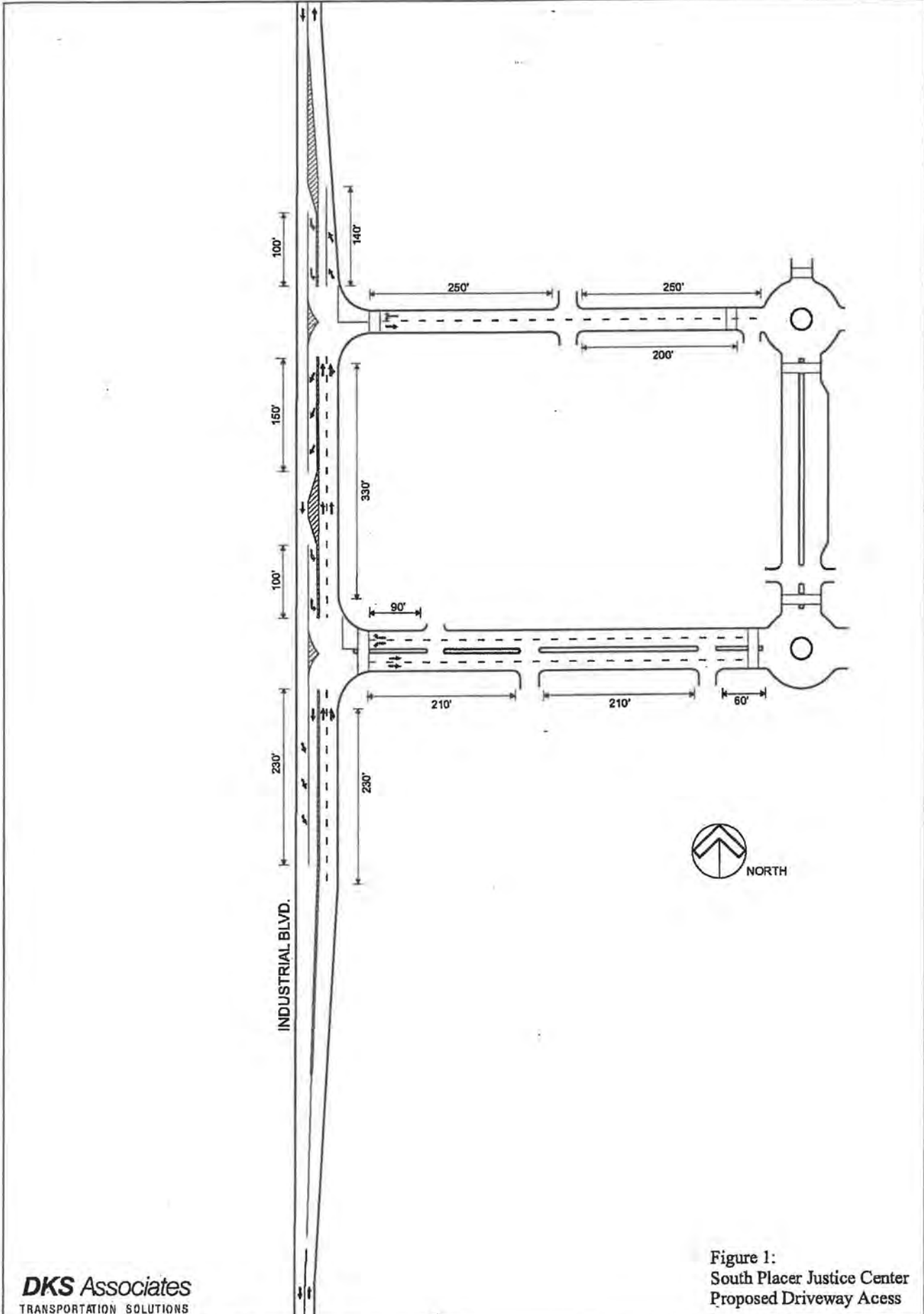
Proposed Project Access The proposed project includes two new driveway connections to Industrial Avenue. Improvements associated with the proposed project along Industrial Avenue include addition of a median to provide southbound left-turn pockets at both driveways and a southbound median acceleration lane for vehicles exiting the site, plus a second northbound lane adjacent to the site to provide for vehicles decelerating into and accelerating out of the project driveways.

The site would be accessed via two main driveways. The north driveway would consist of one lane in each direction. It would provide access to parking facilities on the north side of the site, including the secured staff parking lot. The south driveway would have two lanes in each direction and be median-separated. This driveway would provide access to parking facilities in the southern portion of the site. The general layout of these driveways is shown in Figure 1 along with some key site access distances.

ESTIMATED DRIVEWAY VOLUMES AND OPERATIONS

The trip generation rates listed in Table 1 were used to determine the turning movement volumes into and out of the project site under Existing Plus Proposed Project conditions. The validated 2001 Placer County Travel Demand Model was used to determine distribution of trips from the site by the adding the Proposed Project to the existing 2001 model. The results of this model run show that approximately 70% of the trips generated by the Proposed Project under existing conditions would travel south on Industrial Avenue and approximately 30% would travel north. This distribution seems logical, based on the housing stock to the south and the fact that many employees and visitors traveling from the north and northeast would use the Blue Oaks Boulevard exit from State Highway 65.

Based on the locations of parking facilities and buildings within the site, it was estimated that approximately 2/3 of the vehicles traveling from south on Industrial Avenue would use the south driveway; leaving approximately 1/3 to use the north driveway. Similarly, it was assumed that approximately 2/3 of the vehicles traveling from north on Industrial Avenue would use the north driveway; leaving approximately 1/3 to use the south driveway. It was assumed that the numbers of vehicles entering and exiting the site in the PM peak hour (139 and 691, respectively) would be reversed for the AM peak hour. Thus it has been assumed that in the AM peak hour 691 vehicles would enter the site and 139 would exit the site. The AM and PM peak hour volumes for the Existing Plus Proposed Project scenario are shown in Figure 2 and Figure 3, respectively.



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DKS Associates
TRANSPORTATION SOLUTIONS

Figure 1:
South Placer Justice Center
Proposed Driveway Access

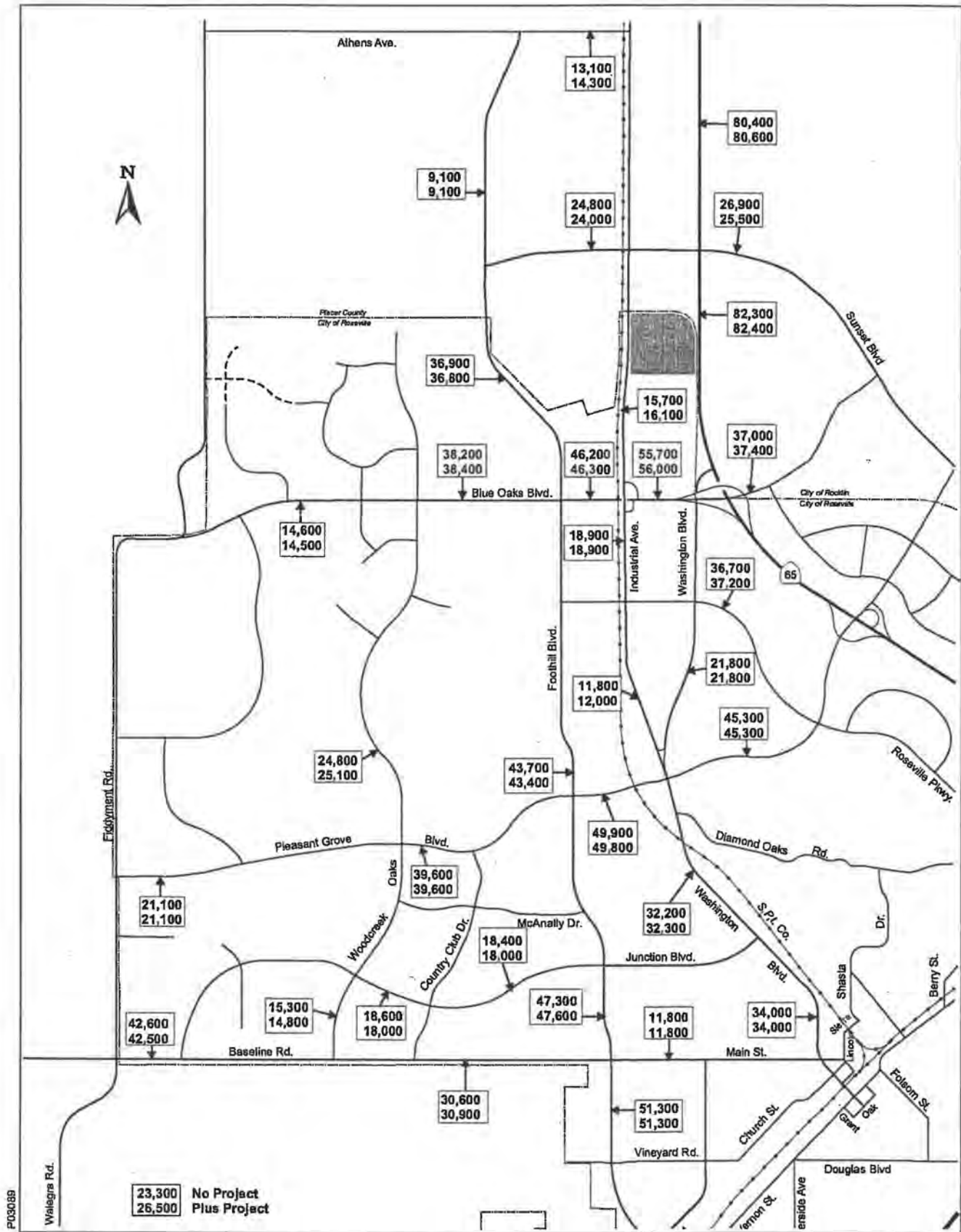


Figure 2
Daily Roadway Volumes - City of Roseville
Cumulative Plus Project Conditions

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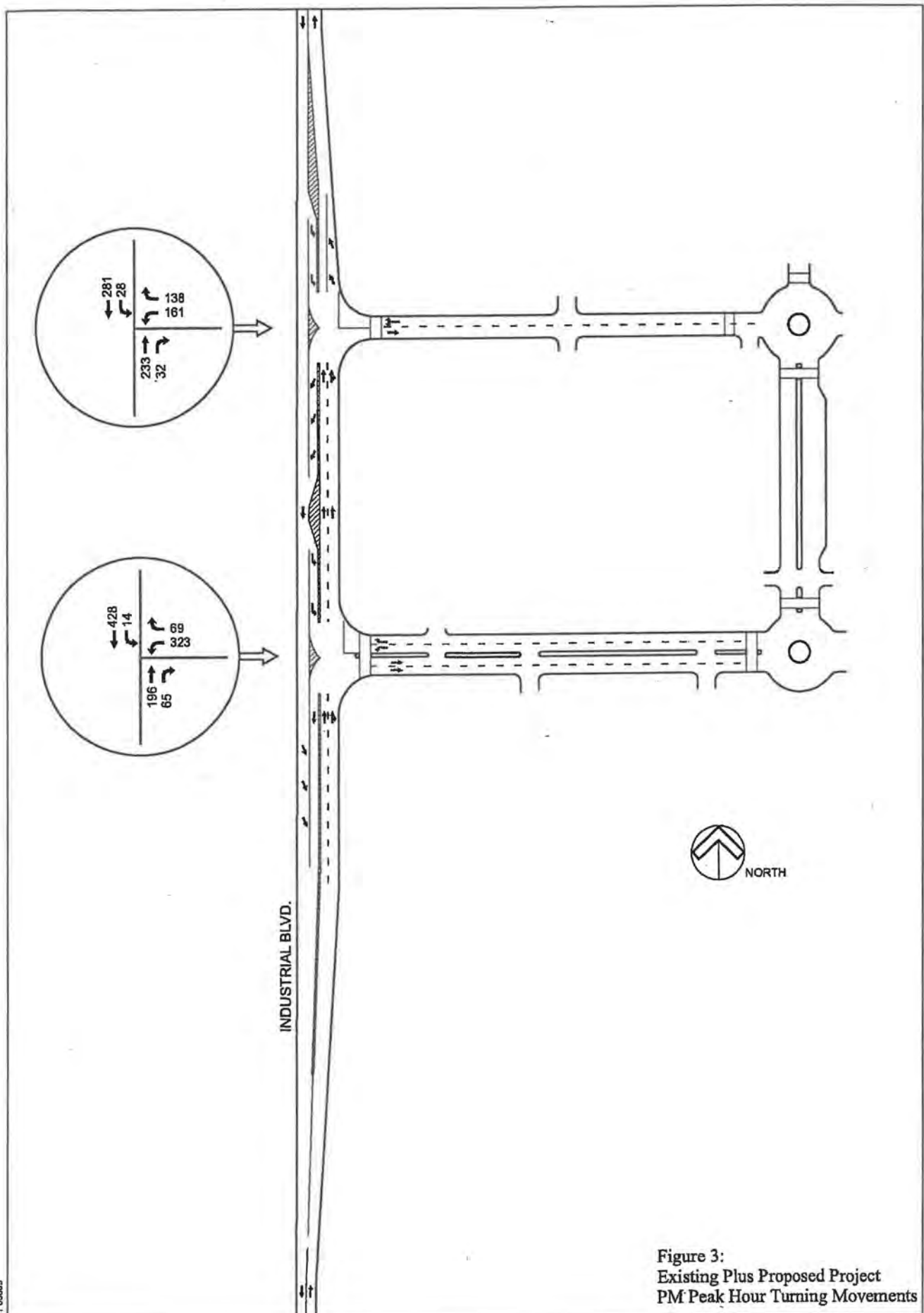


Figure 3:
Existing Plus Proposed Project
PM Peak Hour Turning Movements

A signal warrant analysis was conducted for both driveway intersections with Industrial Avenue. It was found that while there are some fairly high volumes entering and exiting the site, neither of these new intersections would warrant a signal based on one hour signal warrants in the AM or PM peak hour. To accommodate the high left-turn volumes, the applicant has proposed left-turn pockets into both driveways and left-turn acceleration lanes for vehicles exiting the site. To accommodate the high right-turn volumes, the applicant has proposed a northbound auxiliary lane with acceleration and deceleration sections for right-turns.

Levels of service were calculated at the two proposed intersections. These unsignalized intersections were analyzed using a methodology outlined in the Transportation Research Board's Special Report 209, *Highway Capacity Manual, 2000*. The methodology utilized is known as "operational analysis." This unsignalized HCM 2000 analysis is based on delay thresholds shown in Table 2.

LEVEL OF SERVICE (LOS)	TOTAL DELAY PER VEHICLE (seconds)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.

For one or two-way stop controlled intersections, level of service is based on the average delay of all vehicles entering the intersection. It is also common practice to report the average delay of the worst movement or approach to the intersection. Table 3 shows the AM and PM peak hour level of service for the two intersections under Existing Plus Proposed Project conditions. Figure 2 and Figure 3 show the AM and PM peak hour turning movement volumes for the two intersections under Existing Plus Proposed Project conditions.

Table 3 shows that both intersections would operate at an acceptable level of service under Existing Plus Proposed Project conditions during both the AM and PM peak hours. It must be noted that these LOS calculations are based on the proposed site design that includes a median acceleration lane for westbound left turns at both intersections. Without the left turn acceleration lane, the westbound left turns at the north driveway would experience an average delay of 16.6 seconds, or LOS C in the PM peak hour. Without the left turn acceleration lane,

the westbound left turns at the south driveway would experience an average delay of 38.5 seconds, or LOS E in the PM peak hour. This analysis shows that while the north driveway is not substantially improved in terms of LOS by the provision of a left turn acceleration lane, the south driveway is.

**TABLE 3
INTERSECTION LEVEL OF SERVICE
EXISTING PLUS PROJECT CONDITIONS**

Intersection along Industrial Avenue	Traffic Control	AM Peak Hour				PM Peak Hour			
		Average		Worst Movement ₁		Average		Worst Movement ₁	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
North Driveway	1-way stop	A	3.0	B	12.7	A	6.7	B	12.6
South Driveway	1-way stop	A	2.1	C	16.8	A	7.8	B	13.8

Note 1: For North Driveway: worst approach (westbound),
For South Driveway: worst movement (westbound left)

Source: DKS Associates, 2003

Along with LOS, HCM 2000 also calculates queue lengths for unsignalized intersections. The queue length calculated is defined as the 95th percentile queue length for any minor movement during the peak 15 minutes. This queue length can be used to determine the storage necessary for a particular movement. Table 4 shows the 95th percentile queue (in vehicles and in distance) for each movement for the two intersections.

**TABLE 4
95th PERCENTILE QUEUE LENGTHS₁
EXISTING PLUS PROJECT CONDITIONS**

Intersection along Industrial Avenue	AM Peak Hour			AM Peak Hour		
	Southbound	Westbound		Southbound	Westbound	
	Left	Left	Right	Left	Left	Right
North Driveway	0.4 (50 ft)	0.5 (50 ft)		0.1 (50 ft)	1.8 (50 ft)	
South Driveway	0.3 (50 ft)	0.6 (50 ft)	0.1 (50 ft)	0.0 (50 ft)	2.3 (58 ft)	0.2 (50 ft)

Note 1: Queue lengths calculated in vehicles by HCM 2000 Unsignalized method
(Distances in parentheses based on length of 25 feet per vehicle)
City of Roseville assumes minimum distance of 2 vehicles (50 feet)

Source: DKS Associates, 2003

As Table 3 shows, the estimated 95th percentile queue lengths are quite short for all movements at these two proposed intersections. As stated previously, these calculations are based on the proposed site design that includes a median lane for westbound left turns at both intersections. Without these left turn acceleration lanes, the westbound queue lengths would be longer. For the north driveway, the westbound queue would increase from 1.8 vehicles (50 feet) to 2.7 vehicles (68 feet) in the PM peak hour. For the south driveway, the westbound left turn queue would increase from 2.3 vehicles (58 feet) to 6.7 vehicles (168 feet) in the PM peak hour. This analysis shows that while the north driveway is not substantially improved in terms of queue length by the provision of a left turn acceleration lane, the south driveway is.

ANALYSIS OF SITE CIRCULATION

There are no significant driveways or intersections on Industrial Avenue close enough to the proposed project to be impacted by queuing, weaving or other traffic operational issues due to proposed project. The analysis of site circulation thus focuses on circulation as it relates to the two driveways providing access to the site from Industrial Avenue. The City of Roseville has a series of design guidelines that it applies to new projects within the City. The section entitled "Site Access" provides guidelines for entrances and exits to new developments. These guidelines depend on the type of roadway and the type of project proposed. As stated previously, Industrial Avenue is currently a two-lane arterial with a posted speed limit of 60 mph in the vicinity of the Proposed Project. It is currently not median separated.

The guidelines state that driveways shall be at least 250 feet apart on arterial roadways. According to the proposed plan, the two driveways are approximately 350 feet apart. The guidelines state that right turn deceleration/acceleration lanes shall be provided for a driveway if all of the following conditions are met:

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

These two driveways meet all these conditions. The City's guidelines state that an acceleration or deceleration lane should be at least 200 feet long with a 120 foot taper. Figure 1 shows the acceleration/ deceleration lanes and their proposed lengths. The proposed design includes an adequate deceleration lane and taper south of the southern driveway. The acceleration/deceleration lane between the two driveways is also of adequate length, at approximately 330 feet. The acceleration lane north of the northern driveway is shown to be approximately 140 feet long before it starts to taper off. This acceleration lane should be at least 200 feet long before the taper starts.

The City's guidelines also consider left turn deceleration/ acceleration lanes for driveways. The guidelines state the following:

"On arterials or expressways where left turns in will be permitted, a left turn deceleration lane shall be provided. This may be in the form of a separate left-turn pocket on a 6-lane road, or a continuous two-way-left-turn-lane on a 4 lane road. The minimum left turn pocket length shall be 200 feet plus a 120 foot entry taper. Longer left turn pockets may be required if a traffic impact study demonstrates the need. Separate left turn acceleration lanes are not typically required."

Figure 1 shows the proposed left turn deceleration and acceleration lanes and their lengths. The short southbound left turn queues in Table 3 indicate that long left turn lanes might not be warranted. However, the high design speed of Industrial Avenue (60 mph) dictates that lengthy deceleration lanes are required so vehicles have time and distance to decelerate before making their left turn. The current plan shows 100 foot long left turn deceleration lanes leading to both driveways. Based on the City's guidelines and Caltrans standards, these proposed left turn pockets are too short. The City's guidelines state that the left turn pockets should be at least 200 feet plus a 120 foot entry taper. Caltrans standards state that based on a design speed of 60 mph, the left turn pocket should be approximately 500-550 feet long. The left turn pocket leading to the north driveway should be redesigned so it is at least 200 feet long and if possible, 550 feet long. It should be noted that as this area urbanizes, it is likely that the speed limit on Industrial Avenue would be lowered, thus decreasing the length required for a deceleration lane.

The provision of a left turn acceleration lane from the north driveway dictates that the left turn pocket into the south driveway be very short. In order to allow for adequate deceleration distance to make a left turn into the south driveway, the acceleration lane from the north driveway should be abandoned. Level of service and queue analysis at the north driveway show that a left turn acceleration lane does not substantially improve the operation of this intersection. Therefore, it is proposed that instead of the two separate left turn acceleration and deceleration pockets, there should be a continuous two-way-left-turn-lane between the two driveways. This design would allow longer distances for vehicles exiting the north driveway to accelerate and for vehicles entering the south driveway to decelerate.

Due to the higher volumes of outbound left turns at the south driveway, particularly in the PM peak hour, the left turn acceleration lane proposed for this intersection is justified. This receiving lane for left turns improves the level of service and queue lengths for this movement. This lane is over 200 feet in length and gradually merges with southbound through traffic.

The City's guidelines also consider the layout of driveways within the project. "Minimum required throat depth" refers to the minimum distance from the street to the nearest intersection or parking area within the project. The reason for minimum throat depth is to avoid queued vehicles stacking up onto the public roadway. The City's guidelines include a

table with minimum required throat depths based on land use type and street right-of-way. This project does not fall within the land use types specified in the table. The closest category to this site in the table is "General Office." Based on a street right-of-way of 60 feet and approximately 280,000 square feet of development, the minimum throat depth for both driveways based on City guidelines is 175 feet. Figure 1 shows that the north driveway has a throat depth of 250 feet. This is within the City's guidelines.

The south driveway shows a secondary driveway 90 feet from Industrial Avenue. This distance is far shorter than the City's guideline distance. Vehicles waiting to make a left turn into this secondary driveway could back up and cause other vehicles to back up into Industrial Avenue. Therefore it is recommended that this secondary driveway should be a right-turn-in/right-turn-out driveway. This means the median in the south driveway should be continuous at the secondary driveway, thus preventing vehicles from turning left into or out of this secondary driveway. Throat depth should also be considered in the design of the security gate at the entrance to the Secured Staff Parking lot. The security gate should be set back as far as possible to prevent vehicles backing up onto the north driveway.

South Placer Justice Center Courthouse site program and parking

This supplements the application documentation for the MPP/CUP application to the City of Roseville for the South Placer Justice Center (SPJC). This document focuses on the development of the site program relative to the number of parking spaces and the criteria used to derive the necessary parking.

Development Criteria:

During the fall and winter of 2002, Dan Smith & Assoc. (DSA) was retained by the Placer County Superior Court and the CA Administrative Office of the Courts (AOC) to develop a program statement for Court facilities needs through 2022. The consultant was also charged with developing a space program specific to the courthouse proposed for the SPJC. This space program defined the development criteria for the site and the building based on the specific space needs defined by the Placer County Superior Court administration and the *Trial Court Facilities Guidelines* adopted by the California Judicial Council, 1 July 2002. The guidelines stipulate that the following criteria shall be considered in order to provide adequate parking for court facilities:

- The number and type of courtrooms.
- The daily number of users, visitors and jurors.
- The number of staff employed at the facility.
- The average number of official vehicles at the facility.

The parking requirement was derived by DSA based on the operational descriptions and user populations provided by the Courts and the AOC in consideration of the facilities guidelines.

Summary project description:

The proposed SPJC courthouse will contain eight general-purpose courtrooms in approximately 110,000 GSF. Space is also included for administration, clerks, filing, public access, inmate transfer/holding and other functions necessary to discharging the business of the Courts.

Parking capacity derivation:

The programming consultant, Dan Smith and Assoc., developed several iterations for the parking requirements, which are presented in the tables below. The first iteration was based upon the user populations, from historical data compiled by the Court.

Type	No.	Use Factor	Parking
Secure Judicial Parking	8	100%	8
Employees	143	95%	137
Public visitors (20/courtroom)	160	100%	160
Jurors	177	98%	173
Official vehicle parking	10	Assumption	10
Total Parking Space Need	498		488
	Proposed ratio *GSF/Space		225
	Spaces/courtroom		61
	*Courthouse gross area		109,739

All but the public visitors are assumed as daily counts; the public number represents a maximum hour count for visitors, litigants, attorneys etc. Based on the Court's historical data, the maximum parking demand will occur between 8-9am with the maximum influx of employees and jurors. Visitors, litigants and attorneys account for a fairly constant demand weighted towards the morning hours.

The draft Court Facilities Master Plan, compiled by DSA and sponsored by the AOC, made adjustments to the parking requirements. This adjustment was a result of examination of other Court facilities and in consideration of the Roseville parking standard. These numbers reflect an expectation of a slight increase in the potential number employees and visitors.

Type	Criteria	Parking
Secure Judicial Parking	100% Judicial positions	8
Public/Jury/Staff Parking	4.55 spaces per 1,000 GSF	504
Official Vehicle Parking	Assumption	6
Total Parking Space Need		518
	Proposed *GSF/Space	214
	Spaces/courtroom	65
	*Courthouse gross area	110,700

Reference data:

The traffic trip analysis performed by DKS Assoc. indicates that the Peak AM trip generation for the courthouse will be 264 trips. The same analysis predicts that the daily trip generation will be 2049. This data assists in understanding the parking demand during the peak morning demand period. A review of other comparable court facilities did not identify any examples with direct correspondence by type or size. The following table presents examples of two Sacramento facilities, the Carol Miller Justice Center and the William Ridgeway Family Relations Courthouse.

Facility	Carol Miller Justice Center	William Ridgeway Courthouse
Courtrooms	7	15
Gross Area	94,189	164,981
Parking provided	478	1,089
Spaces/1000GSF	5.1	6.6
GSF/Space	197	151
Spaces/Courtroom	68	73
Average daily visitors	2,015	2,230

Of the two facilities, the Carol Miller facility corresponds the best to the proposed SPJC. However, both facilities have a higher concentration of large, high volume courtrooms than the proposed SPJC courthouse. The William Ridgeway Courthouse also houses other justice services not proposed for the SPJC courthouse.

The proposed parking for the SPJC courthouse was derived by application of the criteria set forth in the AOC Facilities Guidelines and user populations determined by the Superior Court consistent with actual use of Court facilities. Furthermore, to the extent that a reliable comparison can be applied, the parking ratio is reasonably consistent with other court facilities. It is expected that the proposed parking will adequately accommodate the parking demands of staff, visitors, attorneys and litigants.



Roseville, CA 95671
Office (916) 774-5600
FAX (916) 784-3797
TDD (916) 774-5220
www.RosevilleElectric.org

10/6/2003

James Gately / Bob Grey
J.B. Management
2101 Evergreen Street
Sacramento, Ca. 95815

The City of Roseville Electric Department will provide electric service to the project known as:

South Placer Justice Center
10800 Industrial Avenue
Roseville, Ca.

The electric service will be provided in accordance with the City of Roseville policies in force at the time of construction.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tom Habashi'.

Tom Habashi
Electric Utility Director

RECEIVED

OCT 06 2003

PLANNING DEPARTMENT

MEMORANDIUM

To: Mike Isom, Associate Planner

From: J. Mwah Polson, Environmental Utilities

Cc: Kelye McKinney, Engineering Manager
Ed Kriz, Water Utility Manager

Subject: **South Placer Justice Center; 10800 Industrial Boulevard**

Date: September 9, 2003

The Environmental Utilities Department has determined that the subject project will not require additional water supply beyond that already available from the City of Roseville's water system. This determination was based on comparison of water supply available for the site with the estimated water demand required of the project including the proposed annexation of the 6-acre parcel that is currently outside the City's corporate boundary.

The original site totals 66.9 acres (without annexation) and has a water demand allocation of 171,398 gpd based upon an Industrial water demand factor of 2,562 gpd/acre. The subject project including the annexation, has a total of 72.5 acres, including a 19 acre wetland. Assuming the wetland will not be developed, the proposed project will have a developable area of 53.5 acres. Using a water demand factor of 2,598 gpd/acre for Light Industrial and Business Professional zoning and the applicant's estimate of 28,420 gpd for 980 inmates, the project results in a water demand of approximately 167,413 gpd.

Since the original allocation for the original site is greater than the demand for the proposed project, including the proposed annexation, the Environmental Utilities Department has concluded there is sufficient water in the City's water budget for this project as long as the wetland areas are not developed in the future.

Please call if you have any questions or need additional information.

DEPARTMENT OF FISH AND GAME

SACRAMENTO VALLEY AND CENTRAL SIERRA REGION
1701 NIMBUS ROAD, SUITE A
RANCHO CORDOVA, CALIFORNIA 95670
Telephone (916) 358-2900



May 23, 2003

Ms. Kathy Pease
Roseville Planning Department
311 Vernon Street
Roseville, CA 95678


Dear Ms. Pease:

The Department of Fish and Game (DFG) has reviewed your requests for comments on the South Center Justice Center. The project includes development of a government center and open space on 72.47 acres within the northern portion of the City of Roseville, Placer County.

The project site is dominated by grassland habitats and is within three miles of one active Swainson's hawk (*Buteo swainsonii*) nest and within ten miles of six additional nests based on DFG studies conducted during the spring of 2001. The project site provides foraging habitat for this state listed threatened species. We recommend that mitigation measures be identified in subsequent environmental documents that require acquisition (fee title, easement or credits in an approved mitigation bank) of suitable foraging habitat within west Placer County for grassland habitats impacted as a result of project implementation at a ratio of 0.75:1. Failure to identify mitigation for this project impact prior to project approval would result in a significant, avoidable, and unmitigated impact to a state listed species. The DFG would concur with a Negative Declaration for this project provided appropriate mitigation, as described, was included within the environmental document.

Thank you for the opportunity to review this project. If we can be of further assistance, please contact Mr. Jeff Finn at (530) 477-0308 or Ms. Terry Roscoe, Habitat Conservation Planning Supervisor at (916) 358-2382.

Sincerely,


Larry L. Eng, Ph.D.
Deputy Regional Manager

Ms. Pease
May 23, 2003
Page 2

cc: Ms. Terry Roscoe
Mr. Jason Holley
Mr. Jeff Finn
Department of Fish and Game
Sacramento Valley - Central Sierra Region
1701 Nimbus Road
Rancho Cordova, California 95670

MITIGATION MONITORING PROGRAM

Project Title/File Number: South Placer Justice Center / File #MPP 03-02, MPP 03-03, CUP 03-05, GPA 03-10, RZ 03-08, ANN 03-01, & SUBD 03-05

Project Location: 10800 Industrial Avenue; Roseville; Placer County

Project Description: The requested project entitlements are as follows:

- **Stage One** approval of a **Major Project Permit** to allow the phased construction of a 676,149 s.f. justice facility including a 110,700 s.f. courthouse, 60,000 s.f. private office building, 163,677 s.f. justice services building (District Attorney, Public Defender, etc.), 40,000 s.f. archive/storage building, 50,889 s.f. sheriff substation, 18,733 s.f. ancillary building (vehicle shop), and a 232,150 s.f. detention facility with a capacity for up to 980 inmates. The project will be developed in phases through the year 2025.
- **Stage Two** approval of a **Major Project Permit** to allow construction of the courthouse and private office building, totaling 170,700 s.f. and associated site improvements including parking, lighting, and landscaping.
- **Conditional Use Permit** to allow a detention facility in the General Industrial zone district.
- **Tentative Subdivision Map** to subdivide approximately 67 acres into four parcels. A fifth parcel (6 acre Parcel D) exists outside of the City limits and will be incorporated into the project, but is excluded from the Tentative Map.
- **General Plan Amendment** to change the adopted land use of ±6 acres of the project site from Industrial Park (Placer County designation) to General Industrial (IND) in preparation for annexation into the City of Roseville corporate limits.
- **Rezone (Prezone)** to assign preliminary zoning of General Industrial (M2) to ±6 acres of the project site in preparation for annexation.
- **Annexation** to annex ±6 acres of the project site into the City of Roseville corporate limits.

Following approval of the requested entitlements by the City of Roseville, the County of Placer will acquire approximately 43.6 acres of the project site. The remaining 9.4 acres, which includes the courthouse building, will be privately owned. The courthouse will be leased to the County for a period of 20 years. Under terms of the lease agreement, ownership of the Courthouse building will transfer to the County following the 20-year lease-to-own period.

Project Applicant: Peter Saucerman, Dreyfuss & Blackford Architects, 3540 Folsom Boulevard; Sacramento, CA 95815; (916) 453-1234

Property Owner: James Gately, JB Company, 2101 Evergreen Street; Sacramento, CA 95815; (916) 929-3003

Lead Agency Contact Person: Michael Isom, Associate Planner; Phone (916) 774-5276

Section 21081.6 of the California Public Resources Code requires public agencies to "adopt a reporting and monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment." This monitoring program is required for the project as significant adverse impacts have been identified, and mitigation measures have been identified to mitigate those impacts.

MONITORING PROCESS: Existing monitoring mechanisms are in place that assist the City of Roseville in meeting the intent of CEQA. These existing monitoring mechanisms eliminate the need to develop new monitoring processes for each mitigation measure. These mechanisms include grading plan review and approval, improvement/building plan review and approval and on-site inspections by City Departments. Given that these monitoring processes are requirements of the project, they are not included in the mitigation-monitoring program. Therefore, only those mitigation measures that are unique to this project are listed in the following monitoring table. The table indicates the required mitigation along with who is the responsible party for monitoring along with when the monitoring is to occur and when the monitoring has been completed.

MITIGATION MONITORING TABLE – SOUTH PLACER JUSTICE CENTER

MITIGATION NUMBER	DESCRIPTION	GRADING PERMIT	IMPROVE/ BUILDING PLANS	DURING CONST	PLAN CHECK CITY DEPT.	MON. CITY DEPT.	DATE COMPLETE
1	The City of Roseville Capital Improvement Program shall be modified to include a westbound right-turn lane at the Sierra Gardens Dr/Douglas Bl. Intersection and a 3 rd southbound thru and 3 rd northbound left turn lanes or 4 th westbound thru lane at the Foothills Bl./Blue oaks Bl. Intersection.	NA	NA	NA	NA	Public Works / Engineering	
2	Office A shall be reduced in size to 163,677 square feet. The project as a whole shall be limited to 676,149 square feet.	NA	Planning / Building Depts.	NA	Planning / Building Depts.	Building Dept.	
3	<p>The County shall enter into an agreement with the City to provide reimbursement for capital and on-going operational costs associated with providing transit services to the Justice Center facility. Capital cost reimbursement shall be in the amount of \$12,600 for Dial-a-Ride service, and \$50,000 for fixed route service upon an identified need for fixed-route service. Reimbursement for operational costs shall reflect the City's actual cost for providing the service and shall be determined by the following formulas:</p> <ul style="list-style-type: none"> • <i>Fixed Route:</i> $[(\text{No of Service Days } (N) \times \text{Hours of Service Per Day on Route } (H) \times \text{Hourly Operating Cost } (C))] + \text{Annual cost of bus replacement } (B) \times (\text{Percent of fixed route miles needed to service project } [\%RM])$ • <i>Dial-a-Ride:</i> Actual cost per trip (currently \$17.50), not to exceed \$9,000 annually. 	NA	Planning / City Manager / Transportation	NA	Planning	Planning / City Manager / Transportation	
4	Reimbursement shall continue for the life of the project or until the City and County mutually agree that it is no longer necessary. Dial-a-ride reimbursement will be maintained until fixed-route service is initiated. Reimbursement for fixed-route service shall begin in the fiscal year following a PCTPA finding that an unmet need exists and is reasonable to meet, or the City determines that fixed route service is needed to alleviate demands on the dial-a-ride service.	NA	NA	NA	NA	Transportation	

MITIGATION MONITORING TABLE – SOUTH PLACER JUSTICE CENTER

MITIGATION NUMBER	DESCRIPTION	GRADING PERMIT	IMPROVE/ BUILDING PLANS	DURING CONST	PLAN CHECK CITY DEPT.	MON. CITY DEPT.	DATE COMPLETE
5	The property owner shall pay all applicable development impact fees in effect at the time of building and/or grading permit issuance for each phase of development.	Engineering	Building / Engineering	Building / Engineering	Building / Engineering	Building / Engineering	

