CITY OF ROSEVILLE CALIFORNIA

DEVELOPMENT SERVICES DEPARTMENT–PLANNING DIVISION

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

3rd ADDENDUM TO THE HEWLETT PACKARD MASTER PLAN ENVIRONMENTAL IMPACT REPORT/INITIAL STUDY (SCH #95112022, CERTIFIED ON JUNE 5, 1996)

Project Title/File Number:	HPCO PCL CO-21, -31, -41, and -42 – Campus Oaks Commercial, File Number PL18-0080
Project Location:	1495 Blue Oaks Boulevard
Project Description:	The applicant requests approval of a General Plan Amendment and Rezone to modify the land uses of Parcels CO-21 and CO-31 from Business Professional (BP) to Community Commercial (CC), and a Development Agreement Amendment to reflect the land use changes. A Major Project Permit (MPP) Stage 1 Modification is requested to change the HPCO Master Plan to reflect the proposed land use changes and master site plan for the Campus Oaks Commercial Center, and an MPP Stage 2 is requested for the proposed detailed site planning and building elevations for a portion of the Commercial Center. A Tentative Subdivision Map is requested to divide the site into 15 lots.
Project Applicant/Owner:	Stephen Des Jardins, BBC Roseville Oaks, LLC
Lead Agency Contact:	Lauren Hocker, Associate Planner, 916-774-5272

An Addendum to a previously certified environmental impact report (EIR) shall be prepared for a project if only minor technical changes or additions are necessary but none of the conditions calling for the preparation of a subsequent EIR have occurred (California Environmental Quality Act Guidelines [CEQA] Section 15164). Consistent with CEQA Guidelines Section 15164, the following 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 to the analysis in the EIR are necessary to address the changes to 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 certified EIR for consideration by the hearing body. This Addendum focuses only on those aspects of the project or its impacts which require additional discussion.

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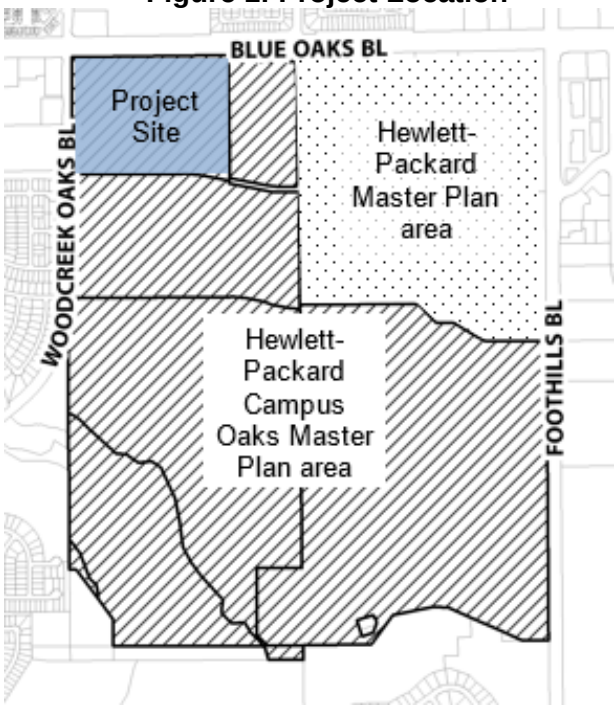
PROJECT DESCRIPTION

Project Location

The project site is located at 1495 Blue Oaks Boulevard at the southeastern corner of Blue Oaks Boulevard and Woodcreek Oaks Boulevard, within the City's North Industrial Planning Area. The project site is an approximately 29-acre portion of the Hewlett-Packard Campus Oaks Master Plan Amendment (HPCO Master Plan), which is within the Hewlett-Packard Master Plan area (see Figure 1).

Figure 1: Project Location



Background

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

As Hewlett-Packard shifted their business plans for the property and sold some of the land, there was an interest in amending the master plan. In 2014 the Hewlett-Packard Campus Oaks Master Plan (HPCO Master Plan) Amendment was submitted, which covered a portion of the land within the Hewlett-Packard Master Plan. Figure 1 shows the portion of property which continues to be regulated by the Hewlett-Packard Master Plan and the portion regulated by the HPCO Master Plan. The HPCO Master Plan redesignated 198 acres of industrial land to a mix of Low, Medium, and High Density Residential; Business Professional; Community Commercial; Tech/Business Park – Light Industrial; Parks and Recreation; Open Space; and Public/Quasi-Public. The HPCO Master Plan also established development standards, permitted uses, and a development plan for the area, and a tentative subdivision map to create large lots based on the land use plan.

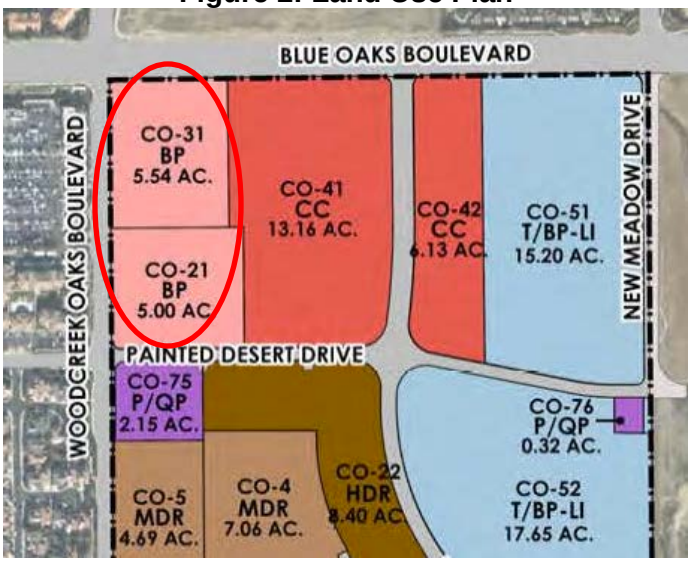
Compared to the 1996 HPMP, the HPCO Master Plan project resulted in an increase of 948 new residential units, 300,000 square feet of tech/business park, 60,000 square feet of office, and 170,000 square feet of commercial and a reduction of approximately 1,517,000 square feet of light industrial uses within the plan area. To assess the impacts of this change in uses, an Addendum to the Hewlett-Packard Master Plan EIR (2015 Addendum) was prepared and considered. The project received final approval in August of 2015.

The first amendment to the HPCO Master Plan was approved in 2016. This amendment reconfigured residential and office land uses within the plan area, resulting in a reduction in the number of low density and medium density residential uses and an increase in the number of high density uses. The 2016 project also changed Parcel CO-21 from High Density Residential to the current designation of Business Professional, but did not

increase the square footage of office uses allocated to the plan area. To assess the impacts of this change in uses, a second Addendum to the Hewlett-Packard Master Plan EIR (2016 Addendum) was prepared and considered. The project received final approval in September of 2016.

The current proposal would redesignate CO-21 and CO-31 from Business Professional to Community Commercial (see Figure 2). Hereinafter the proposed project is referred to as the Project; refer to the "Proposed Project" section below for a detailed project description.

Figure 2: Land Use Plan



Environmental Setting

The approximately 29-acre site is located within a developed area of the City of Roseville. The site is currently vacant land, which was disced regularly after the 1996 HPMP was approved and wetland mitigation implemented. After the approval of the HPCO Master Plan, various projects consistent with the master plan were submitted and approved. This includes the extension of Roseville Parkway from Foothills Boulevard to Blue Oaks Boulevard, which extends through the project site; the construction of Painted Desert Way on the southern boundary of the site, and mass grading of the project site and surrounding areas. The site topography is flat due to the mass grading, and is also without vegetation. An aerial photograph of the site is provided as Figure 3, but this is from 2017 so does not show the full extent of the grading and other projects that have been completed.

Property to the north of the project site, across Blue Oaks Boulevard, has a land use designation of Community Commercial. The site includes a Walgreens, but otherwise remains undeveloped. Properties surrounding the Community Commercial area have a land use designation of Medium Density Residential, and are developed with single-family homes. Property to the west of the site is Community Commercial next to High Density Residential, and is developed with a shopping center and apartments, respectively. Property to the south of the project site is within the HPCO Master Plan, and has a land use designation of Public/Quasi-Public (for a future fire station) and High Density Residential. These properties are currently undeveloped but have been graded. Property to the east has a land use designation of Light Industrial. The property is currently undeveloped.

Figure 3: 2017 Aerial of Site

Proposed Project

The applicant proposes to amend the land uses in the Town Center portion of the HPCO Master Plan to convert Parcels CO-21 and CO-31 from Business Professional to Community Commercial. This would change the Campus Oaks Town Center from a mix of office and retail uses, to a complete retail center. The application also includes detailed site plans showing the proposed location and size of each building in the center, as well as the supporting internal roadways, parking areas, landscaping, lighting, and monument signage. As part of the first phase of Town Center development,

detailed elevations are included for approximately half the buildings in the center. In order to process these proposed plans, the applicant requests the following entitlements:

General Plan Amendment and Rezone: To change the land use designation of approximately ten (10) acres from Business Professional to Community Commercial. This will change the HPCO Master Plan totals from approximately ten (10) acres of Business Professional and approximately 19 acres of Community Commercial to no Business Professional uses and approximately 29 acres of Community Commercial land.

Development Agreement Amendment: The seventh amendment to the Development Agreement By and Between the City of Roseville and BBC Roseville Oaks, LLC Relative to the Campus Oaks Property within the Hewlett-Packard Campus Oaks Master Plan is to reflect the land use changes.

Major Project Permit Stage 1 Modification: To amend the HPCO Master Plan text and figures consistent with the land use changes, and to update text and figures with the change in roadway name from HP Way to Roseville Parkway. The anticipated square footage of non-residential building area will also be changed, from 60,000 square feet of business/office space and 170,000 square feet of retail/commercial space to 240,000 square feet of retail/commercial space. This is a minor 10,000 square-foot increase in anticipated non-residential building space. The applicant proposes a total of 16 buildings and a total of 1,275 parking spaces, which is sufficient parking to meet City standards.

Major Project Permit Stage 2: To approve detailed landscaping and lighting plans for the entire project area, and elevations for nine of the proposed buildings. The proposed landscaping is consistent with the plant palette defined in the HPCO Master Plan design guidelines. The proposed elevations are based on a modern agrarian architectural style, relying on barn-style rooftops, reclaimed wood, metals, split-rail fencing, and other agrarian elements. The lighting plan includes a photometric plan, displaying illuminance levels in all areas of the site.

Tentative Subdivision Map: To divide the property into 15 lots, the locations of which are based on the locations of proposed buildings and their associated parking areas. Except for proposed Lot 2, which includes two buildings, all other lots have one building per lot.

Compared to the current HPCO Master Plan, the Project would add 70,000 square feet of commercial uses on approximately ten acres and remove 60,000 square feet of office uses on approximately ten acres. While the adopted HPCO includes conceptual or illustrative site designs, the Project includes detailed site planning.

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

Where, as here, an EIR addressing an earlier version of the project has been previously prepared and certified, the lead agency considers the relevance 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 new information of substantial importance, or changes to the project or surrounding circumstances 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, but some changes or additions are necessary, an Addendum shall be prepared.

As described above, buildout of the project site was planned and entitled in the 1996 Plan. The 1996 Plan and its accompanying EIR were approved by the City of Roseville in 1996. The 1996 EIR evaluated the 1996 Hewlett Packard Master Plan, which allows for a mix of land uses such as commercial, industrial, and open space. Subsequently, the HPCO Master Plan was approved in August 2015 and a revision was approved in September of 2016, both of which included an Addendum to the 1996 EIR. The 2015 and 2016 Addendums were considered by the City of Roseville's City Council as part of the approval actions for the HPCO Master Plan and its first amendment, and are now a part of the 1996 EIR which this current Addendum relies upon. A copy of the Findings of Fact and the Statement of Overriding Considerations is attached to this Addendum, and the 1996 EIR and the first and second Addendums are available online here: https://www.roseville.ca.us/cms/One.aspx?portalId=7964922&pageId=8775121. The EIR and Addendums are also 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 that the 1996 Hewlett Packard Master Plan had the potential to have a significant adverse impact on the environment, and the Final EIR (SCH 95112022) was prepared for the project. A Notice of Completion was filed with the State of California Office of Planning and Research. The Final Environmental Impact Report (FEIR) was certified by the City Council on June 5, 1996. The 2015 Addendum to this EIR was considered by City Council and the HPCO Master Plan approved on August 5, 2015 and the 2016 Addendum was considered by City Council and the first HPCO Master Plan amendment approved on September 7, 2016.

The 1996 EIR and its Addendums are referenced and utilized in the evaluation of this Project, which covers part of the project site analyzed in the 1996 Hewlett Packard Master Plan FEIR. Importantly, the 1996 EIR included project-level, rather than programmatic, analysis of all of the land uses set forth in the Hewlett Packard Master Plan, as did the subsequent Addendums. The changes to the portion of the plan area contemplated by the current Project relate to areas for which project-level review was conducted.[1]

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

- Loss of 3.47 acres of vernal pools, seasonal wetlands and other jurisdictional wetlands;
- Potential loss of federal threatened vernal pool fairy shrimp;
- Conversion of undeveloped landscape character to developed character;
- Short-term emissions of NO_x, ROG, SO_2 and CO;
- Increases of CO concentrations at intersections;

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

- Increased air pollution in both the Hewlett-Packard Master Plan Area and Sacramento Valley Air Basin; and
- Inconsistency with the Placer County Air Quality Attainment Plan.

The 1996 EIR identified project-specific mitigation measures for the Hewlett Packard Master Plan, which were adopted by the City and incorporated into the Master Plan. The 2015 Addendum included new mitigation measures to reflect updates to standard regulatory language or practice, to address the introduction of residential uses (e.g. masonry wall requirements to avoid unacceptable noise exposure), and to address changes to the roadway system, but did not identify any new significant and unavoidable impacts. The new mitigation measures were adopted by the City as part of a Mitigation Monitoring Plan. The 2016 Addendum did not include any new mitigation. As explained earlier, consistent with the requirements of section 15162 of the State CEQA Guidelines, this Addendum analyzes the impacts of the proposed project in relation to the analysis completed in the 1996 EIR and its Addendums.

For purposes of this Addendum, the analysis of the proposed project is based on buildout of the project area consistent with the HPCO Master Plan as analyzed in the Hewlett-Packard Master Plan EIR certified in 1996 and the 2015 and 2016 Addendums. This "plan to plan" analysis reflects the analytical approach mandated by the applicable sections of the CEQA Guidelines (15162 through 15164) and comprehensively reviews and compares the effects of the proposed project to those disclosed in the 1996 EIR and 2015 and 2016 Addendums. The focus of this Addendum is the potential for changes to the approved HPCO Master Plan or changed conditions or circumstances since the prior environmental analyses to generate new significant impacts, substantially more severe significant impacts, or effects that would meet the CEQA definition of new information of substantial importance (i.e., new mitigation measures or alternatives if they are subject to the qualifications described above). This Addendum also addresses whether any new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, that shows any new or substantially more severe significant impacts, or any mitigation measures or alternatives that were either previously identified as infeasible that are actually feasible, or that are considerably different from those previously analyzed and would substantially reduce one or more significant effect on the environment, that the project proponents have declined to adopt.

In the case of the Project, the development footprint, roadway networks, and other major supporting infrastructure remains unchanged from the current approved HPCO Master Plan; the project consists of the conversion of business professional uses to commercial uses and the inclusion of detailed site plans and elevations rather than conceptual plans.

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 previously identified impacts.

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 that 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?	1996 EIR pp 4.7-4 to 4.7-10 2015 Addendum pp 35-43 2016 Addendum pp 15-16	No	No	No	Yes
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	1996 EIR pp 4.7-1 to 4.7-7 2015 Addendum pp 35-43 2016 Addendum pp 15-16	No	No	No	Yes
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	1996 EIR pp 4.7-10 to 4.7-12 2015 Addendum pp 35-43 2016 Addendum pp 15-16	No	No	No	Yes
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	1996 EIR pp 4.7-12 to 4.7-13 2015 Addendum pp 35-43 2016 Addendum pp 15-16	No	No	No	Yes

Discussion: All of the land proposed to be developed as part of the Project was also anticipated to be developed with both the Hewlett Packard Master Plan and the HPCO Master Plan. At the time of the 1996 EIR, the surrounding area was open grassland, so the conversion of this open land to industrial uses was found to be significant and unavoidable. The 1996 EIR also considered the potential for visual incompatibility between light industrial uses and surrounding development, and the potential for light and glare impacts resulting from new lighting sources, but found both of those impacts to be less than significant because existing City Design Guidelines would ensure compatible site and building design. Furthermore, standards would also require the use of cut-off lenses for lighting fixtures. By the time of the HPCO Master Plan project, the surrounding land was a developed urban environment with a mix of residential and commercial uses. The 2015 Addendum noted that the proposed buildings changed from industrial-scale buildings with greater building massing and height, to a mix of residential, office, commercial, and

tech/business park uses with smaller massing and generally shorter building heights, consistent with the surrounding development. The 2015 Addendum also indicated that the City's updated Design Guidelines would continue to regulate site planning and building development, and that current lighting standards of the City of Roseville Community Design Guidelines (2008) prohibit the spill-over of light from non-residential properties onto residential properties. It was concluded that the character of views to and from the HPCO Master Plan area would be essentially unaffected by the proposal, and that impacts would be similar or less than those described in the 1996 EIR.

The 2016 Addendum reached the same conclusion as the 2015 Addendum. The 2016 project involved changing 5 acres of high density residential uses to business professional uses, as well as reducing the number of single-family units and increasing the number of multi-family units. The analysis noted that there could be slightly more multi-story housing options constructed as a result, but that the overall development footprint and character of development would remain unchanged.

The Project would convert approximately 10 acres of business professional uses to commercial uses, and increases square footage by 10,000 square feet. In terms of visual impacts, commercial buildings and office buildings have similar visual impacts, but commercial buildings are often single story while office buildings are more likely to be multi-story. Therefore, this change in land use would not alter the overall development footprint or character of site development, but may result in shorter building heights. In addition, the proposed project includes detailed elevations and site planning, which allows review of the elevations for conformity with the Design Guidelines. The elevations have been reviewed by City staff and have been found to conform to the City of Roseville Community Design Guidelines and the HPCO Master Plan; all future buildings on the site would be required to conform to the same design theme, per the City of Roseville Community Design Guidelines and the HPCO Master Plan. The Project commercial uses would be consistent and compatible with the existing surrounding development, which is commercial and high density residential. The lighting and photometric plan prepared for the Project demonstrates that there will be no off-site spill-over of lighting.

As described above, changes introduced by the Project and/or new circumstances relevant to the project would not, as compared to the 1996 EIR and its Addendums, 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 Addendums. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR or Addendums would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

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?	1996 EIR pp 4.1-2 to 4.1-5 2015 Addendum pp 44-46 2016 Addendum pp 16-17	No	No	No	Yes
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	1996 EIR p 4.1-5 2015 Addendum pp 44-46 2016 Addendum pp 16-17	No	No	No	Yes
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	2015 Addendum pp 44-46 2016 Addendum pp 16-17	No	No	No	None
d) Result in the loss of forest land or conversion of forest land to non-forest use?	2015 Addendum pp 44-46 2016 Addendum pp 16-17	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?	1996 EIR pp 4.1-2 to 4.1-5 2015 Addendum pp 44-46 2016 Addendum pp 16-17	No	No	No	Yes

Discussion: When the 1996 EIR was prepared, the plan area was largely surrounded by open grassland with outbuildings that had historically been used for grazing or other agricultural purposes, but no prime or farmland of local importance was located in the plan area. The 1996 EIR

anticipated that the undeveloped portions of the master plan site would be converted from seasonal grazing land to urbanized light industrial uses. The 2015 Addendum noted that the latest data from the California Department of Conservation's Important Farmland Map for Placer County designated the HPCO Master Plan area as Farmland of Local Importance, but that the site is not zoned or used for agriculture, has not been used for agricultural purposes since 1996, and that the surrounding urbanization would make the resumption of agriculture economically infeasible. The 2015 Addendum also noted there were no forestry resources in the plan area. The 2016 Addendum stated that the proposed land use changes had no effect on prior analysis.

The Project site has been anticipated to be developed with urban uses since 1996. At the time of the 1996 EIR, it was concluded that impacts to agricultural resources would be less than significant, because the site was not irrigated and was of low agricultural value. Furthermore, since the 1996 EIR and its subsequent Addendums, the Project site has been mass graded and urban roadways have been built around it, consistent with the approved HPCO Master Plan. The Project will not result in previously unidentified or more severe impacts to agricultural resources, and will result in no impacts to forestry resources.

As described above, changes introduced by the Project and/or new circumstances relevant to the project would not, as compared to the 1996 EIR and its Addendums, 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 Addendums. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR or Addendums would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

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?	1996 EIR pp 4.10-12 to 4.10-13 2015 Addendum pp 48-68 2016 Addendum pp 18-20	No	No	No	Yes
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	1996 EIR pp 4.10-3 to 4.10-9 Addendum pp 48-68 2016 Addendum pp 18-20	No	No	No	Yes
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)?	1996 EIR pp 4.10-2 to 4.10-13 Addendum pp 48-68 2016 Addendum pp 18-20	No	No	No	Yes
d) Expose sensitive receptors to substantial pollutant concentrations?	1996 EIR p 4.10-2 Addendum pp 48-68 2016 Addendum pp 18-20	No	No	No	Yes
e) Create objectionable odors affecting a substantial number of people?	1996 EIR p 4.10-22 Addendum pp 48-68 2016 Addendum pp 18-20	No	No	No	Yes

Discussion: The air quality section of the 1996 EIR contained a qualitative impact analysis concluding that construction-related activities would generate emissions that would limit the ability of the Placer County Air Pollution Control District (PCAPCD) to meet state standards within the County. With mitigation, construction impacts were determined to be less than significant. Operational air emissions were quantitatively modeled, and were found to be significant and unavoidable despite mitigation. The 2015 Addendum updated the air quality analysis for the HPCO Master Plan area, and included quantitative modeling for both construction and operational emissions, for both the 1996 and 2015 plans. The Addendum concluded that some pollutant emissions would increase compared to the 1996 plan, and some would decrease, but that the primary difference between the analyses was the availability of additional regulatory mechanisms and mitigation which could reduce impacts.

Since the certification of the 1996 EIR, the PCAPCD has established a list of rules and regulations that all projects within the PCAPCD boundaries must abide by, which can be found in the PCAPCD CEQA Handbook. The PCAPCD has also established thresholds of significance to be used in quantitative analyses of construction and operation of a project. These quantitative thresholds are presented under the Standards of Significance chapter of the PCAPCD CEQA Handbook. While the 2015 Addendum showed some aspects of the 2015 HPCO would result in greater emissions compared to the 1996 HPMP, the analysis ultimately determined that with mitigation, the 2015 HPCO would not create any new significant impacts or a substantial increase in the severity of an impact previously determined to be significant. The mitigation measure added in 2015 requires the applicant to participate in the Placer County Air Pollution Control District's Offsite Mitigation Program by paying an estimated total of $65,274 for offsets for (ROG and NOx). This figure was based on $16,640 per ton. The actual amount to be paid will be determined at the time of recordation of the Final Map (residential projects) or issuance of a Building Permit (non-residential projects).

The 1996 EIR determined that implementation of the 1996 Hewlett Packard Master Plan would not result in significant impacts related to odors. The 2015 Addendum concluded that the change in land use from light industrial to a mix of uses including residential and commercial would not create objectionable odors, nor expose residents to such odors. The 2016 Addendum reached the same conclusion, indicating that the project changes would result in no changes to prior analyses.

Since the prior Addendums, the PCAPCD has updated its operational air quality significance thresholds. The thresholds in effect at the time of the 2015 and 2016 Addendums were 82 pounds/day of ROG or NOx for singular project impacts and 10 pounds per day for cumulative impacts. The update lowered the singular project operational threshold from 82 pounds/day of ROG or NOx to 55 pounds/day, but raised the cumulative impacts threshold from 10 pounds per day to 55 pounds per day. Although the thresholds have changed, the significance conclusions remain the same, because the emissions calculations for both the 1996 Hewlett Packard Master Plan and the HPCO Master Plan exceed both the current and former thresholds. As disclosed in the 2015 Addendum, operational ROG and NOx emissions for the Hewlett Packard Master Plan were calculated to be 401.9 and 138.6 pounds/day, respectively, and for the HPCO Master Plan are 387.2 and 126.7 pounds per day.

The current proposed Project does not change the development footprint of the Project area, any of the major infrastructure—much of which has already been constructed within the adjacent roadways—or the overall character of development. There is a slight increase in square footage to be constructed, but this increase is minor and has no effect on the construction impact analysis. Construction analyses and significance conclusions are a maximum daily rate of emissions, based on the amount of construction that could reasonably be expected to occur on any given day. Increasing the amount of square footage may extend the duration of construction slightly, but will not increase the maximum daily emissions. As discussed later in this Addendum, in the Traffic and Circulation section, the project will not result in any significant increase in vehicular trips or

vehicle miles traveled, nor will it affect intersection levels of service as compared to prior analyses. Since operational air quality emissions for commercial centers are predominantly based on vehicle trips and trip lengths, the Project will therefore not result in any significant increase in operational air quality impacts. Also, the change from business professional to commercial will not create objectionable odors.

As described above, changes introduced by the Project and/or new circumstances relevant to the project would not, as compared to the 1996 EIR and its Addendums, 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 Addendums. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR or Addendums would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

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?	1996 EIR pp 4.5-6 to 4.5-12 2015 Addendum pp 69-81 2016 Addendum pp 20-22	No	No	No	Yes
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	1996 EIR pp 4.5-3 to 4.5-4 2015 Addendum pp 69-81 2016 Addendum pp 20-22	No	No	No	Yes

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	1996 EIR pp 4.5-4 to 4.5-6 2015 Addendum pp 69-81 2016 Addendum pp 20-22	No	No	No	Yes
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?	1996 EIR pp 4.5-8 to 4.5-12 2015 Addendum pp 69-81 2016 Addendum pp 20-22	No	No	No	Yes
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	1996 EIR pp 4.5-3 to 4.5-4 2015 Addendum pp 69-81 2016 Addendum pp 20-22	No	No	No	Yes
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	2015 Addendum pp 79 2016 Addendum pp 20-22	No	No	No	None

Discussion: The 1996 EIR anticipated the conversion of the majority of the Hewlett Packard Master Plan site from annual grassland to urbanized light industrial uses, and included an assessment of and mitigation for wetland impacts. By the time of the 2015 Addendum, the wetlands on the site had all been filled and mitigation for them had been provided pursuant to an effectuated Clean Water Act Section 404 permit. Subsequently, the entire area was regularly disced and maintained on an annual basis. The 1996 EIR acknowledged the loss of grassland and wetland habitat would impact species dependent on those habitats. Mitigation was required to offset all biological resources impacts. The 2015 Addendum noted that the footprint of the HPCO Master Plan did not include any new impact areas compared to the 1996 EIR analysis, and in fact included less impact area. In addition, the Woodcreek Oaks Preserve/open space area anticipated in the 1996 Plan has been established and dedicated to the City of Roseville. The 2015 Addendum reviewed the potential biological resources impacts and concluded that several of the mitigation measures adopted as part of the 1996 EIR were no longer required because of mitigation action taken or changed circumstances between the 1996 EIR and 2015 Addendum, such as the completion of wetland mitigation. The 2016 Addendum indicated that no changes to prior analyses were needed, because the proposed changes had no effect on the impact area for biological resources.

As described in the Environmental Setting, at this time the entire project site has been mass graded, and surrounding infrastructure has been constructed consistent with prior land use approvals. There are no biological resources present on the site to be affected by the Project, and the Project also does not change the development footprint previously analyzed in the 1996 EIR or its subsequent Addendums.

As described above, changes introduced by the Project and/or new circumstances relevant to the project would not, as compared to the 1996 EIR and its Addendums, 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 Addendums. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR or Addendums would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

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?	1996 EIR pp 4.6-5 to 4.6-6 2015 Addendum pp 82-86 2016 Addendum pp 22-23	No	No	No	Yes
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	1996 EIR pp 4.6-5 to 4.6-6 2015 Addendum pp 82-86 2016 Addendum pp 22-23	No	No	No	Yes
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	1996 EIR pp 4.3-2 to 4.3-3 2015 Addendum pp 82-86 2016 Addendum pp 22-23	No	No	No	Yes
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	1996 EIR pp 4.6-5 to 4.6-6 2015 Addendum pp 82-86 2016 Addendum pp 22-23	No	No	No	Yes

Discussion: The 1996 EIR anticipated conversion of the majority of the plan area from annual grassland to urbanized light industrial uses. The 1996 EIR concluded that while there were identified cultural resources within the Master Plan site, mitigation would reduce impacts to a less-than-significant level. The 2015 Addendum discussed the various field surveys and records searches that had been documented since the 1996 EIR. A 2015 field survey confirmed that previously-identified cultural resources within the Campus Oaks site had been removed or were otherwise no longer important resources for purposes of CEQA. The 2015 Addendum concluded that the land use changes would not cause any new significant impacts or a substantial increase in the severity of previously-identified significant impacts. The 2015 Addendum also noted that some of the 1996 EIR mitigation measures were no longer required, but retained 1996 Mitigation Measure 4.6-1 regarding the treatment of previously-unidentified

cultural resources. The 2015 Addendum also added Mitigation Measure 5-1 to mitigate impacts on any previously-unknown paleontological resources. This was not added due to new information about likelihood of presence, but instead was added to reflect current standard practice. The incorporation of Mitigation Measure 5-1, in conjunction with Mitigation Measure 4.6-1, was found to result in a less-than-significant impact to unknown cultural resources. The 2016 Addendum noted that the development footprint would be unchanged, and that therefore the previous analysis and mitigation measures would continue to apply.

As described in the Environmental Setting, at this time the entire project site has been mass graded, and surrounding infrastructure has been constructed consistent with prior land use approvals. No cultural resources have been identified on the site, but the mitigation measures regarding unanticipated discoveries of subsurface resources remain applicable. The Project also does not change the development footprint previously analyzed in the 1996 EIR or its subsequent Addendums.

As described above, changes introduced by the Project and/or new circumstances relevant to the project would not, as compared to the 1996 EIR and its Addendums, 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 Addendums. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR or Addendums would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

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:		No	No	No	Yes
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.)	1996 EIR pp 4.3-4 to 4.3-7 2015 Addendum pp 87-89 2016 Addendum pp 24-25				
ii) Strong seismic ground shaking?					
iii) Seismic-related ground failure, including liquefaction?					
iv) Landslides?					
b) Result in substantial soil erosion or the loss of topsoil?	1996 EIR pp 4.3-7 to 4.3-11 2015 Addendum pp 87-89 2016 Addendum pp 24-25	No	No	No	Yes
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?	1996 EIR pp 4.3-7 to 4.3-11 2015 Addendum pp 87-89 2016 Addendum pp 24-25	No	No	No	Yes
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	1996 EIR pp 4.3-7 to 4.3-11 2015 Addendum pp 87-89 2016 Addendum pp 24-25	No	No	No	Yes
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?	2015 Addendum pp 87-89 2016 Addendum pp 24-25	No	No	No	None

Discussion: The 1996 EIR anticipated development of the plan area and added mitigation requiring site-specific geotechnical evaluations before grading activities, to ensure that impacts related to geology and soils would not be significant. The 2015 Addendum noted that the proposed Campus Oaks development would involve topography changes substantially similar to the 1996 HPMP. The 2015 Addendum also noted that a site-specific geotechnical evaluation had been prepared by ENGEO in July 2014 for the Campus Oaks site within the Master Plan site, and that the evaluation included specific recommendations for earthwork, foundations, seismic design, and pavement, so the requirements of the mitigation measure have been met. The 2016 Addendum indicated that no additional land would be disturbed and that the geotechnical evaluation from July

2014 continued to be applicable. The site was not found to be in a seismically sensitive area—though an earthquake event remains possible—or on unstable or expansive soil, but noted that all buildings would be required to conform to the Uniform Building Code standards for seismic safety and structural stability. The project did not include the use of septic systems or alternative wastewater disposal.

As described in the Environmental Setting, at this time the entire Project site has been mass graded, and surrounding infrastructure has been constructed consistent with prior land use approvals. The Project also does not change the development footprint previously analyzed in the 1996 EIR or its subsequent Addendums, does not change the conclusions of the geotechnical work already completed in support of the completed site grading, and does not propose septic or alternative wastewater systems. Development of the site will be required to conform to the City's ordinances and standards regarding grading, including requirements for stormwater quality and erosion controls during and after construction.

As described above, changes introduced by the Project and/or new circumstances relevant to the project would not, as compared to the 1996 EIR and its Addendums, 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 Addendums. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR or Addendums would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

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?	2015 Addendum pp 91-96 2016 Addendum pp 26-27	No	No	No	Yes

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	2015 Addendum pp 91-96 2016 Addendum pp 26-27	No	No	No	Yes

Discussion: As discussed in the 2015 Addendum, while the 1996 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 1996 EIR. Thus, based on a body of case law, the 1996 EIR's lack of GHG analysis did not preclude adoption of an addendum.

To provide an analysis of how the HPCO Master Plan development would compare to the Hewlett-Packard Master Plan development, the 2015 Addendum included a GHG analysis which quantified the impacts of both plans. The City undertook this analysis voluntarily in the sense that, as the 2015 Addendum explained, 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. (See 2015 Addendum, p. 91, citing 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. The analysis in the 2015 Addendum demonstrated that the implementation of the amendments associated with the HPCO Master Plan would result in 21.7% lower emissions as compared with those that would have been emitted under the 1996 Hewlett-Packard Master Plan. The analysis concluded that there were standard measures required by PCAPCD which would offset emissions, and did not include any new mitigation measures.

The 2016 Addendum concluded that this prior analysis covered the proposed revisions, because the total residential units and non-residential square footage remained unchanged, and a technical memorandum prepared by a qualified transportation consultant indicated the revision would reduce overall HPCO Master Plan trips.

As discussed in the Traffic and Circulation section of this Addendum, the Project will not result in a substantial increase in daily or peak hour trips. An additional 10,000 square feet of building area does not contribute significant additional emissions, as it represents a less than 1% increase in non-residential square footage in the HPCO Master Plan area. Additionally, as discussed in the Utilities and Service Systems section, utility planning—including electricity demand—is based on acreage of land use, not anticipated square footage of building area. This Project falls within the scope of the 2015 Addendum analysis, which found the HPCO Master Plan would reduce overall emissions by nearly 22% compared to the 1996 Hewlett Packard plan. No further analysis is required.

As described above, changes introduced by the Project and/or new circumstances relevant to the project would not, as compared to the 1996 EIR and its Addendums, 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 Addendums. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives

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

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?	1996 EIR pp 4.8-2 to 4.8-6 2015 Addendum pp 97-104 2016 Addendum pp 27-29	No	No	No	None
b) Create a significant hazard to the public or the environment though reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	1996 EIR pp 4.8-2 to 4.8-6 2015 Addendum pp 97-104 2016 Addendum pp 27-29	No	No	No	None
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within on-quarter mile of an existing or proposed school?	2015 Addendum pp 97-104 2016 Addendum pp 27-29	No	No	No	None
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?	1996 EIR pp 4.8-2 to 4.8-3 2015 Addendum pp 97-104 2016 Addendum pp 27-29	No	No	No	None

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?	2015 Addendum pp 97-104 2016 Addendum pp 27-29	No	No	No	None
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?	2015 Addendum pp 97-104 2016 Addendum pp 27-29	No	No	No	None
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	1996 EIR pp 4.8-6 to 4.8-7 2015 Addendum pp 97-104 2016 Addendum pp 27-29	No	No	No	None
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?	2015 Addendum pp 97-104 2016 Addendum pp 27-29	No	No	No	None

Discussion: The 1996 EIR anticipated that the undeveloped portions of the project site would be converted from seasonal grazing land to urbanized light industrial uses that would have a less-than-significant effect on people or the environment from hazardous materials. The existing development in the plan area was identified as a large-quantity waste generator, and plans were in place to manage hazardous materials storage and disposal. The 1996 EIR identified that the proposed general commercial and light industrial uses were expected to include activities in which hazardous materials would likely be used, stored, generated, or transported, but that existing regulations were sufficient to address this. Overall, the 1996 EIR concluded that implementation of the Hewlett-Packard Master Plan would not result in significant effects related to hazards or hazardous materials. The 2015 Addendum concluded that the land use changes as part of the Campus Oaks development would not result in new significant impacts, because typical commercial, business professional, and residential uses do not use, storage, generate, or transport unusual or significant amounts or types of hazardous materials. Most hazardous materials in these cases consist of household cleaners, detergents, paints, coatings, and other common products, and existing regulations regarding their treatment are sufficient to address these materials. The revisions examined in the 2016 Addendum did not introduce any new uses or development areas, and so reached the same conclusion that impacts would remain less than significant.

As with the projects examined in the 2015 and 2016 Addendums, the proposed Project does not involve new development areas or new uses which had not previously been anticipated. None of the project uses are known to use, store, generate, or transport large amounts or unusual types of hazardous materials, and existing regulations are sufficient to address the common materials—such as cleaners—which will be used in the Project area. The Project is not on a list of hazardous materials sites, and is not within an airport land use plan, is not located within two miles of a public or public use airport, and is not within the vicinity of a private airstrip. The Project area has been proposed for development since 1996, and has been taken into account in the City's emergency preparedness planning since that time. As part of the 2015 HPCO Master Plan, a new fire station was identified in the plan area, located just south of the Project site, to serve the plan area. The Project is not located adjacent to any wildlands or wildland fire hazard areas, according to CalFire mapping of wildland fire hazard areas. The Project does not introduce any new impacts related to this topic, and impacts will remain less than significant.

As described above, changes introduced by the Project and/or new circumstances relevant to the project would not, as compared to the 1996 EIR and its Addendums, 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 Addendums. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR or Addendums would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

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?	1996 EIR pp 4.4-7 2015 Addendum pp 105-111 2016 Addendum pp 30-32	No	No	No	Yes
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	1996 EIR pp 4.4-7 2015 Addendum pp 105-111 2016 Addendum pp 30-32	No	No	No	None
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site?	1996 EIR pp 4.4-6 to 4.4-7 2015 Addendum pp 105-111 2016 Addendum pp 30-32	No	No	No	Yes
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site?	1996 EIR pp 4.4-1 to 4.4-7 2015 Addendum pp 105-111 2016 Addendum pp 30-32	No	No	No	Yes

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted water?	1996 EIR pp 4.4-6 to 4.4-7 2015 Addendum pp 105-111 2016 Addendum pp 30-32	No	No	No	Yes
f) Otherwise substantially degrade water quality?	1996 EIR pp 4.4-7 2015 Addendum pp 105-111 2016 Addendum pp 30-32	No	No	No	Yes
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	1996 EIR pp 4.4-1 to 4.4-6 2015 Addendum pp 105-111 2016 Addendum pp 30-32	No	No	No	None
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	1996 EIR pp 4.4-1 to 4.4-6 2015 Addendum pp 105-111 2016 Addendum pp 30-32	No	No	No	None
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?	2015 Addendum pp 105-111 2016 Addendum pp 30-32	No	No	No	None
j) Inundation by seiche, tsunami, or mudflow?	2015 Addendum pp 105-111 2016 Addendum pp 30-32	No	No	No	None

Discussion: The 1996 EIR anticipated that the Master Plan site would be converted from mostly-vacant grassland underlain by hardpan to mostly impervious surfaces as part of planned light industrial and commercial uses. The hardpan under the site grassland meant that infiltration was low, with a resulting higher rate of runoff and very little potential for groundwater recharge in the plan area. To ensure that impacts related to hydrology and water quality would be less than significant, the 1996 EIR included mitigation measures requiring adequate detention facilities, payment of fair share fees toward regional facilities, and implementation of an erosion control plan. By the time of the 2015 Addendum, the regulatory environment

had shifted, and some steps required by mitigation were now already required by City regulations. Nonetheless, the 1996 mitigation was deemed still applicable. The plan area included floodplain, but these floodplain areas were placed within open space.

Since the original 1996 approval, the overall area being impacted by development has remained unchanged, but the impacts of development—already found to be less than significant with mitigation—have been further reduced by increasingly stringent stormwater regulations. The City's current Stormwater Quality Design Manual requires on-site treatment and detention to ensure no net increase in stormwater runoff from the site, which was not required in previous editions. Furthermore, the requirement to prepare a construction erosion control plan applies for construction projects of one acre or less, when at the time of the previous Addendums it applied at five acres or less. The proposed Project does not involve new or unanticipated development areas or intensities, is still subject to previously-adopted mitigation, and is required to conform to current and more stringent stormwater quality and control requirements. The Project site is not located within a 100-year floodplain area, and has been reviewed by City Engineering and found to conform to City design standards.

As described above, changes introduced by the Project and/or new circumstances relevant to the project would not, as compared to the 1996 EIR and its Addendums, 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 Addendums. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR or Addendums would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

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?	2015 Addendum pp 112-117 2016 Addendum pp 32-33	No	No	No	None
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?	1996 EIR pp 4.1-2 to 4.1-3, 4.1-7, 4.1-11 and App. C 2015 Addendum pp 112-117 2016 Addendum pp 32-33	No	No	No	None
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	2015 Addendum pp 112-117 2016 Addendum pp 32-33	No	No	No	None

Discussion: The 1996 EIR analyzed the impacts of converting seasonal grazing land surrounded by open space to light industrial uses. However, the EIR also noted that the entire site was previously designated for light industrial uses in the General Plan, and concluded that the development of the plan area would not represent a significant physical change to existing and planned land uses. The EIR also discussed the potential for conflict with adjacent land uses, as well as internal land use conflicts within the plan area. Though at the time there was little surrounding development, nearby land was designated for future commercial and residential use. The EIR concluded that compliance with General Plan policy and the City's design guidelines would ensure impacts were less than significant.

The 2015 and 2016 Addendums found that since the amount of land to be developed with urban uses would not change, and was consistent with General Plan policy, impacts related to land use conversion would be unchanged from the 1996 EIR. The 2015 and 2016 Addendums found conflicts with adjacent uses would remain less than significant, as the mix of uses proposed was consistent with the surrounding mix of uses, and was less likely to result in conflicts than industrial uses. Internal inconsistencies were likewise found to remain less than significant, because the HPCO Master Plan was designed to include buffers between potential incompatible uses such as light industrial and residential and because proposed Special Area zoning would limit uses in certain non-residential sites. The Addendums also found that development of the plan area would not physically divide an established community, because the plans included roadway and pedestrian networks that created connection and did not include physical barriers to movement. There is no Habitat Conservation Plan or other conservation plan in the area.

The Project converts approximately ten acres of business professional uses to commercial uses. The portion of the Project site where this change is occurring is surrounded on three sides by land which is either designated for or developed with commercial uses. Property to the south and southwest includes residential uses located across streets from the site. As discussed in the prior Addendums, these uses are compatible with one another, provided the sites are designed in a manner consistent with the City's Community Design Guidelines and land use policy. Previous analyses were based upon conceptual development proposals, but at this time the Project includes detailed site planning and building elevations, which have been reviewed by City staff and have been demonstrated to be consistent with the City's standards and policies. This includes designs such as placing loading docks in the center of the site away from residential areas, providing landscape buffers along the boundaries of the site, ensuring light will not trespass across property boundaries, and other such measures. No new impacts will result from the Project, and impacts remain less than significant.

As described above, changes introduced by the Project and/or new circumstances relevant to the project would not, as compared to the 1996 EIR and its Addendums, 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 Addendums. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR or Addendums would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

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?	1996 EIR pp 4.3-2 2015 Addendum pp 118-119 2016 Addendum p 33	No	No	No	None
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	1996 EIR pp 4.3-2 2015 Addendum pp 118-119 2016 Addendum p 33	No	No	No	None

Discussion: According to the 1996 EIR there were no known mineral resources in the plan area, and development would not have a significant effect on mineral resources. The 2015 and 2016 Addendums reiterated that conclusion. The conclusion remains appropriate for the Project.

As described above, changes introduced by the Project and/or new circumstances relevant to the project would not, as compared to the 1996 EIR and its Addendums, 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 Addendums. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR or Addendums would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

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?	1996 EIR pp 4.11-5 to 4.11-7 & 4.11-9 to 4.11-11 2015 Addendum pp 120-134 2016 Addendum pp 34-35	No	No	No	Yes
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	2015 Addendum pp 120-134 2016 Addendum pp 34-35	No	No	No	None
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	1996 EIR pp 4.11-5 to 4.11-7 2015 Addendum pp 120-134 2016 Addendum pp 34-35	No	No	No	None
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	1996 EIR pp 4.11-5 to 4.11-7 2015 Addendum pp 120-134 2016 Addendum pp 34-35	No	No	No	Yes
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	2015 Addendum pp 120-134 2016 Addendum pp 34-35	No	No	No	None

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?	2015 Addendum pp 120-134 2016 Addendum pp 34-35	No	No	No	None

Discussion: The 1996 EIR evaluated potential increases in noise due to construction, traffic, and operations associated with build out of the Hewlett Packard Master Plan. At the time the project was evaluated, the plan area was surrounded by undeveloped lands and traffic volumes on nearby roadways were lower than they are today. As a result, ambient noise measurements were approximately 48 dBA L_{eq} (L_{eq} is essentially an average sound measurement). The nearest sensitive noise receptor was a residence approximately 1,000 feet away. Construction noise impacts were found to be less than significant because there were no proximate sensitive receptors to be affected by noise, and because construction would adhere to the City Noise Ordinance as it related to construction noise. For operational noise, the EIR concluded that impacts would be less than significant because development would be required to adhere to City policy requiring new fixed noise sources (pumps, machinery, etc) to meet the City's noise standards. Lastly, the EIR also considered railway noise. Noise from railways was found to be less than significant, because the distance from the tracks was such that noise volumes in the plan area would be within General Plan noise standards.

By the time of the 2015 Addendum, the surrounding areas had developed and traffic volumes had increased, which resulted in an ambient noise increase of 11 to 12 dBA. The nearest sensitive receptors were located in the residential area approximately 150 feet away, across Woodcreek Oaks Boulevard. To address this closer proximity, mitigation was added to the Addendum to ensure impacts would remain less than significant. Likewise, the noise analysis of the 2015 Addendum addressed the greater mix of uses and the potential for operational noise impacts to affect the residential areas which would be constructed in the plan area. The analysis addressed mechanical equipment noise, loading docks, and the proposed fire station. Mitigation was proposed and adopted to ensure compliance of non-residential uses with the City's noise standards, and the conclusion was reached that the impact would remain less than significant. Railway noise impacts had not changed since the original analysis, so the conclusion remained that noise volumes would not exceed City standards in the Plan area. The analysis of roadway traffic concluded that mitigation was required to protect noise-sensitive uses from traffic noise, and that mitigation would ensure impacts remained less than significant. It was further found that construction of the plan area would not involve activities associated with groundborne vibration, and that the plan area is not within an identified noise contour of any airport or airstrip. The 2016 Addendum found that the 2015 Addendum analysis remained applicable.

The Project change from business professional to community commercial does not change the analysis of the EIR and its Addendums, because both are non-residential uses, which was the basis of the noise analysis; no distinction was made between the commercial and office uses. These uses have similar noise sensitivities and generation sources. Furthermore, there is now a detailed site plan for the project which demonstrates that noise-generating sources—such as loading docks—have been located in areas screened and distant from residential uses. All roof-mounted equipment has been assessed to ensure it is screened by a parapet or other structure, which has a noise dampening effect, and consistent with adopted mitigation building plans will be required to demonstrate equipment compliance with the City's noise standards. Project impacts remain less than significant.

As described above, changes introduced by the Project and/or new circumstances relevant to the project would not, as compared to the 1996 EIR and its Addendums, 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 Addendums. Nor is there new information of substantial importance showing (i) that mitigation measures

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

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)?	1996 EIR pp 4.2-1 to 4.2-6 2015 Addendum pp 135-141 2016 Addendum pp 36-37	No	No	No	None
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	2015 Addendum pp 135-141 2016 Addendum pp 36-37	No	No	No	None
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	2015 Addendum pp 135-141 2016 Addendum pp 36-37	No	No	No	None

Discussion: The Hewlett-Packard Master Plan did not include any residential development, nor did it include the demolition or displacement of existing housing or people, since the Plan area was largely undeveloped. While the Hewlett-Packard Master Plan would produce jobs, it was not found to induce substantial population growth, but was instead responding to anticipated demand. The 2015 and 2016 Addendums included the introduction of new housing units and a reduction in anticipated employment uses, but since the area remained undeveloped, did not displace existing housing or people. The increase in residential units and decrease in employment was not found to result in significant impacts due to inducement of substantial population growth.

At this time, the site and the surrounding areas have already been developed with major infrastructure to support development on the Project site and in the vicinity, including the surrounding major roadways and utilities within those roadways. The conclusion of the EIR and Addendums remains appropriate for this Project.

As described above, changes introduced by the Project and/or new circumstances relevant to the project would not, as compared to the 1996 EIR and its Addendums, 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 Addendums. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR or Addendums would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

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:					
a) Fire protection?	1996 EIR pp 4.12-9 to 4.12-10 and 4.12-16 2015 Addendum pp 142-151 2016 Addendum pp 37-38	No	No	No	None
b) Police protection?	1996 EIR pp 4.12-8 to 4.12-9 and 4.12-16 to 4.12-17 2015 Addendum pp 142-151 2016 Addendum pp 37-38	No	No	No	None
c) Schools?	1996 EIR pp 4.12-14 to 4.12-15 and 4.12-17 2015 Addendum pp 142-151 2016 Addendum pp 37-38	No	No	No	None

d) Parks?	2015 Addendum pp 142-151 2016 Addendum pp 37-38	No	No	No	None
e) Other public facilities?	1996 EIR p 4.12-15 2015 Addendum pp 142-151 2016 Addendum pp 37-38	No	No	No	None

Discussion: The 1996 EIR examined fire services, police services, schools, and libraries. Because the Hewlett-Packard Master Plan did not include residential uses, the analyses did not anticipate an on-site residential population, but they did account for residents (employees within the Master Plan site) who were expected to live in the City near the Master Plan site. The EIR concluded impacts would be less than significant. The 2015 Addendum evaluated the increased demands for fire services, police services, schools, and libraries as a result of the new residential population. Based on the development of 948 residential units and an increase in residential population of 2,745, the 2015 Addendum analyzed the environmental impacts of supplying these services to accommodate the HPCO Master Plan development and determined that policies from the City's General Plan would ensure adequate public services. A new fire station within the HPCO Master Plan was also identified, along with sufficient parkland to meet the City's park dedication requirements.

The proposed Project does not change the prior analysis conclusions, because business professional development and commercial development have similar public facilities demands. In addition, the Project was routed to the affected school districts for review, and has also been reviewed by the City's Parks, Recreation, and Libraries Department; Police Department; and Fire Department, and no comments related to service provision were received.

As described above, changes introduced by the Project and/or new circumstances relevant to the project would not, as compared to the 1996 EIR and its Addendums, 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 Addendums. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR or Addendums would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

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?	2015 Addendum pp 152-154 2016 Addendum p 39	No	No	No	None
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	2015 Addendum pp 152-154 2016 Addendum p 39	No	No	No	None

Discussion: The 1996 EIR did not analyze recreation impacts, because the Hewlett-Packard Master Plan did not include residential uses. The 2015 Addendum evaluated the impacts to recreational facilities from the addition of new residents and determined that impacts would not be significant and that the on-site parkland and payment of applicable City development fees would avoid impacts to recreational facilities. Because the City of Roseville utilizes a population generation rate based on dwelling units, and the 2016 revision to the plan did not change the total units, the 2016 Addendum also concluded impacts would be less than significant. The proposed Project does not include any residential development, and therefore has no impact on recreational facilities, and does not change the conclusions of the prior analyses.

As described above, changes introduced by the Project and/or new circumstances relevant to the project would not, as compared to the 1996 EIR and its Addendums, 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 Addendums. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR or Addendums would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

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?	1996 EIR pp 4.9-2 to 4.9-20, and 4.9-22 to 4.9-23 2015 Addendum pp 155-182 2016 Addendum pp 40-42	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?	1996 EIR pp 4.9-2 to 4.9-12 and 4.9-22 to 4.9-23 2015 Addendum pp 155-182 2016 Addendum pp 40-42	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?	Addendum pp 155-182 2016 Addendum pp 40-42	No	No	No	None
d) Substantially increase hazards due to a design feature(s) (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Addendum pp 155-182 2016 Addendum pp 40-42	No	No	No	None
e) Result in inadequate emergency access?	Addendum pp 155-182 2016 Addendum pp 40-42	No	No	No	None

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?	1996 EIR pp 4.9-12 to 4.9-20 and 4.9-22 2015 Addendum pp 155-182 2016 Addendum pp 40-42	No	No	No	None

Discussion: The 1996 EIR analyzed the impacts of urban development in a non-urbanized area, including numerous new and extended roadways. The EIR found significant impacts resulting from the development of the Hewlett-Packard plan area, and identified mitigation measures to widen existing roadways. By the time of the 2015 Addendum, the project site was within an urban environment with complete roadway systems in the surrounding vicinity. Fehr and Peers completed a traffic impact study for the HPCO Master Plan, to assess the change in uses. The study found that total trip generation would be reduced compared to the 1996 EIR analysis, but the analysis was needed to assess the proposed changes to the plan area circulation pattern, and to account for updated regional traffic circumstances. The study found traffic and circulation impacts, but all could be mitigated to a less than significant level through the implementation of mitigation. A technical memorandum was prepared by Fehr and Peers for the 2016 HPCO Master Plan Amendment and Addendum, which concluded that the change in land uses would reduce daily and peak hour trips, and would therefore not affect the conclusions of the 2015 Addendum.

A traffic and circulation technical memorandum was prepared for the Project by Kittelson & Associates (dated March 1, 2018; Attachment 1). The memorandum analyzed the proposed change in land uses and found little to no increase in net new peak hour trips relative to the approved land use plan. This is based upon an assessment of office land uses as compared to service or retail land uses, the latter of which typically have high pass-by or trip diversion rates. In essence, people tend to go to the shopping centers and fueling stations which are most convenient, which generally means those located on or near an existing path of travel (on the way home from work, for instance). In total, the Project is anticipated to generate 340 net new average daily trips, zero net new weekday am peak hour trips, and 14 net new weekday pm peak hour trips. The guidelines for traffic study preparation are found in the City of Roseville Design and Construction Standards–Section 4, and indicate that a long-term (cumulative) traffic study is required if a project is inconsistent with the General Plan or Specific Plan and would generate more than 50 new peak-hour trips. The project would not generate more than 50 new peak-hour trips, and therefore pursuant to the City's standards, a new long-term traffic impact analysis is not required. In addition, the technical memorandum states that compared to the land use analyzed in the 2015 Addendum, the current project results in a decrease of net new primary trips during the peak hours. Since the Project would result in little to no increase in net new peak hour trips relative to the current adopted plan, none of the conclusions of the prior environmental analysis would change. This includes conclusions related to City-wide intersection levels of service (LOS), roadway segment operations outside of the City of Roseville, State Route 65 analysis results, and vehicle miles traveled. The technical memo indicated that the only changes which could result from the Project would be related to local access and circulation, and specifically analyzed the Blue Oaks Boulevard/Roseville Parkway intersection. It was concluded that the LOS would be LOS C during the weekday pm peak and LOS A during the weekday am peak.

While the Kittelson & Associates technical memorandum focuses on potential impacts to roadway networks and level of service policies, a second technical memorandum focused on local access and circulation was prepared by Fehr and Peers (dated July 31, 2018; Attachment 2). The purpose of this technical memorandum was to ensure the proposed access and driveway designs for the project conformed to City standards and could accommodate projected volumes. This study broke down the proposed land uses based on specific use types being

proposed within the center, since the analysis was more refined and site-specific—assessing specific driveways, queuing depths, and internal circulation aisles–and requires a more detailed understanding of which internal driveways and pathways are likely to be used by travelers. The study found issues with several areas of the proposed design, so the applicant worked with City Engineering to redesign the project access. City Engineering has found the final design plans conform to City standards and address the Fehr and Peers technical memorandum. Since these studies—Kittleson & Associates and the Fehr and Peers study—used different trip generation estimates, based upon their different purposes, Fehr and Peers also prepare a memorandum to ensure that in either case, impacts to surrounding intersections would be within the scope of the 1996 EIR and its subsequent Addendums. This memo is included as part of Attachment 2, and concludes that cumulative traffic conditions at intersections in the vicinity of the project would be nearly identical regardless of which trip generation approach is taken.

As described above, changes introduced by the Project and/or new circumstances relevant to the project would not, as compared to the 1996 EIR and its Addendums, 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 Addendums. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR or Addendums would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

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:					

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)?	1996 EIR pp 4.6-5 to 4.6-6 2015 Addendum pp 82-86 2016 Addendum pp 22-23	No	No	No	Yes
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.	Not applicable	No	No	No	None

Discussion: Since the 1996 EIR and its subsequent Addendums, Assembly Bill 52 was adopted into law, which gives specific treatment to Tribal Cultural Resources as a separate category, rather than including it as a part of the Cultural Resources analysis. 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. Furthermore, all projects received by the City are sent to tribes who have requested such notice; a notice that this application was received was sent to tribes on the City's public notice mailing list. In addition, because this project includes a General Plan Amendment, an SB 18 letter was sent to all tribes on the SB 18 list provided by the California Native American Heritage Commission. No concerns from tribes were received, either in response to the notice of application or the SB 18 letter. Therefore, it is concluded that the Project does not result in any new impacts not previously discussed in prior analyses of cultural resources.

As described above, changes introduced by the Project and/or new circumstances relevant to the project would not, as compared to the 1996 EIR and its Addendums, 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 Addendums. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives

considerably different from those analyzed in the previous EIR or Addendums would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

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?	1996 EIR pp 4.12-7 to 4.12-8 and 4.12-16 2015 Addendum pp 183-198 2016 Addendum pp 42-45	No	No	No	None
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?	1996 EIR pp 4.12-6 to 4.12-8 and 4.12-15 to 4.12-16 2015 Addendum pp 183-198 2016 Addendum pp 42-45	No	No	No	None
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?	1996 EIR p 4.6-6 2015 Addendum pp 183-198 2016 Addendum pp 42-45	No	No	No	Yes
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	1996 EIR pp 4.12-1 to 4.12-7 and 4.12-15 to 4.12-16 2015 Addendum pp 183-198 2016 Addendum pp 42-45	No	No	No	None

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?	1996 EIR pp 4.12-7 to 4.12-8 and 4.12-16 2015 Addendum pp 183-198 2016 Addendum pp 42-45	No	No	No	None
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	1996 EIR pp 4.12-10 to 4.12-11 and 4.12-17 2015 Addendum pp 183-198 2016 Addendum pp 42-45	No	No	No	None
g) Comply with federal, state, and local statutes and regulations related to solid waste?	2015 Addendum pp 183-198 2016 Addendum pp 42-45	No	No	No	None
h) Use substantial amounts of fuel or energy, or result in a substantial increase in demand upon existing sources of energy or require the development of new sources of energy?	1996 EIR pp 4.12-11 to 4.12-14 2015 Addendum pp 183-198 2016 Addendum pp 42-45	No	No	No	None
i) Result in the need for new, or substantial alteration to, electricity, natural gas, or communications systems?	1996 EIR pp 4.12-11 to 4.12-14 2015 Addendum pp 183-198 2016 Addendum pp 42-45	No	No	No	None

Discussion: The 1996 EIR anticipated that vacant lands within the Hewlett Packard Master Plan site would be converted from seasonal grazing land to urban uses, primarily light industrial. The uses were planned to connect to City and regional systems for domestic water supply, wastewater conveyance and treatment, stormwater drainage, solid waste management, and energy systems. The EIR concluded there was sufficient water, wastewater, solid waste, and energy system capacity to support the Hewlett Packard Master Plan development with no mitigation required, and identified mitigation measures to reduce impacts related to stormwater detention to less than significant levels.

The 2015 Addendum evaluated the changes in effects on utilities that would occur with the land use changes to a mix of residential, commercial, office, tech/business park, open space, and light industrial land uses. The technical analysis of the potable water demand calculated that the 2015 HPCO Master Plan would result in a 13.7 percent reduction in water demand as compared to the 1996 EIR analysis. The technical analysis noted that the 2015 HPCO Amendment would result in an increase of 0.01 million gallons daily (mgd) for average dry weather flow (ADWF) and 0.03 mgd for peak wet weather flow (PWWF) of wastewater, but concluded that this minor increase would not change the significance conclusions of the 1996 EIR and could be accommodated by the City's system. The 2015 Addendum calculated the amount of solid waste that would have been generated under the 1996 HPMP and the 2015 HPCO Amendment and determined that the 2015 HPCO Amendment project would result in a decrease in projected solid waste generation of 20.62 tons per year. Electricity demand was projected to decrease by 4,144 megawatt hours compared to the Hewlett Packard Master Plan, and natural gas was projected to decrease by 39,804 Therms. The 2016 HPCO Master Plan revisions were not found to increase demands compared to the 2015 HPCO Master Plan, so the 2016 Addendum concluded that impacts would remain less than significant.

The Project change of a portion of the site from business professional to commercial does not change any of the calculations used by the City to anticipate utility service demands, because utility calculations are the same for the business professional and commercial land uses. Nor does an additional 10,000 square feet of non-residential uses in the plan area (a less than 1% increase) have any substantive effect on utility planning, because the City's utility planning is based on acreage of land use, not anticipated square footage of building area. As noted previously, the major utility infrastructure for the area has already been constructed within surrounding roadways, and the detailed utility plan for the Project site has been reviewed by all affected utility departments—both City and external—and has been found to meet City standards. Impacts remain less than significant.

As described above, changes introduced by the Project and/or new circumstances relevant to the project would not, as compared to the 1996 EIR and its Addendums, 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 Addendums. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR or Addendums would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

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?	1996 EIR pp 4.5-3 to 4.5-12 and 4.6-5 to 4.6-6 2015 Addendum pp 199-206 2016 Addendum pp 45-47	No	No	No	Yes
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.)	1996 EIR pp 6-1 to 6-19 2015 Addendum pp 199-206 2016 Addendum pp 45-47	No	No	No	Yes
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	1996 EIR pp 4.8-2 to 4.8-6, 4.10-2 to 4.10-13, 4.11-5 to 4.11-7, and 4.11-9 to 4.11-11 2015 Addendum pp 199-206 2016 Addendum pp 45-47	No	No	No	Yes

Discussion: Checklist item a), above, concerns impacts to biological and cultural resources. Impacts on these resource areas were fully analyzed in the 1996 EIR. The Addendums noted that impacts to biological and cultural resources were reviewed in their respective sections, and that the HPCO would not result in any new significant impacts, nor a substantial increase in the severity of previously-identified significant impacts. The 1996 EIR Addendums evaluated the potential for project-specific and cumulative impacts, consistent with checklist item b), above. The proposed Project includes a change from business professional to commercial and a less than 1% increase in square footage, but does not change the development area. 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 1996 HPMP EIR and its Addendums 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, nor 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 HEWLETT PACKARD MASTER PLAN ENVIRONMENTAL IMPACT REPORT/INITIAL STUDY (SCH #95112022, CERTIFIED ON JUNE 5, 1996), 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:

_____

Lauren Hocker, Associate Planner
City of Roseville, Development Services–Planning Division

Attachments:

1. Kittelson Associates Traffic Memo
2. Fehr and Peers Technical Study
3. 1996 EIR Findings of Fact

KITTELSON & ASSOCIATES

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Addendum Attachment 1

TECHNICAL MEMORANDUM

Campus Oaks Town Center

Traffic Analysis for Land Use Amendment and Conceptual Development Plan

Date:	March 1, 2018	Project #:18226.04
To:	Stephen Des Jardins - Diamond Creek Partners	
From:	Brian J. Dunn, P.E. OR & WA	
cc:		

Kittelson & Associates, Inc, (KAI) has prepared this technical memorandum to summarize the traffic analysis results of a new General Plan and Zoning Amendment proposed for the Campus Oaks project in Roseville, CA. The analysis presented herein evaluates the traffic impacts of proposed land use changes and a conceptual development plan for the northwest quadrant of the Campus Oaks Project, now described as the Campus Oaks Town Center.

PREVIOUS LAND USE AMENDMENT

A June 13, 2016 technical memorandum prepared by Fehr & Peers (F&P) provided an analysis of a previous land use amendment for the Campus Oaks project, including revised land use assumptions, site trip generation, traffic impacts under 2025 conditions, and other pertinent travel demand and site access metrics. That memorandum served as the basis for amending the zoning of parcels within the overall Campus Oaks project area. The final adjusted zoning for the entire Campus Oaks area is shown in Attachment "A" of this memorandum, and the following land uses are now vested:

- Commercial – 170,000 SF
- Single-family Residential – 491 du's
- Multi-family Residential – 457 du's
- Office – 60,000 SF
- Tech/Business Park – 300,00 SF

SF = square feet. du = dwelling unit

PROPOSED LAND USE AMENDMENT AND DEVELOPMENT PLAN

The proposed land use amendment involves the Campus Oaks Town Center area, which is bound by Wood Creek Oaks Boulevard to the west, Blue Oaks Boulevard to the north, the properties just east of Roseville Parkway, and Painted Desert Drive to the south. This area, along with proposed land uses

changes and a conceptual site development plan prepared by Morton & Pitalo, Inc., are shown in Attachment "B".

All properties within the Campus Oaks Town Center boundary currently have a Community Commercial (CC) or Business Professional (BP) zoning designation. These properties are currently vested for 170,000 SF of commercial space and 60,000 SF of office space, as described previously. The proposed land use amendment would alter the zoning of the Campus Oaks Town Center area so that all properties have CC zoning. Also, as shown by the conceptual site development plan, the following land uses are proposed within the town center area:

- Commercial - 167,300 SF
- Office – 20,700 SF
- Fuel Station with Convenience Store – 6,775 SF*
- Assisted Living Facility – 51,000 SF**

* For the purposes of trip generation, the fuel station facility is assumed to have 12 fueling positions.

**For the purposes of trip generation, the care facility is assumed to have 70 beds.

TRIP GENERATION FOR PREVIOUS LAND USE AMENDMENT

Table 1 of the June 13, 2016 F&P technical memorandum presented the trip generation of the Campus Oaks project based on trip rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 9th Edition,* published in 2012. The F&P memo also applied a mixed-use trip generation (MXD) model to estimate internal vehicle trips and external trips made by non-auto travel modes. After accounting for internalization and non-auto trips, the entire Campus Oaks project was estimated to generate 15,479 new daily trips, 949 new AM peak hour trips, and 1,451 new PM peak hour trips. For comparative purposes, the trips vested only for the properties within the Campus Oaks Town Center area were isolated. These vested trips are shown in Table 1 and reflect 170,000 SF of commercial space and 60,000 SF of office space allowed on the town center properties.

Table 1: Trip Generation of Previous Land Use Amendment (Campus Oaks Town Center Area Only)

Land Use	ITE Category	Size	Average Daily Trips	Weekday AM Peak Hour	Weekday PM Peak Hour
Commercial – General Retail	820	170,000 SF	7,259	163	631
Office	710	60,000 SF	662	94	89
		Gross Trips	*7,921*	*257*	*720*
		*Internal and Non-Auto Trips**	*(982)*	*(41)*	*(134)*
		Net New Primary Trips	**6,939**	**216**	**586**

** The F&P memo utilized MXD capture rates of 12.4% for ADT, 16.0% for AM, and 18.6% for PM.*

As shown in Table 1, trips vested for the properties in the Campus Oaks Town Center area include 6,939 net new trips for the average weekday, 216 net new trips for the weekday AM peak hour, and 586 net new trips for the weekday PM peak hour.

EFFECTS OF PROPOSED LAND USE AMENDMENT ON TRIP GENERATION

Trip generation estimates were prepared for the proposed new land uses within the Campus Oaks Town Center area using trip rates published in the ITE *Trip Generation Manual, 9th Edition,* for the applicable land use categories. The results are shown in Table 2 with detailed summary in Attachment "C".

Table 2: Trip Generation of Proposed Land Use Amendment (Campus Oaks Town Center)

Land Use	ITE Category	Size	Average Daily Trips	Weekday AM Peak Hour	Weekday PM Peak Hour
Commercial – General Retail	820	167,300 SF	7,144	161	621
Office	710	20,700 SF	228	32	31
Fuel Station with Convenience Store	946	12 fuel positions	1,834	142	166
Assisted Living Facility	254	70 beds	186	10	15
		Gross Trips	*9,392*	*345*	*833*
		*Internal and Non-Auto Trips**	*(1,165)*	*(55)*	*(155)*
		*Pass-by Trips***	*(948)*	*(74)*	*(78)*
		Net New Primary Trips	**7,279**	**216**	**600**

* The F&P memo utilized MXD capture rates of 12.4% for ADT, 16.0% for AM, and 18.6% for PM.
** Fuel station pass-by trips from ITE are 62% AM and 56% PM. Assumed average of 59% for ADT.

As shown in Table 2, the Campus Oaks Town Center development is expected to generate 7,279 net new trips on the surrounding street system on an average weekday, 216 net new trips for the weekday AM peak hour, and 600 net new trips for the weekday PM peak hour.

It should be emphasized that the trip generation methodology is identical to that of the F&P June 13, 2016 memo, except in one regard. While the analysis is consistent as it relates to the use of ITE trip rates and the same MXD capture rates to account for internal vehicle trips and external trips made by non-auto travel modes, a new trip category was added in Table 2 to reflect the unique pass-by travel characteristics of the proposed fuel station facility. Unlike primary trips, which are new trips on the street system, pass-by trips reflect vehicles currently on an adjacent roadway that make an intermediate stop before proceeding onto their original destination. These trips essentially result in a reduction of through trips on the adjacent roadway and an increase in reciprocating turn movements into and out of a site driveway. Pass-by trips are typically realized only at external site driveways and not at adjacent public intersections upstream or downstream of a driveway.

The importance of accounting for the pass-by capture rates of the proposed fuel station is significant, because the capture rates are typically high. According to the *ITE Trip Generation Manual,* the average capture rates are 62% for the AM peak hour, 56% for the PM peak hour, with an assumed average of 59% for the average daily period.

Table 3 provides a comparison between the estimated trip generation for the previous and proposed land use amendments, along with calculated differences.

Table 3: Trip Generation Comparison for Campus Oaks Town Center (Proposed – Previous Land Uses)

Land Use Scenario	Average Daily Trips	Weekday AM Peak Hour	Weekday PM Peak Hour
Proposed Land Use Amendment			
Pass-by Trips	(948)	(74)	(78)
Net NewTrips	7,279	216	600
Previous Land Use Amendment			
Net New Trips	6,939	216	586
Difference (Proposed – Previous)			
Pass-by Trips	**(948)**	**(74)**	**(78)**
Net New Trips	**340**	**0**	**14**

As shown in Table 3, relative to the previous land use amendment, the proposed land use amendment will increase trips on the street system by +340 vehicles over a weekday, will not increase weekday AM peak hour trips, and will increase weekday PM peak hour trips by only +14 vehicles.

It is also important to emphasize here that the previous land use amendment supported by the June 13, 2016 F&P memo concluded with a slightly lower trip generation than the trips vested by a prior F&P traffic study for the original Campus Oaks project.[1] These reductions were 100 trips for the average weekday, 10 fewer trips during the weekday AM peak hour, and 15 fewer trips during the weekday PM peak hour. Therefore, if compared to the vested trips of the original Campus Oaks land use approval, the proposed land use amendment would result in a decrease of net new primary trips during the weekday AM and PM peak hours.

Still, the residual pass-by trips shown in Table 3 for the proposed fuel station reflect a higher traffic level, but these trips will only be realized at external site driveways. The implications of this are discussed in the following section.

EFFECTS OF PROPOSED LAND USE AMENDMENT ON OPERATIONS

Since the proposed land use amendment would result in little to no increase in net new peak hour trips relative to the previous land use approval in 2016 and a slight reduction in net new peak hour trips relative to the original Campus Oaks project approval in 2015, none of the conclusions relating to the more current F&P June 13, 2016 memo or former F&P January 28, 2015 memo would change. This includes conclusions with regard to City-wide public intersection operations and mitigations, roadway segment operations outside Roseville City Limits, State Route 65 freeway analysis results, and Vehicle Miles of Travel (VMT).

[1] January 28, 2015 technical memorandum prepared by Fehr & Peers and submitted to the City of Roseville for the original Campus Oaks project.

The only potential exception to this finding could be the operational impacts to the Blue Oaks Boulevard/Roseville Parkway intersection, where the turn movement pattern may alter slightly as a result of pass-by trips being attracted to the proposed fuel station on the southeast corner. Per the conceptual development plan, the fuel station facility would have external driveway accesses to Blue Oaks Boulevard (right-in/right-out only) and Roseville Parkway (right-in/right-out only in the short term, with possible left-in over the long term). Although pass-by traffic traveling eastbound on Blue Oaks Boulevard would turn into the site driveway with no net impact to the upstream signal at Roseville Parkway, pass-by trips heading westbound on Blue Oaks may either turn left or perform a U-turn maneuver to reach the fuel station site. The potential effect of this inbound movement and reciprocating outbound left-turn, which will be realized on northbound approach of Roseville Parkway, was tested for the weekday AM and PM peak hours using the previous traffic forecast and operations analysis results for 2025 CIP condition. This is the most recent, adopted travel demand model use by the City of Roseville for its general Plan transportation analysis and Capital Improvement Program.

The results of the analysis are provided in Attachment "D" of this memorandum, along with the original operations analysis from the previous land use amendment. As shown, the Blue Oaks Boulevard/Roseville Parking intersection will continue functioning at LOS "C" during the weekday PM peak hour and LOS "A" during weekday AM peak hour, assuming previously approved long-term mitigation measures are in place.

This completes our analysis for the proposed land use amendment and conceptual site development plan for the Campus Oaks Town Center area. Please contact us if you have any questions or comments.

Addendum Attachment 2

FEHR PEERS

FINAL TECHNICAL MEMORANDUM

Date: July 31, 2018

To: Matthew Todd, City of Roseville

From: John Gard & Carly Panos, Fehr & Peers

Subject: ***Evaluation of Access and Circulation for Campus Oaks Town Center***

RS18-3677

This memorandum presents the analysis and conclusions of our access and circulation study for the proposed Campus Oaks Town Center project, located in the southeast quadrant of the Blue Oaks Boulevard/Woodcreek Oaks Boulevard intersection. The proposed project consists of the following mix of land uses:

- General Commercial – 146,800 sf [1]
- Restaurant / Fast Food – 26,500 sf
- Medical Office – 14,700 sf
- Gas Station w/ Convenience Store – 6,800 sf
- Assisted Living Facility – 51,000 sf

This memorandum presents trip generation estimates based on these anticipated uses, the distribution and assignment of those trips to project driveways, followed by recommended modifications to the site plan, where necessary, to accommodate project trips.

Because traffic volumes entering/exiting the project would be greater during a typical weekday PM peak hour and Saturday mid-day peak hour than during the weekday AM peak hour, this analysis focuses on weekday PM peak hour and Saturday mid-day peak hour conditions.

Background Information

Fehr & Peers prepared a technical memorandum (dated June 13, 2016) that analyzed a land use amendment to the Campus Oaks Master Plan. That memorandum compared the project's traffic impacts (based on changes in project trip generation) to the original Campus Oaks Master Plan project from 2015. The original 2015 study included a full evaluation of the project including its trip generation, intersection Level of Service (LOS) impacts under 2025 conditions, project access evaluation, and vehicle miles traveled (VMT).

[1] Commercial square footage (sf) is broken into more specific land uses on page 4 to estimate trip generation.

Kittelson & Associates prepared a technical memorandum (dated March 1, 2018) that analyzed the long-term impacts of the currently proposed project. Page 4 of that memorandum contains the following conclusions:

> *"Since the proposed land use amendment would result in little to no increase in net new peak hour trips relative to the previous land use approval in 2016 and a slight reduction in net new peak hour trips relative to the original Campus Oaks project approval in 2015, none of the conclusions relating to the more current F&P June 13, 2016 memo or former F&P January 28, 2015 memo would change. This includes conclusions with regard to City-wide public intersection operations and mitigations, roadway segment operations outside Roseville City Limits, State Route 65 freeway analysis results, and Vehicle Miles of Travel (VMT)."*

Accordingly, the purpose of this study is analyze the adequacy of project access and on-site circulation. A detailed analysis of adjacent intersections is not warranted based on the above assessment.

Project Site Plan

The project site plan (*Campus Oaks Town Center Conceptual Site Plan*, Morton & Pitalo, February 2018) is shown on **Figure 1**. As shown, access to the project site would be provided along four public streets: Blue Oaks Boulevard, Woodcreek Oaks Boulevard, Roseville Parkway, and Painted Desert Drive.

Nine driveways are proposed to provide project access. Based on discussions with City of Roseville staff, the following turning movements were assumed to be permitted (for analysis purposes) at each driveway (see Figure 1 for driveway locations):

- Driveway 1 – Right In/Right Out
- Driveway 2 – Right In/Right Out
- Driveway 3 – Right In/Right Out
- Driveway 4 – Left In & Right In/Right Out
- Driveway 5 – Full Access
- Driveway 6 – Full Access
- Driveway 7 – Right In/Right Out
- Driveway 8 – Right In/Right Out
- Driveway 9 – Full Access

Figure 1 shows these permitted turn movements as well as driving spacing.

Project Travel Characteristics

Trip Generation

The trip generation estimates prepared in this memorandum adhere to the following advice contained on page 14 of the *Trip Generation Handbook* (Institute of Transportation Engineers, 2017):

> *"The trip generation estimates should reflect, to the extent possible, the specific uses within the known or assumed generalized classifications."*

This approach yields a different (and larger) trip generation estimate for the project than is contained in either the 2016 Fehr & Peers Memo or 2018 Kittelson Associates Memo because those studies were comparative analyses associated with proposed land use changes. The original 2015 Fehr & Peers study for the Campus Oaks Master Plan classified the proposed Community Commercial zoning as general shopping center because specific land use breakdowns were not available at that time.

Trip generation estimates for the proposed uses were calculated using trip rates published in the *Trip Generation Manual* (Institute of Transportation Engineers, 2017). **Tables 1** and **2** present the project trip generation for weekday PM peak hour and Saturday Mid-Day peak hour conditions.

These tables also display the percentage of trips that are new versus 'pass-by'. A pass-by trip is made by a motorist who enters the site to shop or receive services, while en-route to a different primary destination. These trips are already present on the adjacent street. However, they do add trips to the project driveways. It is important that the traffic assignments consider new and pass-by trips separately because they have different origins/destinations and travel patterns.

After accounting for internal trips, the project would generate approximately combined 1,800 new and pass-by trips during the weekday PM peak hour. About 40 percent of these trips would be pass-by while 60 percent would be new.

During the Saturday mid-day peak hour, the project would generate approximately 2,090 new and pass-by trips, which is a 16 percent increase over the project's weekday PM peak hour trip generation.

TABLE 1
PROPOSED PROJECT TRIP GENERATION – WEEKDAY PM PEAK HOUR

Land Use	ITE Land Use Code	Quantity	Trip Rates [1]			Vehicle Trips		
			In	Out	Total	In	Out	Total
Grocery Store	850	40 ksf	4.71	4.53	9.24	188	181	369
Health/Fitness Club	492	41.5 ksf	1.97	1.48	3.45	82	61	143
Fast-Food Restaurant with Drive through Window	934	6.3 ksf	16.99	15.68	32.67	107	99	206
Coffee/Donut Shop with Drive through Window	937	2.0 ksf	21.69	21.69	43.38	43	43	86
Fast Casual Restaurant	930	5.2 ksf	7.77	6.36	14.13	40	33	73
High-Turnover (Sit Down) Restaurant	932	13.0 ksf	6.06	3.71	9.77	78	48	126
General Retail	820	53.9 ksf	1.83	1.98	3.81	99	107	206
Day Care	565	11.4 ksf	5.23	5.89	11.12	60	67	127
Medical Office	720	14.7 ksf	0.97	2.49	3.46	14	37	51
Assisted Living	254	51.0 ksf	0.14	0.34	.48	7	17	24
Super Convenience Market / Gas Station	960	6.8 ksf & 12 vfp [2]	-	-	-	238	238	476
					Gross Trips	956	931	1,887
					Internal Trips [3]	-48	-46	-94
					Pass-By Trips [3]	-356	-355	-711
					New Vehicle Trips	552	530	1,082

Notes:

[1] Trip rates from the *Trip Generation Manual* (Institute of Transportation Engineers, 2017).

[2] Multi-variate regression applied using ksf and vfp as independent variables. ksf = thousand square feet. vfp = vehicle fueling positions.

[2] For analysis purposes, 5% internalization conservatively assumed.

[3] The following pass-by percentages were applied based on data in the *Trip Generation Handbook* (Institute of Transportation Engineers, 2017):

- Grocery Store: 36%
- General Retail: 34%
- Fast-Casual and High-Turnover sit-down restaurant: 43%
- Fast-food restaurant with drive-through window: 50%
- Coffee/Donut Shop with Drive through Window: 50%
- Super Convenience market / Gas Station: 66%

TABLE 2
PROPOSED PROJECT TRIP GENERATION – SATURDAY MID-DAY PEAK HOUR

Land Use	ITE Land Use Code	Quantity	Trip Rates [1]			Vehicle Trips		
			In	Out	Total	In	Out	Total
Grocery Store	850	40 ksf	5.27	5.07	10.34	211	203	414
Health/Fitness Club	492	41.5 ksf	1.56	1.63	3.19	65	68	133
Fast-Food Restaurant with Drive through Window	934	6.3 ksf	27.98	26.88	54.86	176	169	345
Coffee/Donut Shop with Drive through Window	937	2.0 ksf	43.85	43.85	87.70	88	88	176
Fast Casual Restaurant	930	5.2 ksf	18.71	15.31	34.02	97	80	177
High-Turnover (Sit Down) Restaurant	932	13.0 ksf	5.71	5.48	11.19	74	71	145
General Retail	820	53.9 ksf	2.34	2.16	4.50	126	116	242
Day Care	565	11.4 ksf	1.07	0.63	1.70	12	7	19
Medical Office	720	14.7 ksf	1.77	1.33	3.10	26	20	46
Assisted Living	254	51.0 ksf	0.14	0.34	0.48	7	17	24
Super Convenience Market / Gas Station	960	6.8 ksf & 12 vfp [2]	-	-	-	238	238	476[3]
					Gross Trips	1,120	1,077	2,197
					Internal Trips [4]	-56	-54	-110
					Pass-By Trips [5]	-449	-448	-897
					New Vehicle Trips	615	575	1,190

Notes:

[1] Trip rates from the *Trip Generation Manual* (Institute of Transportation Engineers, 2017).

[2] Multi-variate regression applied using ksf and vfp as independent variables. ksf = thousand square feet. vfp = vehicle fueling positions.

[3] Weekday PM peak hour trip generation estimate was used for Saturday mid-day peak hour traffic volumes (due to lack of any such data in the *Trip Generation Manual*). This approach is supported by the measured traffic volumes entering/exiting Crocker Ranch Shopping Center (which includes a gas station), which were within 5% of each other during the weekday PM and Saturday mid-day peak hours.

[4] For analysis purposes, 5% internalization conservatively assumed.

[5] The following pass-by percentages were applied based on data in the *Trip Generation Handbook* (Institute of Transportation Engineers, 2017):

- Grocery Store: 36%
- General Retail: 34%
- Fast-Casual and High-Turnover sit-down restaurant: 43%
- Fast-food restaurant with drive-through window: 50%
- Coffee/Donut Shop with Drive through Window: 50%
- Super Convenience market / Gas Station: 66%

Trip Distribution/Assignment

City of Roseville staff directed that project access should be analyzed under 2035 conditions assuming that Roseville Parkway is connected between Foothills Boulevard and Washington Boulevard. The proposed project (including permitted driveway turning movements) was added to the travel demand model and select zone assignments were run to identify the expected distribution of new vehicle trips. **Figure 2** displays estimated trip distribution.

Given the project's size and accessibility from four public streets, the assignment of new project trips considered the following:

- Trip generation of each sub-area of the project (i.e., northerly, southerly, and easterly)
- Permitted driveway turning movements
- Ability to perform u-turns at adjacent public street intersections

Three separate trip assignments were performed. Pass-by trip assignments considered the relative volume of traffic on each public street, and ease of performing pass-by movements.

Figures 3 and **4** display the resulting weekday PM peak hour volumes and the Saturday mid-day peak hour volumes at each project driveway.

Review of Project Access

We reviewed the project site plan with respect to the following:

- Consistency of project driveway design (widths, throat depths, permitted turning movements, location, etc.) with applicable City standards
- Estimated maximum queue lengths at driveways
- Need for right-turn deceleration lanes/tapers
- Evaluation of project driveway interactions with adjacent Crocker Ranch Shopping Center
- Review of internal circulation

Project Driveway Design Relative to City Standards

The following standards contained in the *City of Roseville Design and Construction Standards* (2016) are applicable to the project site plan review:

- Driveways shall be at least 200 feet apart on collector streets, and 250 feet apart on arterial streets.
- No portion of a driveway shall be allowed within the straight portion of a deceleration lane, but driveways may be allowed within tapers.
- No portion of a driveway shall be allowed within a separate bus turnout, including tapers.
- Driveways on collector streets shall be at least 150 feet from the nearest intersection.
- Driveways on arterial streets shall be at least 185 feet from the nearest intersection (and also subject to placement standards relative to bus shelters according to details ST-48 and St-49).
- Right-turn deceleration lanes shall be provided at driveways when: the driveway is located on an arterial, the right-turn ingress volume is expected to exceed 50 vehicles per hour, there is ample room to fit a deceleration lane, and the travel speed of the roadway equals or exceeds 45 mph. There may be cases where some of the criteria are met, but City staff may still require a deceleration lane in the interest of safety.
- Where the beginning of a deceleration taper (see Detail ST024) will be within 100 feet of the end of an acceleration taper, the deceleration and acceleration lanes shall be merged to form a continuous auxiliary lane.
- A minimum 200-foot left-turn ingress lane (plus 120-foot taper) is required at driveways on an arterial that permit left-turn ingress. Left-turn lanes are not required on collector streets.
- On six-lane arterials, outbound left-turns from driveways shall be prohibited, and driveways within 400 feet of an intersection containing left-turn pockets shall be right turn-in/out only.

A detailed review of project driveway locations and permitted turning movements revealed consistency with the above standards for all driveways along Woodcreek Oaks Boulevard and Painted Desert Drive. The following driveways on Blue Oaks Boulevard and Roseville Parkway do not meet an applicable design standard:

- Driveway 3 on Blue Oaks Boulevard would be situated less than 250 feet from the end of the taper to the existing bus turnout. This conditon, which is represent by Case 1 on Detail ST-48, requires that the bus turnout be extended as a deceleration lane to the driveway.
- The left-turn ingress lane on northbound Roseville Parkway at Driveway 5 would be 150 feet in length, which is less than the minimum of 200 feet identified in the City's design standards. However, as shown on Figures 2 and 3, this turn lane would accommodate fewer than 20 vehicles per hour (i.e., one every three minutes on average). And as shown in later tables, the maximum queue in this driveway would be three vehicles (75 feet). Accordingly, the proposed 150-foot storage design is considered adequate.

Driveway Throat Depth and Turn Lane Vehicle Storage Requirements

It is important that projects be designed with adequate on-site storage for vehicles desiring to exit. If not provided, internal parking drive aisles can be blocked, which could cause inbound traffic to spill back onto the adjacent public street. **Table 3** displays the available throat depth according to the project site plan, as well as the maximum expected vehicle queue at each project driveway for both weekday PM peak hour and Saturday mid-day peak hour conditions. The throat depth estimates consider the availability of gaps in the adjacent street traffic stream based on cumulative levels of traffic. Refer to Appendix A for technical calculations.

Table 3 indicates that aside from Driveways 2 and 5, the project proposes adequate throat depths for anticipated travel behavior and demand. To address insufficient throat depths, the following are recommended at these two driveways:

- Driveway 2 – Paint "Do Not Block Intersection" pavement markings at the first internal intersection along this driveway.[2]
- Driveway 5 – Relocate parking drive aisle opening such that 200 feet of throat depth is provided. Additionally, widen the driveway approach to Roseville Parkway to include dedicated 50-foot outbound left- and right-turn lanes. Lastly, stripe the median of Roseville Parkway in the vicinity of this driveway as a two-way left-turn lane to enable two-stage gap acceptance.[3]

Table 4 displays proposed storage length and maximum estimated vehicle queue for the three left-turn ingress lanes proposed to serve the project site. As shown, the proposed storage length for all left-in movements is adequate based on anticipated demand. Refer to Appendix A for technical calculations

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[2] Alternative strategies were also considered including:
- Install raised median through first internal intersection. However, given the adjacent parking lot and building layouts (and potential for u-turns and other undesirable movements), this improvement was not recommended.
- Closure of the first drive aisle opening along this driveway was also rejected due to the likely of adverse circulation affects.

[3] The provision of full access at this driveway was evaluated in light of prior analyses by Fehr & Peers showing that this segment of Roseville Parkway could ultimately carry over 25,000 vehicles per day. However, the following factors were critical in reaching a determination that full-access could be provided:
- Gaps in through traffic would be provided by the roundabout at Painted Desert Drive and traffic signal on Blue Oaks Boulevard.
- The full-access driveway would form a T-intersection (i.e., not have an opposing driveway).
- Treatments (i.e., dedicated left- and right-turn lanes and two-way left-turn lane on Roseville Parkway) have been recommended to improve ingress/egress at this driveway.

TABLE 3:
DRIVEWAY THROAT DEPTH REQUIREMENTS

Intersection	Movement	Proposed Throat Depth[1]	Maximum Vehicle Queue -Weekday PM Peak Hour	Maximum Vehicle Queue - Saturday Mid-Day Peak Hour
Driveway 1	Outbound Right	110′ (4 vehicles)	75′ (3 vehicles)	75′ (3 vehicles)
Driveway 2	Outbound Right	110′ (4 vehicles)	150′ (6 vehicles)	150′ (6 vehicles)
Driveway 3	Outbound Right	175′ (7 vehicles)	100′ (4 vehicles)	125′ (5 vehicles)
Driveway 4	Outbound Right	125′ (5 vehicles)	100′ (4 vehicles)	100′ (4 vehicles)
Driveway 5	Outbound Left/Right	60′ (2 vehicles)	200′ (8 vehicles)	150′ (6 vehicles)
Driveway 6	Outbound Left/Right	60′ (2 vehicles)	25′ (1 vehicle)	25′ (1 vehicle)
Driveway 7	Outbound Right	125′ (5 vehicles)	125′ (5 vehicles)	125′ (5 vehicles)
Driveway 8	Outbound Right	125′ (5 vehicles)	75′ (3 vehicles)	75′ (3 vehicles)
Driveway 9	Outbound Right	40′ (1 vehicle)	25′ (1 vehicle)	25′ (1 vehicle)

Notes:
[1] 1 vehicle length is equivalent to 25 feet.
Highlighted cells represent queues that exceed the available storage.
Source: Fehr & Peers, 2018.

TABLE 4:
MAXIMUM VEHICLE QUEUE

Intersection	Movement	Proposed Storage Length[1]	Maximum Vehicle Queue -Weekday PM Peak Hour	Maximum Vehicle Queue - Saturday Mid-Day Peak Hour
Driveway 4	Left-In From Roseville Pkwy	300′ (12 vehicles	125′ (5 vehicles)	125′ (5 vehicles)
Driveway 5	Left-In From Roseville Pkwy	150′ (6 vehicles)	50′ (2 vehicles)	75′ (3 vehicles)
Driveway 6	Left-In From Painted Desert	150′ (6 vehicles)	75′ (3 vehicles)	75′ (3 vehicles)

Notes:
[1] 1 vehicle length is equivalent to 25 feet.
Source: Fehr & Peers, 2018.

Need for Right-Turn Deceleration Lanes/Tapers

Driveways 1 and 2 on Woodcreek Oaks Boulevard, and Driveways 3 and 8 on Blue Oaks Boulevard each meet all applicable conditions (as described in the City's Improvement Standards) warranting construction of a right-turn deceleration lane.

Since Roseville Parkway has a posted speed limit of 35 miles per hour (mph), it does not meet the minimum speed limit component of the City's standards relating to deceleration lanes. The following is recommended:

- Construct a right-turn deceleration lane at Driveway 4. This is recommended given that this driveway is situated 290 feet from Blue Oaks Boulevard and is projected to serve 128 right-turn ingress vehicles during the weekday PM peak hour. These conditions suggest that a right-turn deceleration lane would improve operations
- Construct right-turn deceleration tapers at Driveways 5 and 7.

Deceleration lanes/tapers are not required on collector streets, such as Painted Desert Drive.

Evaluation of Project Driveway Interactions with Adjacent Crocker Ranch Shopping Center

The Crocker Ranch Shopping Center (featuring a Safeway Store and other retail pads) is located in the southwest quadrant of the Blue Oaks Boulevard/Woodcreek Oaks Boulevard intersection. It consists of two right-turn only driveways on Blue Oaks Boulevard, a right-turn only driveway on Woodcreek Oaks Boulevard, and a full-access driveway on Woodcreek Oaks Boulevard that is located directly opposite from the proposed location of Driveway 2.

At the outset of this study, concerns were raised that Driveway 2 could adversely affect the existing full access Crocker Ranch Shopping Center driveway, potentially causing greater vehicle queues or the need to restrict certain turning movements. Meetings were held with City staff, in which it was concluded that the Crocker Ranch Shopping Center driveway should remain full access while Driveway 2 should be restricted to right-turns only.

The following three options are generally available to provide these turning movements:

1. Post signs exiting Driveway 2 indicating that outbound left-turns are prohibited, and on southbound Woodcreek Oaks Boulevard indicating that inbound left-turns are prohibited.
2. Construct a raised 'gull wing' median within Woodcreek Oaks Boulevard (similar to what exists on Fairway Drive at the Lowes Home Improvement Store).
3. Construct a triangular raised median at Driveway 2 along with a narrow median extension directly south and north of the triangular median to physically prohibit left-turns (similar to what exists on Rocky Ridge Drive at the Kaiser Medical Center)

Option 1 was removed from further consideration due to concerns that signage alone would not be sufficient to prohibit the left-turns in/out of Driveway 2. Option 2 was also rejected because it would increase the complexity of an already challenging (i.e., consistent flows of through and turning traffic on Woodcreek Oaks Boulevard) and heavily used (188 vehicles during the weekday PM peak hour) outbound left-turn movement.

Option 3 was selected as the preferred option because it would have the least effect on the Crocker Shopping Center, along with a greater probability that motorists would not try to turn left in/out of Driveway 2. In addition to the driveway raised median treatment, signage should be placed at the driveway and in the Woodcreek Oaks Boulevard median indicating that left-turns are prohibited.

Review of Internal Circulation

The prior sections included a variety of recommendations that would improve ingress/egress from adjacent streets as well as overall driveway operations. The following additional recommendations are offered to further improve on-site circulation:

- Install a raised crosswalk across the continuous drive aisle that extends from Driveway 1 to 5. As shown on Figure 4, this crosswalk would be part of the paseo that extends from the retail pads to south of Painted Desert Drive to access residential areas. The raised crosswalk would slow motorists who might otherwise be tempted to use this driveway as a short-cut.

FEHR PEERS

TECHNICAL MEMORANDUM

Date: October 15, 2018

To: Matthew Todd and Marc Stout, City of Roseville

From: John Gard, Fehr & Peers

Subject: ***Supplemental Analysis of Campus Oaks Town Center***

RS18-3718

Purpose

This technical memorandum provides supplemental information regarding the Campus Oaks Town Center, which would be located in the southeast quadrant of the Blue Oaks Boulevard/Woodcreek Oaks Boulevard intersection in Roseville. Specifically, it explains why two recent evaluations of that project differed in their technical approach, but were each adequate for their intended purpose. It then presents a supplemental traffic operations analysis supporting this conclusion.

Background

Kittelson & Associates prepared a technical memorandum (dated May 31, 2018) that analyzed the long-term impacts of the Campus Oaks Town Center. Page 4 of that memorandum contains the following conclusions:

> *"Since the proposed land use amendment would result in little to no increase in net new peak hour trips relative to the previous land use approval in 2016 and a slight reduction in net new peak hour trips relative to the original Campus Oaks project approval in 2015, none of the conclusions relating to the more current F&P June 13, 2016 memo or former F&P January 28, 2015 memo would change. This includes conclusions with regard to City-wide public intersection operations and mitigations, roadway segment operations outside Roseville City Limits, State Route 65 freeway analysis results, and Vehicle Miles of Travel (VMT)."*

Fehr & Peers analyzed access and on-site circulation for the Campus Oaks Town Center, with the results documented in a Technical Memorandum dated July 31, 2018. Refer to Appendix A for both studies.

The Kittelson & Associates and Fehr & Peers Technical Memoranda differ in terms of their purpose and in how they estimated the Town Center's trips. The Kittelson work focused on analyzing how the proposed land use amendment would alter any of the previous conclusions regarding project impacts under 2025 conditions. For consistency purposes, that approach required continued use of a given set of trip generation rates.

A purposefully conservative approach was taken in the 2018 Fehr & Peers' access study by assuming a mix of high-intensity retail land uses and corresponding trip rates. It also conservatively assumed that only five percent of these trips would remain internal to the project. These assumptions ensured that the traffic volumes expected to enter/exit the project would not be underestimated. In other words, the Fehr & Peers study resulted in project access recommendations that will work no matter which types of retail uses are constructed and what level of internalization of trips is achieved.

Despite these two studies taking different technical approaches to trip generation, this technical memorandum asserts and then demonstrates that **cumulative traffic conditions at intersections in the vicinity of the project would be nearly identical regardless of which trip generation approach** is taken. This conclusion is based on the following:

1. The project is accessible from a total of nine driveways located on four public streets. This effectively distributes ingress/egress across much of the project's frontage (versus access being limited to one or two driveways).

2. The surrounding roadway network has substantial capacity that accommodate background as well as project trips including eight-lane (planned) Blue Oaks Boulevard, four-lane Woodcreek Oaks Boulevard, two- to four-lane Roseville Parkway, and two-lane Painted Desert Drive.

To further test the above assertion shown in bold, the following technical analysis was performed.

Technical Analysis

The following intersections in the vicinity of the project were analyzed under cumulative PM peak hour conditions:

1. Blue Oaks Boulevard/Woodcreek Oaks Boulevard (signalized)
2. Blue Oaks Boulevard/Roseville Parkway (signalized)
3. Blue Oaks Boulevard/New Meadow Drive (signalized)
4. Blue Oaks Boulevard/Foothills Boulevard (signalized)
5. Woodcreek Oaks Boulevard/Painted Desert Drive (signalized)
6. Roseville Parkway/Painted Desert Drive (roundabout)
7. Blue Oaks Boulevard/Roseville Parkway (signalized)

The analysis was conducted for weekday PM peak hour conditions because the project consists of primarily retail land uses, whose weekday trip generation is greatest during the PM peak hour. The City's 2025 CIP travel demand model was used for two reasons. First, it was used as part of the most recent environmental review process for the project. Second and most important, the 2025 CIP model

estimates greater volumes of traffic on Blue Oaks Boulevard and Roseville Parkway than the City's 2035 model (by virtue of the 2025 model excluding Placer Parkway).

These seven intersections were analyzed for the following two scenarios:

- Scenario 1 – consists of buildout of the Campus Oaks Master Plan including the proposed Campus Oaks Town Center. This scenario will reflect the Town Center's trip generation, as estimated in the Kittelson & Associates' May 31, 2018 Technical Memorandum.
- Scenario 2 – is identical to Scenario 1, but bases the Town Center's trip generation on the Fehr & Peers' July 31, 2018 Technical Memorandum.

All signalized study intersections were analyzed using the SimTraffic micro-simulation model. Intersection 6, which is a multi-lane roundabout, was analyzed using the Sidra software program. The two scenarios each assume the planned widening of Blue Oaks Boulevard to eight lanes from west of Woodcreek Oaks Boulevard to east of Foothills Boulevard. They also each assume identical intersection lane configurations and signal timings.

The traffic forecasts for Scenario 1 are very similar to the 2025 forecasts prepared for the Campus Oaks Master Plan Land Use Amendment in 2016. The resulting intersection levels of service (LOS) from this study match those from the 2016 study.

Traffic forecasts for Scenario 2 were developed by adding the net increase of 482 new vehicle trips[1] between the 2018 Kittelson & Associates and Fehr & Peers studies to the study intersections. These new trips were assigned to the study intersections in accordance with the trip distribution percentages shown in the 2018 Fehr & Peers study.

Table 1 displays the average delay and LOS at the seven study intersections under 2025 conditions with Scenarios 1 and 2. Refer to Appendix B for technical calculations. This table indicates Scenarios 1 and 2 yield identical LOS results. At five of the seven intersections, the average delay is unchanged or increases by one second. The delay increase at the other two intersections range was 3 and 7 seconds.

[1] More than half of this increase is attributable to the 2018 Fehr & Peers study assuming lower levels of internal trips and external non-auto trips so as to provide a conservative analysis of project access needs.

TABLE 1:
INTERSECTION LEVEL OF SERVICE – 2025 CONDITIONS

Intersection	Control	Peak Hour	Scenario 1 [1]		Scenario 2 [2]	
			Avg. Delay[3]	LOS	Avg. Delay[3]	LOS
1. Blue Oaks Boulevard/ Woodcreek Oaks Boulevard	Traffic Signal	PM	59	E	59	E
2. Blue Oaks Boulevard/ Roseville Parkway	Traffic Signal	PM	41	D	42	D
3. Blue Oaks Boulevard/ New Meadow Drive	Traffic Signal	PM	27	C	28	C
4. Blue Oaks Boulevard/Foothills Boulevard	Traffic Signal	PM	79	E	79	E
5. Woodcreek Oaks Boulevard/ Painted Desert Drive	Traffic Signal	PM	21	C	24	C
6. Roseville Parkway/Painted Desert Drive	Roundabout	PM	11	B	12	B
7. Blue Oaks Boulevard/Roseville Parkway	Traffic Signal	PM	61	E	68	E

Notes:

[1] Scenario 1 consists of buildout of the Campus Oaks Master Plan including the Campus Oaks Town Center. This scenario reflects the Town Center's trip generation, as estimated in the Kittelson & Associates' May 31, 2018 Technical Memorandum.

[2] Scenario 2 is identical to Scenario 1, but bases the Town Center's trip generation on the Fehr & Peers' July 31, 2018 Technical Memorandum.

[3] Average delay and LOS for signalized intersections and roundabouts is the weighted average for all movements.

Source: Fehr & Peers, 2018.

Conclusions

This supplemental analysis has demonstrated that while the technical approaches contained within the 2018 Kittelson & Associates and Fehr & Peers Technical Memoranda were different, they would result in nearly identical cumulative traffic conditions (including no changes in intersection LOS) on City of Roseville streets. The 2018 Fehr & Peers' access study was purposefully conservative so that its recommendations will work no matter which types of retail uses are constructed and what level of internalization of trips is achieved.