

Washington Boulevard/Andora Bridge Improvement Project



Community Impact Assessment

Washington Boulevard/Andora Bridge Improvement Project

City of Roseville, Placer County

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The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by the Department under its assumption of responsibility pursuant to 23 U.S. Code 327.

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Community Impact Assessment

STATE OF CALIFORNIA
Department of Transportation
District 3

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Acronyms and Abbreviations

Caltrans	California Department of Transportation
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CIA	Community Impact Assessment
CIP	Capital Improvement Program
City	City of Roseville
CMPs	corrugated metal pipes
CMS	changeable message sign
CY	cubic yards
EO	Executive Order
FHWA	Federal Highway Administration
LOS	level of service
NEPA	National Environmental Policy Act
OSPOMP	Open Space Preserve Overarching Management Plan
PG&E	Pacific Gas and Electric
proposed project	Washington Boulevard/Andora Bridge Improvement Project
ROW	right-of-way
RTP	<i>Placer County Transportation Planning Agency Regional Transportation Plan 2035</i>
SR	State Route
SWPPP	Storm Water Pollution Prevention Plan
TMP	traffic management plan
UPRR	Union Pacific Railroad

Chapter 1 Introduction

This Community Impact Assessment (CIA) has been prepared for the City of Roseville's (City's) proposed Washington Boulevard/Andora Bridge Improvement Project (proposed project). The information in this document has been prepared to comply with both, the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), and other substantive environmental laws applicable to the subjects addressed in this document.

1.1 What is a Community Impact Assessment

The purpose of this report is to provide information regarding social, economic, and land use effects of the project so that final transportation decisions will be made in the public interest. The report is intended to clearly describe the relevant existing conditions and the potential socioeconomic impacts of the project.

This document has been prepared to provide the Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans), the City, and the public with information about the socioeconomic and community-level effects of construction and operation of the proposed project.

This report identifies impacts associated with land use changes, social effects, property acquisitions, and economic changes; it also addresses environmental justice issues. The report was prepared according to the *Community Impact Assessment, Caltrans Standard Environmental Reference, Environmental Handbook 4* (California Department of Transportation 2011), which contains Caltrans guidelines for preparing socioeconomic assessments and FHWA guidelines.

1.2 Laws and Regulation

This document has been prepared to comply with the following laws and regulations.

1.2.1 California Environmental Quality Act

CEQA is a California statute passed in 1970, shortly after the United States federal government passed NEPA, to institute a statewide policy of environmental protection. The City is the lead agency under CEQA.

1.2.2 National Environmental Policy Act

NEPA is a United States environmental law that established a U.S. national policy promoting the enhancement of the environment and also established the President's Council on Environmental Quality (CEQ). Caltrans is the lead agency under NEPA for the majority of transportation projects that have federal funding.

1.2.3 Title VI of the Civil Rights Act

Title VI of the Civil Rights Act of 1964 and related statutes require there be no discrimination in federally-assisted programs on the basis of race, color, national origin, age, sex, or disability; religion is a protected category under the Fair Housing Act of 1968.

1.2.4 Executive Order 12898

Signed by President Clinton in 1994, Executive Order (EO) 12898 established a directive addressing environmental justice impacts of federal actions. Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies, and addresses environmental justice in low-income and minority communities. This EO directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law.

1.2.5 Uniform Relocation Assistance and Real Property Acquisition

“The Uniform Act” intends (1) to provide uniform, fair, and equitable treatment of persons whose real property is acquired or who are displaced in connection with federally funded projects; (2) to ensure relocation assistance is provided to displaced persons to lessen the emotional and financial impact of displacement; (3) to ensure that no individual or family is displaced unless decent, safe, and sanitary housing is available within the displaced person’s financial means; (4) to help improve the housing conditions of displaced persons living in substandard housing; and (5) to encourage and expedite acquisition by agreement and without coercion.

1.2.5.1 Policies Act of 1970, and as Amended in 1987

“The Uniform Act” intends (1) to provide uniform, fair, and equitable treatment of persons whose real property is acquired or who are displaced in connection with federally funded projects; (2) to ensure relocation assistance is provided to displaced persons to lessen the emotional and financial impact of displacement; (3) to ensure that no individual or family is displaced unless decent, safe, and sanitary housing is available within the displaced person’s financial means; (4) to help improve the housing conditions of displaced persons living in substandard housing; and (5) to encourage and expedite acquisition by agreement and without coercion.

1.2.5.2 Americans with Disabilities Act

The Americans with Disabilities Act of 1990 extends the protection of the 1964 Civil Rights Act to the disabled, prohibiting discrimination in public accommodations and transportation and other services.

1.3 Assessment Process and Methodology Used

A profile of the community was constructed using demographic data from the U.S. Census Bureau and supplemented with information obtained from Placer County and the City. Project impacts were determined by comparing the existing conditions to the construction-period and operational conditions, as provided by the project engineers.

1.4 Introduction

The proposed project involves widening a 0.85-mile section of a two-lane section of Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard to four lanes and replacing the existing 100-year-old Union Pacific Railroad (UPRR) bridge (referred to in this document as the Andora Underpass) on Washington Boulevard (Figures 1 and 2). The addition of two new lanes to Washington Boulevard would provide a continuous four-lane thoroughfare between Sawtell Road and Pleasant Grove Boulevard and improve traffic circulation and pedestrian traffic through the area.

1.4.1 Project Location

The proposed project is in the City of Roseville, Placer County and occurs along a one mile segment between Sawtell Road and Pleasant Grove Boulevard. At the southern end of the project area, the UPRR line runs along east side of Washington Boulevard, crosses over the road just south of the South Fork of Pleasant Grove Creek, and then continues along the west side of the road towards Pleasant Grove Boulevard. The southern end of the project area is surrounded by commercial development to the east and residential areas to the west. The Diamond Oaks and Kaseberg-Kingswood neighborhoods are adjacent to the central and northern portions of the project area. City general open space and preserve open space lands occupy the area immediately west of the Andora Underpass. Residential development is present on both sides of Washington Boulevard between the Andora Underpass and Pleasant Grove Boulevard. An existing Class 1 (i.e., off street) bike path along the east side of Washington Boulevard connects Diamond Oaks Road to Derek Place.

1.4.2 Project Background

Washington Boulevard generally runs north-south and begins in downtown Roseville, at its junction with Oak Street, and ends at State Route (SR) 65. The boulevard provides an important local connection between downtown Roseville and North Central Roseville, Northwest Roseville, and North Industrial through its connections with other major local thoroughfares, including Foothills Boulevard, Pleasant Grove Boulevard, Roseville Parkway, Industrial Boulevard, and Blue Oaks Boulevard. Washington Boulevard provides a vital economic link from residential areas to shopping and employment centers in downtown Roseville.

Washington Boulevard was constructed as a two-lane road as part of the State Highway System approximately 100 years ago. The City decided to widen Washington Boulevard to improve the

level of service (LOS) and other traffic performance measures and to accommodate increasing traffic volumes. The City elected to delay improvements to the 0.85-mile segment of Washington Boulevard associated with the proposed project because of the extensive coordination necessary with UPRR and the costs associated with widening the Andora Underpass.

The City of Roseville's Transportation System 2035 Capital Improvement Program (CIP) identifies improvements to Washington Boulevard, including the widening of Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard, to improve traffic circulation and pedestrian traffic through the area. Approximately 18,000 vehicles per day presently travel through this segment, and the road improvements would enhance accessibility for motorists, pedestrians, and cyclists along Washington Boulevard and nearby intersections. To enable roadway widening at the narrow Andora Underpass, the existing structure must be removed and replaced. The Andora Underpass would need to remain open and accessible to rail traffic during project construction because approximately 25 trains travel over it each day.

1.4.3 Purpose and Need

The purpose of the proposed project is to improve existing and future traffic; enhance access and safety for motorists, pedestrians, and cyclists; and meet railroad clearance requirements. The proposed project would also provide better connectivity between the existing two-lane, 0.85-mile segment of Washington Boulevard and the existing four-lane segments of Washington Boulevard and provide an evacuation route in case of an emergency. The improvements would also offer a better and more continuous route for pedestrians and bicyclists, who are currently forced to detour off Washington Boulevard onto Derek Place.

The project is needed because recurring morning and evening peak-period demand exceeds the current design capacity of Washington Boulevard, creating traffic operation and safety issues for motorists, pedestrians, and cyclists. These issues result in moderate delays and wasted fuel, which are expected to be exacerbated by anticipated increases in traffic from future population and employment growth.

1.4.4 Project Alternatives

Two Build Alternatives (Alternative 1 and Alternative 2) and a No Project Alternative are being considered for this project. The assessment of alternatives is based on design year (2035) conditions.

After extensive engineering and traffic analysis efforts, and review and screening of design concepts, two Build Alternatives that would meet the project's purpose and need and objectives surfaced for consideration and analysis. Alternatives 1 and 2 involve the same project components described above. The primary differences between the Build Alternatives are the construction access and traffic diversion options and the associated staging and duration of construction. Alternative 1 involves complete road closure and rerouting of traffic for a period of 5 months and an estimated construction duration of 13 months; Alternative 2 would leave one lane open during construction and would require an estimated 20 months of construction.

Alternative 1 (the proposed project) would include the following elements:

- Widening approximately 0.85 mile of Washington Boulevard from two to four lanes with a raised or painted median separating northbound and southbound traffic.
- Widening the Andora Underpass to a two-span bridge with columns located in the roadway median island to accommodate the additional two lanes.
- Adding 8-foot-wide Class 2 (i.e., on-street with appropriate signing and striping) bike lanes along both sides of Washington Boulevard.
- Expanding the existing Class 1 bike path on the east side of Washington Boulevard from Diamond Oaks Road to Derek Place with a 10- to 12-foot-wide path parallel to Washington Boulevard and connecting it to Sawtell Road.
- Removing the existing bicycle/pedestrian crossing under UPRR and providing a new connection to the new Class 1 bike path (described above).
- Adding a new 8- to 12-foot-wide multiuse path on the west side of Washington Boulevard between Emerald Oaks Road and Kaseberg Drive. Portions of the proposed multiuse path may be deferred until additional construction funding is available.
- Providing traffic signal modifications. The existing traffic signal at Diamond Oaks Road would be modified to conform to the new four-lane roadway.
- Installation of one or two sound walls adjacent to residential areas along Washington Boulevard.
- Conducting floodplain, water quality, and drainage improvements.
- Relocating existing utilities, including sewer, water, telecommunications, and natural gas.
- Temporally restriping Foothills Boulevard at Junction Boulevard to provide two left-turn lanes from southbound Foothills Boulevard to eastbound Junction Boulevard.

The proposed project would not alter the existing bus turnout adjacent to southbound Washington Boulevard and south of Pleasant Grove Boulevard. Each of the major proposed project components is described in greater detail below. Figure 3 provides an overview of these components.

1.4.4.1 Washington Boulevard Widening

The proposed project would consist of widening Washington Boulevard to allow two through lanes in each direction with a raised or painted median separating the northbound and southbound traffic. Concrete curbs would define the new edge of roadway and separate the vehicular traffic from the pedestrians.

1.4.4.2 Andora Underpass and Bridge Widening

The existing Andora Underpass has substandard vertical clearance. To provide standard vertical clearance, the profile grade of Washington Boulevard would be lowered approximately 3 feet.

The lowering of the roadway would also require removal and replacement of two drainage culvert crossings (described below under 2.4.5 Floodplain and Drainage Improvements).

Widening the Andora Underpass would involve broadening the existing bridge structure to a two-span bridge with columns located in the roadway median island. The existing 100 year old roadway crosses beneath the UPRR tracks at a 45-degree angle. Because UPRR now limits bridge skews to a maximum of 30 degrees, the proposed bridge median columns would be slightly skewed by approximately 15 degrees. The existing Andora Underpass can accommodate two railroad tracks, although only one track currently exists at this location. Therefore, the project would be designed to accommodate two UPRR tracks; accommodate widening the structure for a future second track. The project will construct only a single track bridge structure.

The Andora Underpass would have concrete abutments and wingwalls. The concrete would have some relief to mimic the appearance of an old style Works Progress Administration bridge. There is also the potential for incorporating architectural enhancements, color, and features into the concrete facade to provide additional visual interest and character for the structure. The superstructure would consist of painted steel girders with painted steel hand railings extending above the track level. The bottom of the structure (soffit) would show the individual steel girders and not be smooth like a normal concrete highway bridge.

No second track is proposed as part of this project; however, the ability to easily add a second track to the structure without needing to widen the concrete abutments is a project requirement. According to UPRR, there are no reasonably foreseeable plans to install a second track.

1.4.4.3 Railroad Shoofly

During the 6-month construction period, railroad traffic would be maintained except for short time periods allowed by UPRR. During removal of the existing Andora Underpass, the railroad would be detoured to a temporary track, known as a shoofly. An estimated 25 trains would use the track per day. During the transition from the old track to the shoofly and then back again, the rail line would be shut down to train traffic for about 4 hours. No trains would be diverted around the project site to other rail lines.

The shoofly would be within UPRR- and City-owned rights of way (as shown in Figure 3). The shoofly would be approximately 6,200 feet long (1.2 miles), would extend up to 0.75 mile north and 0.5 mile south of the Andora Underpass, and could shift up to 65 feet westerly. Temporary fill would be placed within the portion of the Sierra View Tributary (an estimated 600 feet) that runs along the tracks to accommodate the temporary shoofly alignment.

The temporary railroad shoofly would be constructed using soil excavated from the project site for the roadway widening and reconstruction of the existing roadway structural section. No imported fill is expected to be needed. Approximately 13,500 cubic yards (CY) of fill would be placed east of Washington Boulevard and 22,500 CY would be placed west of Washington Boulevard to create the shoofly.

The temporary shoofly fill would be removed and disposed at permitted soil disposal sites. Railroad slopes would be restored using the appropriate seed mix and in accordance with the project Storm Water Pollution Prevention Plan (SWPPP) and any permit conditions.

1.4.4.4 Bike Trail Improvements

Eight-foot-wide Class 2 bike lanes would also be included along both sides of the roadway. The existing Class 1 bike path on the east side of Washington Boulevard from Diamond Oaks Road to Derek Place would be connected to a 10-foot-wide Class 1 bike trail parallel to Washington Boulevard to connect to Sawtell Drive. The existing pedestrian underpass approximately 100 feet east of Washington Boulevard would be abandoned and the Derek Place trail connection restored. A new 10-foot-wide multiuse path on the west side of Washington Boulevard between Emerald Oaks Road and Kaseberg Drive is also proposed; however, the construction of this path may be deferred until additional construction funding is available.

1.4.4.5 Floodplain, Water Quality, and Drainage Improvements

The lowering of Washington Boulevard under the Andora Underpass requires a variety of drainage and floodplain improvements because the low point of Washington Boulevard would be below the 100-year flood elevation. These improvements include the following (shown in Figure 3):

- Regrading ditches and adding a drainage pump station to drain the Andora Underpass.
- Constructing a bioretention basin to treat existing stormwater and comply with current stormwater quality requirements (Water Quality Order No. 2013-0001-DWQ). The new bioretention basin would be used to treat stormwater runoff that originates from the northern portion of the project and an area tributary to the intersection of Washington Boulevard and Pleasant Grove Boulevard. The bioretention basin (shown in Figure 3) would be constructed on the City-owned parcel bordered by Emerald Oaks Road, the South Branch of Pleasant Grove Creek, and Washington Boulevard. This parcel currently supports an open annual grassland. The basin would be created by excavation, construction of a berm along the east side of the South Branch of Pleasant Grove Creek, and placement of imported drain rock and sand-compost mix to support runoff retention, water quality treatment and specialized planting.
- Replacing and extending corrugated metal pipes (CMPs) in four crossings of unnamed tributaries of Sierra View Tributary to support widening of Washington Boulevard.
- Replacing and extending two box culvert replacements (Sierra View Tributary and South Branch Pleasant Grove Creek).

1.4.4.6 Traffic Signal Improvements

No new traffic signals are proposed as part of the project; however, the existing traffic signal at Diamond Oaks Road would be modified to conform to the new four-lane roadway and the traffic signal at Pleasant Grove Boulevard would have signal re-timing only.

1.4.4.7 Utility Relocations

The lowering of the roadway would necessitate relocation of City-owned sewer and water lines, underground telecommunication lines, and potential adjustments to underground Pacific Gas and Electric (PG&E) gas lines.

1.4.4.8 Sound Wall

Depending on the results of the final Caltrans Noise Study Report and future engineering design, a sound wall may be installed adjacent to one or two residential areas to provide a buffer between the future road noise and the residences. One potential wall would be located on the west side of Washington Boulevard at the northwest corner of Kaseberg Drive and Washington Boulevard. The second wall would be located on the eastern side of Washington Boulevard between Diamond Oaks Road and an existing concrete masonry wall just south of Pleasant Grove Boulevard.

The walls would be up to 10 feet tall and tan/brown colored with split face masonry block. The exact locations, heights, and aesthetics of the sound walls will be determined as part of a future engineering design phase.

1.4.5 Alternative 2 (One Lane Closure during Construction)

Alternative 2 is designed to satisfy the project objectives identified in Section 1.4, *Purpose and Need*, while avoiding or minimizing environmental impacts associated with the project. The alignment and associated project components for Alternative 2 are the same as described for Alternative 1 and involve the same improvements to Washington Boulevard; however, it differs in its construction approach, including traffic diversion and schedule. The main difference from the proposed project is that Alternative 2 would leave one lane open during construction and would require an estimated 20 to 24 months to construct because a temporary railroad bridge is required over Washington Boulevard to maintain train traffic.

Under Alternative 2, Washington Boulevard vehicular traffic would be allowed to pass through the project site under the control of one-way flagging operations during some of the construction phases. However, the travelling public would still be significantly delayed during construction under Alternative 2 because it would not be possible to maintain two lanes of traffic flow during most of the construction period; therefore, more than half of the normal traffic would use an alternative route.

1.4.6 No Project Alternative

The No Project Alternative would not involve any improvements to Washington Boulevard. The existing roadway and Andora Underpass would remain in their current state.

1.5 Study Area

Census tracts are typically used to determine the CIA study area for projects in rural areas, and block groups or individual blocks are used for projects in urban areas. Because the area surrounding the proposed project is primarily a developed suburban area, the census block groups that intersect with or are near the project limits were used to determine the CIA study area. For the purposes of this CIA, the study area comprises the following census block groups (Figure 4):

- Tract 210.43 Block Group 1
- Tract 210.34 Block Group 3
- Tract 226 Block Group 1
- Tract 210.03 Block Groups 2 and 5
- Tract 210.46 Block Groups 1, 2, and 3

Chapter 2 Land Use

This chapter describes the existing and future land use in the study area; consistency with state, regional, and local plans; and parks and recreation. There is no farmland or timberland in the study area, and these land uses are not discussed further in this report.

2.1 Existing and Future Land Use

2.1.1 Affected Environment

The proposed project is in the city of Roseville, along Washington Boulevard. The southern limit of the project boundary is Derek Place/Sawtell Road, and the northern limit of the project boundary is about 0.4 mile north of Pleasant Grove Boulevard. In the study area, the land uses are primarily industrial, residential, and open space. Industrial uses include TF Semiconductor Solutions as well as two industrial parks. There are open space/recreational land uses (e.g., Sierra View Country Club) and single-family residential and multi-family residential development.

The City of Roseville General Plan Land Use Map (City of Roseville 2014a) designates land uses surrounding the project limits as Light Industrial, Business Professional, Low Density Residential, Open Space, Parks and Recreation, and High Density Residential (Figure 5). Land uses surrounding the project limits are zoned as L1 (Light Industrial), GC (General Commercial), M2 (General Industrial), R1/DS (Single Family Residential/Development Standards), RS (Small Lot Residential), VP/SA (Business Professional/Special Area), OS (Open Space) and PR (Parks and Recreation) (City of Roseville 2014b). Zoning designations are shown in Figure 6.

2.1.2 Environmental Consequences

Implementation of the Build Alternatives would widen Washington Boulevard through the project limits from 2 to 4 lanes. Both Build Alternatives could require constructing up to two sound walls, which could result in acquisition of private property; however, this would not change the land use designations or zoning in the study area. The amount of ROW acquisition has not yet determined. Overall land use patterns in the study area would remain the same, and the project would increase the traffic flow and throughout the project area. There would be no changes in land use or zoning. Overall land use patterns in the study area would remain the same, and the project would increase the traffic flow and safety throughout the study area.

2.1.3 Avoidance, Minimization, and Mitigation Measures

No potential conflicts with current or planned land uses in the study area are anticipated. Therefore, no measures are proposed to reduce impacts related to land use.

2.2 Consistency with State, Regional, and Local Plans

2.2.1 Affected Environment

2.2.1.1 Roseville General Plan

Land use planning in the study area is governed by the *City of Roseville General Plan 2035* (City of Roseville 2016). The City adopted the general plan on June 15, 2016, in conjunction with the Amoruso Ranch Specific Plan. Goals and policies that are directly related to the proposed project are listed below.

Circulation Element

Level of Service

Goal 1: Maintain an adequate level of transportation service for all of Roseville's residents and employees through a balanced transportation system, which considers automobiles, transit, bicyclists, and pedestrians.

Policy 1: Maintain a level of service (LOS) "C" standard at a minimum of 70 percent of all signalized intersections and roadway segments in the City during the a.m. and p.m. peak hours. Exceptions to the LOS "C" standard may be considered for intersections where the City finds that the required improvements are unacceptable based on established criteria identified in the implementation measures. In addition, Pedestrian Districts may be exempted from the LOS standard.

Policy 2: Strive to meet the level of service standards through a balanced transportation system that reduces the auto emissions that contribute to climate change by providing alternatives to the automobile and avoiding excessive vehicle congestion through roadway improvements, Intelligent Transportation Systems, and transit improvements.

Policy 5: Enable the City to designate a Pedestrian District over a geographic area for the purpose of implementing measures that promote pedestrian walkability and reduce total vehicle miles traveled and resultant air pollution emissions that contribute to climate change. In these districts, the City recognizes that pedestrian travel takes a higher priority than automobile travel, which could reduce the vehicular level of service.

Bikeways/Trails

Goal 1: Increase the percentage of all trips made by bicycles in Roseville.

Goal 2: Establish and maintain a safe, comprehensive and integrated bikeway and trail system that encourages the use of bikes and walking for commuting, recreational and other trips.

Policy 1: Develop a comprehensive and safe system of recreational and commuter bicycle routes and trails that provides connections between the City's major employment and housing areas and between its existing and planned bikeways.

Open Space and Conservation Element

Open Space System

Goal 1: Establish a comprehensive system of public and private open space, including interconnected open space corridors that should include oak woodlands, riparian areas, grasslands, wetlands, and other open space resources.

Policy 1: Provide an interconnecting system of open space corridors that, where feasible, incorporate bikeways and pedestrian paths.

Policy 2: Provide interconnected open space corridors between open space and habitat resources, recreation areas, schools, employment, commercial service and residential areas.

Policy 10: Consider the use of open space for the location of flood control facilities where such facilities allow compatible passive recreational use and resource preservation.

2.2.1.2 City of Roseville Open Space Preserve Overarching Management Plan

The City of Roseville Open Space Preserve Overarching Management Plan (OSPOMP) was adopted in August 2011 to standardize monitoring and management of the City's vernal pool and wetland preserves. The plan provides a city-wide approach to open space management, maintenance and monitoring. It applies to all open space managed by the City within the city limits.

The OSPOMP refers to both Open Space Preserve and General Open Space. *Open Space Preserve* is land that was required to be set aside as part of a regulatory permitting action. These lands are primarily vernal pool grassland or riparian corridors protected because of the presence of waters of the United States or endangered species. *General Open Space* areas are owned by the City and were set aside because of City policy or to meet Specific Plan restrictions.

In the study area, the land just north of the Andora Underpass, where Washington Boulevard and the UPRR tracks intersect, is designated Open Space Preserve in the City of Roseville Open Space Preserve Overarching Management Plan (Figure 7) . Per OSPOMP Section 9.1.9 Future Roadway Widening Projects, road widening associated with the proposed project is identified as a Preserve area allowed use (Figure 9-1 of the OSPOMP).

2.2.1.3 Placer County Transportation Planning Agency Regional Transportation Plan

Regional transportation planning for the study area is generally conducted by the PCTPA. The *Placer County Transportation Planning Agency Regional Transportation Plan 2035* (RTP) was designed to be a blueprint for the systematic development of a balanced, comprehensive, multi-

modal transportation system, including but not limited to, regional roadways, public transit, passenger rail, aviation, goods movement, non-motorized facilities, transportation systems management, transportation safety and security, and intelligent transportation systems in Placer County (Placer County 2010).

The RTP identified the project, titled “Washington Boulevard/Andora Undercrossing Improvement Project,” in the Programmed Master Projects List.

2.2.2 Environmental Consequences

The transportation goals and policies related to the project include maintaining a safe and efficient transportation system in the City. The project would contribute to the above listed transportation goals regarding LOS. The purpose and need of the project is centered on improving existing and future traffic and delays and enhancing motorist safety in the study area. Current traffic demand exceeds the capacity of Washington Boulevard, creating delays and safety issues. The proposed project would widen Washington Boulevard to reduce delays, as well as improve traffic safety by reconstructing the Andora Underpass to provide sufficient vertical clearance and width.

The City’s general plan contains various goals and policies related to pedestrian, bikeway, and trail facilities. The proposed project supports these goals and policies because the project improvements would enhance pedestrian and bicycle facilities by offering a better and more continuous route. Other benefits including improving traffic safety and connectivity for all modes, including pedestrians and bicyclists.

The proposed project would entail converting a small area of open space preserve in order to construct a bioretention basin to treat stormwater (as shown in Figure 3). As discussed above in Section 2.2.1.2, the proposed road widening project is recognized as an allowed use in the OSPOMP (Section 9.1.9 Future Roadway Widening Projects and Figure 9-1: Bike Trail System and Future Road Widening Projects). As discussed in the OSPOMP, adding post construction water quality features to open space Preserve areas was also conceptually approved by the resource agencies as part of OSPOMP approval. The type of conceptually approved features are described in OSPOMP Section 9.1.2. Post-Construction Water Quality Features. Project water quality features proposed in adjacent open space would impact nonnative annual grassland (approximately 0.6 acres). Assuming all project generated open space Preserve related impacts to wetlands or endangered species are mitigated consistent with Section 2.2.3, the proposed project and all related improvements would be consistent with the City’s OSPOMP.

2.2.3 Avoidance, Minimization, and Mitigation Measures

As part of the proposed project, sensitive environmental resources will be avoided to the greatest extent in the open space areas. This would include native oak trees, sensitive natural communities (riparian communities), waters of the United States (including wetlands), habitat for special-status species, and cultural resource sites. The bioretention basin and any temporary staging and equipment access will avoid these resources. No state or federal permits (including

Sections 404 and 401 of the Clean Water Act) are anticipated at this time because these activities would not result in the placement of fill into waters of the United States or waters of the State.

2.3 Parks and Recreation

2.3.1 Affected Environment

Buljan Park is an 8-acre neighborhood park owned and maintained by the City at 150 Hallissy Drive. The park is adjacent to and east of the George A. Buljan Middle School. Facilities include picnic areas with barbecues, restrooms, paved pathways, a play area, baseball/softball fields, soccer overlay, and off-street parking (City of Roseville 2017a). Buljan Park is approximately 0.30 mile northeast of the road widening segment and approximately .40 mile east of the temporary shoofly north of Pleasant Grove Boulevard.

Diamond Oaks Golf Course is under the jurisdiction of the City of Roseville Parks and Recreation Department. It is adjacent to the project limits, just east of Derek Place. Woodcreek Golf Club is approximately 0.7 mile northwest of the project limits.

Nelson Park is a neighborhood park owned and maintained by the City. The park is at 1213 South Bluff Drive and contains 1.5 acres of developed parklands and 8 acres of undeveloped parklands. The developed portion of the park is south of South Bluff Drive, approximately 0.16 mile west of the UPRR and 0.27 mile west of Washington Boulevard. Facilities include a half court for basketball, picnic areas, a play area with swings, and a water play area (City of Roseville 2017a). The playground area is planned to undergo rehabilitation and will include replacing the existing play equipment and swings, water feature, and new independent fitness features (City of Roseville 2017b).

The undeveloped portion of the park is north of South Bluff Drive and in the open space area along the South Branch of Pleasant Grove Creek. This portion extends north to the Arbor View Village business park on Pleasant Grove Boulevard, is adjacent to the UPRR ROW, and approximately 0.13 mile west of Washington Boulevard. The undeveloped portion is primarily annual grasslands with scattered seasonal wetlands.

2.3.2 Environmental Consequences

Buljan Park is northeast of and separated from the proposed project by the residential areas north of Pleasant Grove Boulevard. Access to the park is from Hallissy Drive north of and outside the project area. Given the distance of the park from the proposed project, construction of the improvements to Washington Boulevard and the Andora Underpass would not result in a change in access, or would be too distant to result in impacts due to visual changes or increased noise.

No ROW would be acquired from Nelson Park on a permanent basis under the Build Alternatives. The temporary shoofly would be constructed within the existing UPRR ROW and would not extend onto parklands. However, to facilitate construction of the shoofly, a small area

may be needed to allow vehicles and equipment to turn around, referred to as the turning area. The location and need for the turning area is not certain at this time. Access to the park would not be affected. The developed portion of the park does not have direct view of the UPRR or Washington Boulevard. Bike path users in the undeveloped area already have direct views of the UPRR, and are already exposed to noise levels from passing trains. Construction noise and the presence of construction equipment and activity would be intermittent and short term.

Sierra View Country Club is adjacent to the project limits and could be impacted by the Build Alternatives (during construction of the shoofly). During construction, some visitors may have intermittent and temporary views of construction equipment. Some visitors could experience temporary construction-related noise effects but would not experience any loss of access or use of the recreational facility. The golf course is already exposed to noise levels from trains and roadway traffic on Washington Boulevard and intermittent activities at the nearby Placer County Fairgrounds. The construction-related impacts would be intermittent and short term. Construction-related impacts would be less under Alternative 1 (13 months) and longer under Alternative 2 (20 months).

2.3.3 Avoidance, Minimization, and Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

Chapter 3 Growth

Factors that influence land use and development in an area may include population and economic growth, desirability of locations, the costs and availability of developable land, physical and regulatory constraints, transportation, and the costs of sewer, water, and other utility services.

Transportation agencies play a role in land use changes by providing infrastructure that can improve mobility and/or open up access to new locations. New development generates travel to and from that location, and this additional travel creates demand for new transportation facilities. The relationship between transportation and land use and the degree to which one influences the other is a topic of ongoing debate. The following chapter addresses the growth in the study area and larger region and the extent to which the proposed project contributes to that growth.

Different transportation projects will influence growth to different degrees and in different ways, and a two-phase approach to the evaluation of growth-related impacts is used below. The first phase, called a “first cut screening,” is designed to help figure out the likely growth potential effect and whether further analysis of the issue is necessary. The second phase involves the additional analysis of growth that is conducted in the event that the first-cut screening analysis suggests that growth impacts would occur.

3.1 Affected Environment

Roseville is an incorporated city in Placer County that covers approximately 42 square miles, or 19,520 acres. Large tracts of developable land are limited in the city, as much of the land already has been developed. Roseville, along with the entire South Placer/Sacramento region, has and continues to experience significant growth. This has led to a transition of the city from a relatively small residential community to a larger center with a mix of uses and increasingly urban character. Some new growth and development would be accommodated by promoting infill of vacant and underutilized lots, or intensification or reuse of land. In addition, the city will continue to expand into its sphere of influence.

3.2 Environmental Consequences

Transportation infrastructure is one component of the overall infrastructure that may serve to accommodate planned growth and also meet existing demand for additional transit infrastructure. Transportation projects may induce growth when they directly or indirectly promote, shift, or intensify planned growth or encourage unplanned growth in a community or region. An example of a growth-inducing transportation project is construction of a new roadway through an undeveloped area, opening access to a new area and promoting unplanned growth.

To determine the potential for growth-related impacts associated with the project, a first-cut screening was performed in accordance with *Guidance for Preparers of Growth-Related, Indirect Impact Analyses* (referred to in the remainder of this section as the Guidance document) (California Department of Transportation 2006). The interrelated screening factors (accessibility,

growth pressure, project type, and project location) discussed in Chapter 5 of the Guidance document and summarized in Figure 5-2 of the Guidance document were considered. The results of this analysis are detailed below.

Accessibility

Implementing the proposed project would involve widening 0.85 mile of Washington Boulevard from two to four lanes, widening the Andora Underpass, and improving bike and pedestrian facilities in the project area. These improvements would increase The project is intended to meet existing and future travel demand on Washington Boulevard. The project would also provide a better and more continuous route for pedestrians and bicyclists. This type of change in access would not result in land use changes, and would not cause new businesses to relocate to the area, and would not stimulate additional development.

Growth Pressure

The extent to which the project would induce growth in the project vicinity depends largely on the strength of local planning and growth management mechanisms, such as adhering to adopted growth boundaries, maintaining existing zoning restrictions and land use designations, and implementing farmland and floodplain protection policies. In this case, the City of Roseville has a strong, integrated structure that discourages premature and unplanned growth. The City has provided land use designations to guide future growth in the study area, and new development must adhere to these land use designations. Adherence to these restrictions reduces pressure for unplanned development by making adequate quantities of land available for development in locations that best serve the policy goals of the City. Given the coordinated growth control mechanisms in place, the proposed project is unlikely to encourage unplanned development in the project vicinity, or to shift or hasten planned growth. Growth-related impacts of the project related to growth pressure would be minimal to none.

Project Type

The Build Alternatives entail widening Washington Boulevard from 2 to 4 lanes. According to the Guidance document, projects that include widening could cause growth-related impacts. The Build Alternatives would widen Washington Boulevard to accommodate existing and future-planned growth. As stated above, the study area is nearly built-out. Because the widening would accommodate growth that is already planned for, it is not anticipated that the project would affect growth.

Project Location

According to the Guidance document, transportation projects in suburban areas could have a higher potential to cause growth-related impacts. However, the study area is nearly built-out. The west side of the study area contains open space land that is preserved by the City, and not intended for development. The lack of growth pressure in the area and changes in accessibility are all unlikely to contribute to growth.

Based on the first-cut screening analysis detailed above, the project would not be growth-inducing, and further analysis of its potential for growth inducement is not necessary.

3.3 Avoidance, Minimization, and Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

Chapter 4 Community Character

Under CEQA, an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects. This chapter describes population and demographics as well as community cohesion in order to get an overall picture of community character.

4.1 Population/Demographics

The population and demographics (race/ethnicity) in the study area is described below.

4.1.1 Affected Environment

4.1.1.1 Regional Population Characteristics/Demographics

Table 4-1 below shows the total population and demographics of the study area census tracts and block groups.

Table 4-1. Race and Ethnicity Data

Area	Total	Hispanic or Latino (of any race)	%	Not Hispanic or Latino													
				White	%	Black or African American	%	Native American	%	Asian	%	Native Hawaiian/ Pacific Islander	%	Other Race	%	Two or More Races	%
City of Roseville	115,374	17,096	14.8	92,039	79.8	2,304	2.0	906	0.8	9,014	7.8	342	0.3	5,087	4.4	5,682	4.9
Tract 210.43	3,355	319	9.5	2,785	83.0	80	2.4	16	0.5	222	6.6	15	0.4	73	2.2	164	4.9
Block Group 1	1,500	135	9.0	1,250	83.3	45	3.0	3	0.2	89	5.9	10	0.7	32	2.1	71	4.7
Tract 210.46	4,754	732	15.4	3,628	76.3	115	2.4	49	1.0	427	9.0	22	0.5	273	5.7	240	5.0
Block Group 2	1,825	289	15.8	1,395	76.4	40	2.2	16	0.9	129	7.1	9	0.5	145	7.9	91	5.0
Block Group 3	2,119	284	13.4	1,653	78.0	44	2.1	19	0.9	213	10.1	3	0.1	84	4.0	103	4.9
Tract 210.03	6,210	1,001	16.1	5,066	81.6	119	1.9	93	1.5	330	5.3	30	0.5	305	4.9	267	4.3
Block Group 5	1,750	208	11.9	1,399	79.9	47	2.7	12	0.7	171	9.8	5	0.3	59	3.4	57	3.3
Tract 266	4,840	627	13.0	3,756	77.6	141	2.9	25	0.5	477	9.9	10	0.2	141	2.9	290	6.0
Block Group 1	4,840	627	13.0	3,756	77.6	141	2.9	25	0.5	477	9.9	10	0.2	141	2.9	290	6.0
Tract 210.34	4,369	534	12.2	3,289	75.3	16	0.4	0	0.0	570	13.0	16	0.4	121	2.8	357	8.2
Block Group 3	1,897	89	4.7	1,462	77.1	29	1.5	2	0.1	263	13.9	4	0.2	34	1.8	103	5.4

Source: U.S. Census Bureau, 2010–2014 American Community Survey, 5-Year Estimates.

* The study area for this CIA comprises the census tracts through which the proposed project passes (Figure 4).

4.1.1.2 Community Character

According to Caltrans' guidelines for conducting Community Impact Assessments (California Department of Transportation 2011), community cohesion is the degree to which residents have a sense of belonging to their neighborhood; a level of commitment of the residents to the community; or a strong attachment to neighbors, groups, or institutions—usually because of continued association over time. Communities often are delineated by physical barriers such as major roadways or large open space areas.

Cohesive communities are indicated by specific social characteristics such as long average lengths of residency, home ownership, frequent personal contact, ethnic homogeneity, high levels of community activity, and shared goals. Transportation projects may divide cohesive neighborhoods when the projects act as physical barriers or are perceived by residents as psychological barriers. A transportation project perceived as a physical or psychological barrier may isolate one portion of a homogeneous neighborhood.

The UPRR tracks divide the study area in half. As stated above, approximately 25 trains per day pass through the study area. Currently, vehicles traveling under the UPRR tracks is achieved by utilizing the Andora Underpass. The parkland to the west of the proposed project is designated open space and contains a bike path. There are no major gathering areas where the community members would interact and the project area functions primarily as a residential and commercial transportation corridor within the City.

4.1.2 Environmental Consequences

Regional Population Characteristics

The Build Alternatives would involve widening Washington Boulevard, replacing the Andora Underpass, and modifying the bike lanes and trails in the study area. As discussed in Chapter 3, the Build Alternatives would not induce unplanned growth. In addition, the Build Alternatives would not remove housing, so no displacement would occur. Therefore, the Build Alternatives would not contribute to changes in the population and demographic characteristics of the study area and region.

4.1.2.1 Neighborhoods/Communities/Community Character

Land use and zoning designations in the immediate and surrounding areas would not change as a result of the proposed project. Access would be improved, as would mobility throughout the study area. Traffic and delay would improve, and pedestrian and bicycle facilities would be modified but improved in the study area. The overall community character would not change.

4.1.3 Avoidance, Minimization, and Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

4.2 Economic Conditions

4.2.1 Affected Environment

As of February 2017, there were 179,300 people in the labor force in Placer County, with a 4.3% unemployment rate (California Employment Development Department 2017). The most current employment industry information is from December 2015, and is shown in Table 4-2 below.

Table 4-2. Employment Industry Data

Industry	Total Employed
Total Farm	200
Total Nonfarm (including mining, logging, construction, manufacturing, goods)	154,100
Service Providing	134,800
Information	2,600
Financial Activities	11,700
Professional & Business Services	18,800
Educational & Health Services	24,800
Leisure & Hospitality	20,200
Other Services	5,800
Government	19,800

Source: California Employment Development Department 2016.

Businesses in the southern portion of the study area include an industrial/commercial complex along Derek Place and an Extra Space Storage on Washington Boulevard. Businesses on Derek Place include John’s Auto Care, Mr. Sprinkler Fire Protection, Home Again Medical, Jewelry Supply, and Dream Theatre Inc. Businesses in the northern portion of the study area include an industrial/commercial complex along Galilee Road, which includes West Roseville Pet Hospital, Celebrations, Bio Initiatives LLC, JFC Electric, Wacky Tacky, Team One Networking, Patriot Machining and Fab, Blacktop Company, Ambience Floral Design, All American Softball Inc., Pleasant Grove Self Storage, Chevron, Justin’s Roseville Car Wash, and Firestone Auto Company.

4.2.2 Environmental Consequences

The proposed project would result in minor benefits to the economy as a result of increasing travel efficiency. Benefits that may accrue to individuals and businesses in the project vicinity include reductions in travel times and fuel use, contributing to cost savings. These effects would be slight, however, and are not expected to change employment and income in the area. During the construction period, the project would be responsible for the employment of construction workers. The construction process would result in temporary employment and income benefits to the region.

Access would be maintained to all businesses in the study area. Currently, businesses along Derek Place are accessed by Washington Boulevard, which would not change during project construction or operation. Businesses in the northern portion of the study area are accessed by

Pleasant Grove Boulevard. Under the proposed project, Washington Boulevard would be closed and traffic would be rerouted. Employees and patrons who would normally cut through the study area on Washington Boulevard would likely use Foothill Boulevard to reach Pleasant Grove Boulevard and would use Junction Boulevard to reach the businesses on Derek Place. No businesses within the study area or the surrounding area would be displaced or relocated as a result of project implementation. In addition, the proposed project would not bypass any business in the vicinity, and is not expected to result in effects on commercial operations along the corridor or within the project vicinity.

4.2.3 Avoidance, Minimization, and Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

4.3 Community Facilities and Services

4.3.1 Affected Environment

4.3.1.1 Community Facilities

There are several schools in the study area, including George A. Buljan Middle School on Washington Boulevard approximately 0.25 mile northeast of the project limits. Bradford Woodbridge Elementary School is approximately 0.5 mile south of the project limits, and Ferris Spanger Elementary School is approximately 0.7 mile southeast of the project limits.

4.3.1.2 Emergency Services

Police Protection

The City of Roseville Police Department, headquartered at 1051 Junction Boulevard (approximately 0.2 mile south of the project limits), provides primary law and traffic enforcement for the portion of the study area within the city. The department maintains a full service police department with approximately 197.5 staff including 130 sworn officers. The Roseville Police Department is responsible for patrol duty within the city limits, including parks and open space areas, responding to and investigating crimes and other calls for service, providing animal control services, and traffic safety (i.e., enforcing the Vehicle Code and responding to traffic collision or traffic hazard calls).

Fire Protection

The City is responsible for fire protection services in the study area within the city limits. The Roseville Fire Department has eight existing fire stations and two planned fire stations in the city, and additional fire stations will be planned as future specific plans and/or annexations occur. The fire department currently employs 133 personnel, and primarily responds to medical emergency calls but has the capability to respond to fire, hazardous material incidents, and

rescue calls. The project area is within District 2 and is served by Fire Station #2 at 1398 Junction Boulevard.

4.3.1.3 Utilities

Utilities in the study area include gas lines, overhead electric lines, underground electric lines, fiber optic cables, water lines, sewer lines, and storm drain lines.

The City operates its own electric utilities, Roseville Electric Utility and Environmental Utilities (EU), which provide electricity to residents and businesses within the city limits. Roseville Electric Utility constructs, operates, and maintains the City's electric distribution system. EU also provides water, sewer, and wastewater service. PG&E provides natural gas to the City. Underground PG&E gas lines run along Washington Boulevard in the study area. Consolidated Communications provides telephone service to the City. Comcast provides local cable television service.

4.3.2 Environmental Consequences

4.3.2.1 Community Facilities

Under the proposed project (Alternative 1), construction would require temporary closure of Washington Boulevard for 5–6 months, during which vehicles would be rerouted on city streets. In a traffic study prepared for the proposed project, it was determined that closing Washington Boulevard would result in traffic impacts on surrounding intersections. In order to accommodate the increased vehicular traffic on the detour route, the Foothills Boulevard/Junction Boulevard intersection would be temporarily restriped to add a second left-turn lane from southbound Foothills Boulevard to eastbound Junction Boulevard. In addition, existing traffic signals would be temporarily modified to provide an adequate LOS during the construction period. Advanced notice and coordination with local school officials would be included in the TMP to minimize any potential impacts on school bus routes and delays.

Under Alternative 2, one lane of traffic on Washington Boulevard would remain open during construction. Motorists would experience more delays during construction under Alternative 2 if the road is reduced to one lane with one-way flagging operations. It is anticipated that more than half of the normal traffic would use an alternative route.

4.3.2.2 Emergency Services

As stated above, motorists would experience more delays under Alternative 2 compared to Alternative 1. Any required closures would be coordinated with emergency service providers so as not to hinder emergency responses. Project operation would improve traffic congestion and allow for formal passing opportunities. This would be safer, more reliable, and more efficient for emergency service providers and would be a benefit to those served by these providers.

4.3.2.3 Utilities

Both Build Alternatives would require relocation of City-owned sewer and water lines, underground telecommunication lines, and potential adjustments to underground PG&E gas lines. Any required utility coordination and service disruptions would be minimized to the extent feasible and would be communicated with customers in advance of any disruption to allow for alternative service arrangements.

4.3.3 Avoidance, Minimization, and Mitigation Measures

Traffic Management Plan

The City will require the construction contractor to implement a traffic management plan (TMP), including a construction schedule and plan to meet the City's notice procedures, before construction activities are initiated. This plan will identify general methods by which construction activities will be managed to minimize substantial delays to traffic. The plan will incorporate the following guidance and components provided in the *Final Transportation Study for the Washington /Andora Widening Project* (Fehr & Peers 2017).

Communication: Develop and implement a public information campaign that describes the duration of the street closure and recommends alternative routes. Particular attention should be placed on special events (e.g., school graduations or Placer County Fairgrounds) that may attract unfamiliar users to the City's roadway system.

Demolition and Construction: Describe and analyze the number of employees and their site parking areas, and the number of trucks, their routing/staging, and operating hours.

Wayfinding: Position and operate changeable message sign (CMS) trailers at strategic locations to advise motorists of the street closure and suggest alternate routes.

Traffic Operations: To offset the adverse LOS and delay effects, modify affected intersections as follows:

- Foothills Boulevard/Pleasant Grove Boulevard – Modify signal timing in response to changing travel demand.
- Foothills Boulevard/Junction Boulevard – Modify intersection to add a second southbound left-turn lane.

Bicycle/Pedestrian Travel: Close the multiuse path to all travelers during periods in which construction activity could pose safety concerns to those users. Advertise multiuse path closures in advance and suggest alternate routes.

Emergency Vehicle Response: The City Police and Fire Departments will coordinate with the Engineering and Development and Operations Departments to ensure that all potential effects of the closure have been addressed, including emergency vehicle routing, temporary changes in fire station servicing areas, and emergency vehicle pre-emption at signalized intersections.

Monitoring: The construction TMP will include a monitoring program of daily traffic volumes and speeds on Diamond Oaks Road east of Washington Boulevard. The TMP will describe the frequency of monitoring and establish maximum acceptable thresholds for changes in operations, above which a series of temporary traffic calming measures, such as temporary speed humps, enhanced enforcement, and other measures, may be considered.

The following performance standards will be met at all times during construction:

- Diamond Oaks Road east of Washington Boulevard experiences no more than a 2,000 average daily traffic increase over existing volumes.
- The median vehicular travel speed on Diamond Oaks Road east of Washington Boulevard increases by no more than 10% over existing conditions.
- Traffic signal timings at the Washington Boulevard/Pleasant Grove Boulevard and Washington Boulevard/Junction Boulevard intersections are adjusted in response to the change in travel demand.
- Construction-related trucks access the work site via Washington Boulevard, and not adjacent neighborhood streets.
- The combination of public outreach and CMS trailers enables the general public to be aware of construction-related street closures and select alternate routes.
- Public transit and emergency provider service times are not adversely affected, based on the performance standards used by those entities.
- The multiuse path remains open and free of debris during periods in which construction operation does not pose any safety hazards to the facility.

4.4 Environmental Justice

Income data is from the American Community Survey 2008–2012. This data is not available at the block group level, so data was collected for census tracts in the study area. Table 4-3 shows the per capita income and the number of people below the poverty level compared to the rest of Placer County.

Table 4-3. Income and Poverty

Area	Per Capita Income	Total Population Below Poverty Level	% Below Poverty Level
City of Roseville	\$33,574	9,689	8.4%
Tract 210.43	\$36,417	75	2.2%
Tract 210.46	\$31,899	631	13.3%
Tract 210.03	\$32,234	429	6.9%
Tract 266	\$29,976	261	5.4%
Tract 210.34	\$30,789	382	9.8%

U.S. Census Bureau. 2008-2012 American Community Survey 5-Year Estimates.

4.4.1 Affected Environment

The census tracts in the study area generally have higher median household incomes than the U.S. Census-defined poverty level for a household of four. Table 4-1 (above) shows the minority populations in the study area, which is predominantly white. The Hispanic population is comparable to that of the city as a whole.

4.4.2 Environmental Consequences

There are no environmental justice populations that would be disproportionately affected by the proposed project. The temporary construction impacts, as well as the benefits, of the proposed project would accrue to all roadway users, including local residents. Implementation of the proposed project would improve the roadway safety for all users of the transportation system, regardless of race, ethnicity, or income. Although substantial adverse impacts were not identified, minor impacts associated with construction-period delays, noise, and air quality would not be borne disproportionately by low-income and/or minority populations.

Potential effects of a project are typically experienced in the area adjacent to and immediately surrounding the project location. Due to the distance of the proposed project from established neighborhoods, the potential for the proposed project to impact the community is considered to be minimal.

4.4.3 Avoidance, Minimization, and Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

Chapter 5 Traffic and Transportation/ Pedestrian and Bicycle Facilities

5.1 Affected Environment

5.1.1 Access, Circulation, and Parking

Washington Boulevard is a two-lane arterial roadway in the study area. Other major arterial streets in the study area are Pleasant Grove Boulevard, Foothills Boulevard, Roseville Parkway, Junction Boulevard, and Industrial Avenue. Parking is provided on street and in designated/private lots at the business and industrial parks in the study area.

5.1.2 Pedestrian Facilities

A two-way Class I multi-use path runs along the east side of Washington Boulevard from Derek Place to Pleasant Grove Boulevard and passes under the UPRR tracks. A Class II on-street bike lane is located south of Pleasant Grove Boulevard and terminates prior to Diamond Oaks Road. Sidewalks are present on the west side of Washington Boulevard between Pleasant Grove Boulevard and Diamond Oaks Road, and south of Kaseberg Drive to Sawtell Road. There is a crosswalk at the intersection of Washington Boulevard and Diamond Oaks Road.

5.1.3 Public Transportation

The portion of the study area within the City of Roseville is served by Roseville Transit. The City of Roseville Alternative Transportation Division of Public Works owns and maintains a bus fleet and contracts with a transit provider for operation of Roseville Transit. Roseville Transit operates three separate transit systems: local, commuter, and Dial-a-Ride, which together provide more than 433,000 passenger trips a year. Roseville Transit's local service operates 11 routes in Roseville with connections to Placer County Transit and Sacramento Regional Transit. Roseville Transit also offers express commuter routes between Roseville and downtown Sacramento, Monday through Friday, during peak commute hours.

Multiple Roseville Transit routes run through the study area, although none run on the Washington Boulevard portion of the study area. The "A" and "B" lines run on Roseville Parkway, North Sunrise Avenue, and Galleria Boulevard. The "M" line runs on Galleria Boulevard, Pleasant Grove Boulevard, and Fairway Drive, while the "S" line runs on SR 65, Roseville Parkway, and Galleria Boulevard. All four lines have transfer points at the Roseville Galleria mall.

5.2 Environmental Consequences

5.2.1 Access, Circulation, and Parking

Under the proposed project, Washington Boulevard would be closed and traffic would be rerouted to Foothill Boulevard and Diamond Oaks Road. A TMP will be implemented to reduce impacts on access and circulation. Measures in the TMP include modifying signal timing in response to changing travel demand and modifying the Foothills Boulevard/Junction Boulevard intersection to add a second southbound left-turn lane.

5.2.2 Pedestrian Facilities

During construction, pedestrians and bicyclists would be affected by the closure of Washington Boulevard under Alternative 1 and temporary lane closure under Alternative 2, and by the presence of construction workers, vehicles, and materials. Providing safe detours during construction would reduce impacts on pedestrians and bicyclists. A TMP will be implemented to reduce impacts on pedestrian facilities. Overall, project operation would substantially improve pedestrian and bicycle facilities, including continuous Class II bike lanes throughout the study area and a new sidewalk. The existing off-street multi-use path would be expanded, providing a direct connection to the existing Class I path that connects to Derek Place. A new segment of multi-use trail would also be constructed on the west side of Washington Boulevard.

5.2.3 Public Transportation

Under Alternative 1, Washington Boulevard would be closed and traffic would be rerouted to Foothill Boulevard. Under Alternative 2, traffic would be delayed during lane closures. No public transit lines run on the portion of Washington Boulevard in the study area, and a TMP will be implemented to reduce impacts on public transportation.

5.3 Avoidance, Minimization, and Mitigation Measures

As stated above, a TMP will be implemented to reduce transportation impacts in the study area.

Chapter 6 Public Involvement

In summer and fall 2016, the City and the project team met with residents and local businesses about the proposed project. More than 45 community members in total attended two meetings with the project team to discuss the project, ask questions, and provide feedback on the project and proposed construction approach. Comments received during these public outreach meetings will be addressed as part of the CEQA document.

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Chapter 8 List of Preparers

This document was prepared by the following staff:

Lindsay Christensen, Environmental Planner, ICF.

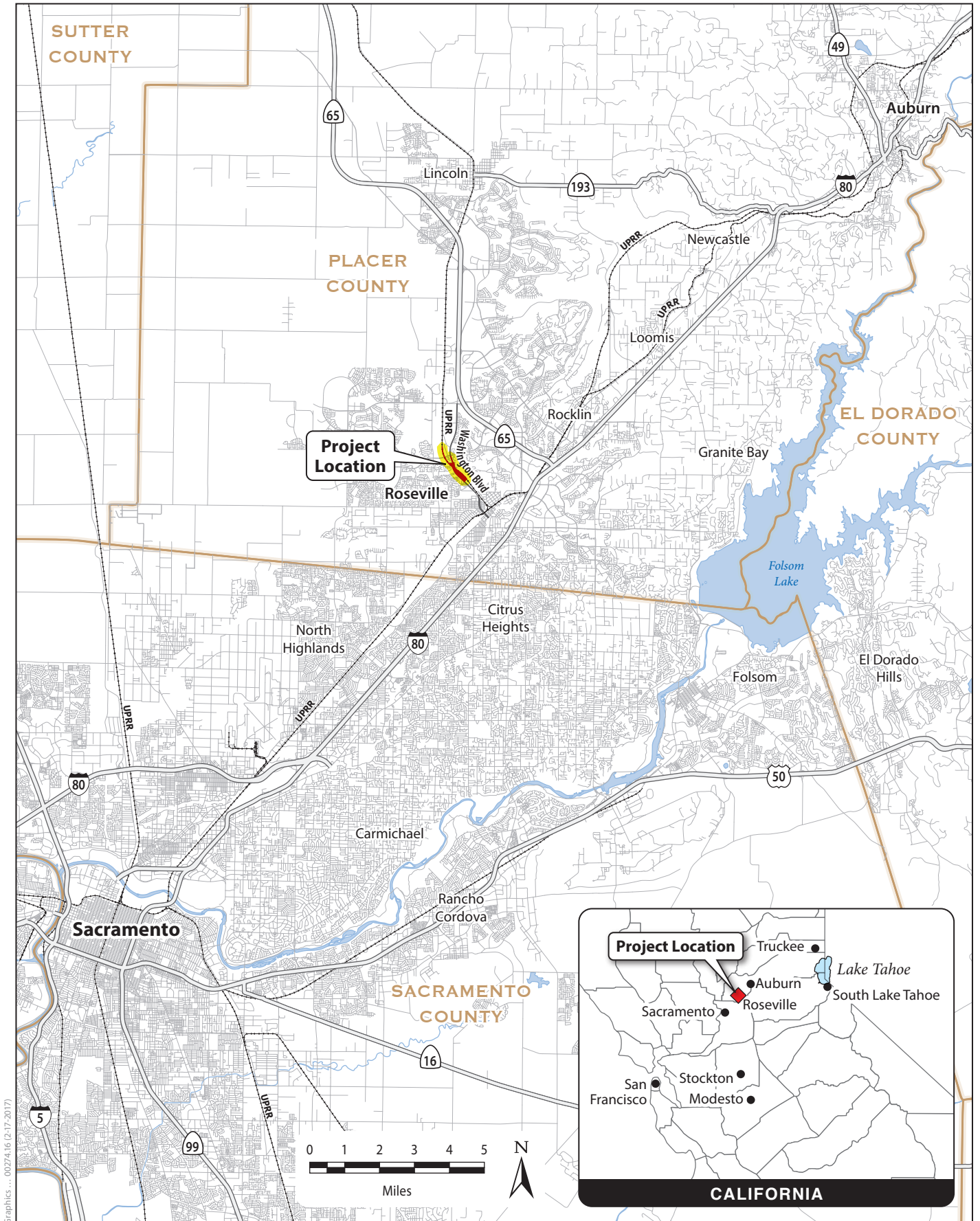


Figure 1
Regional Location

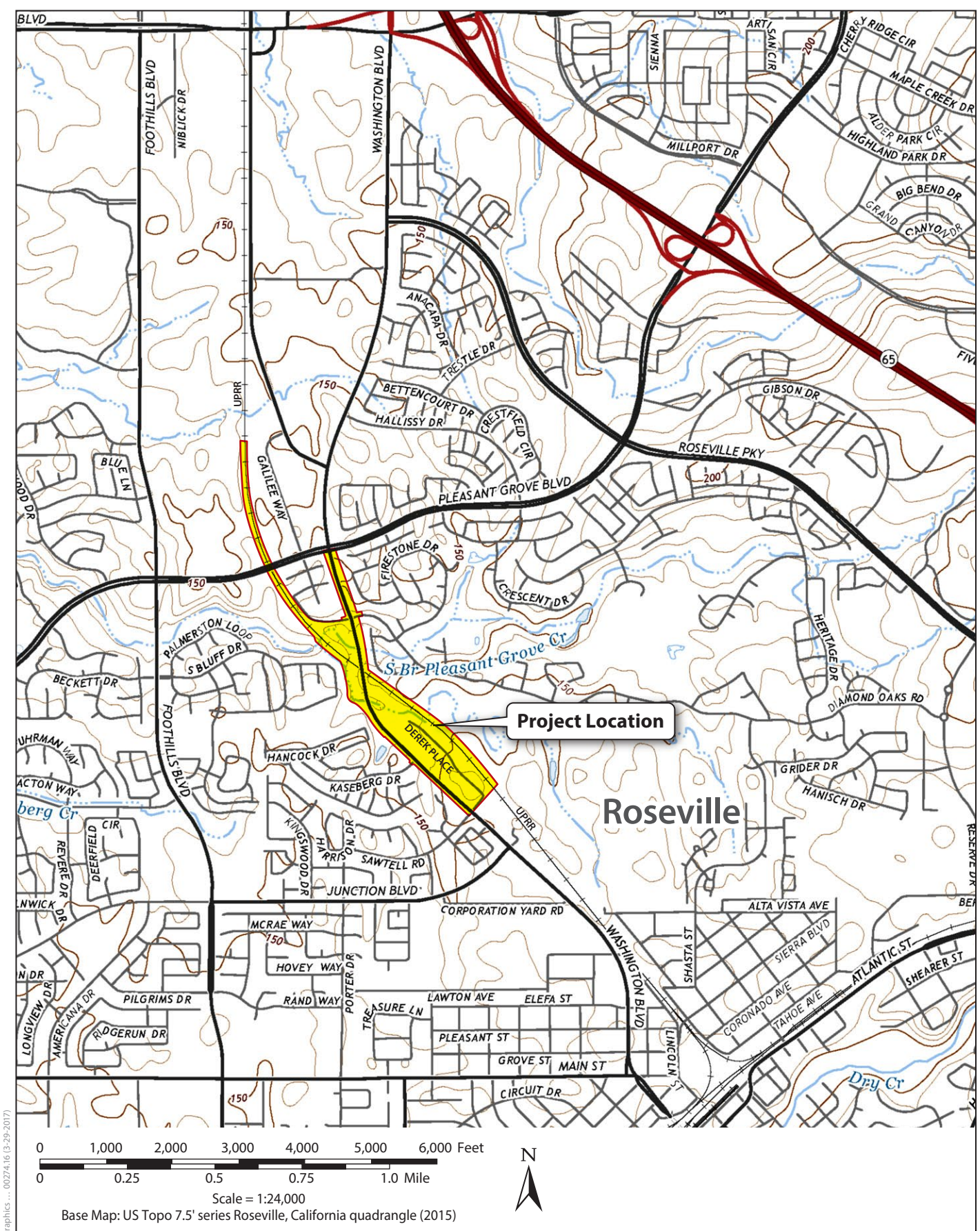


Figure 2
Project Location

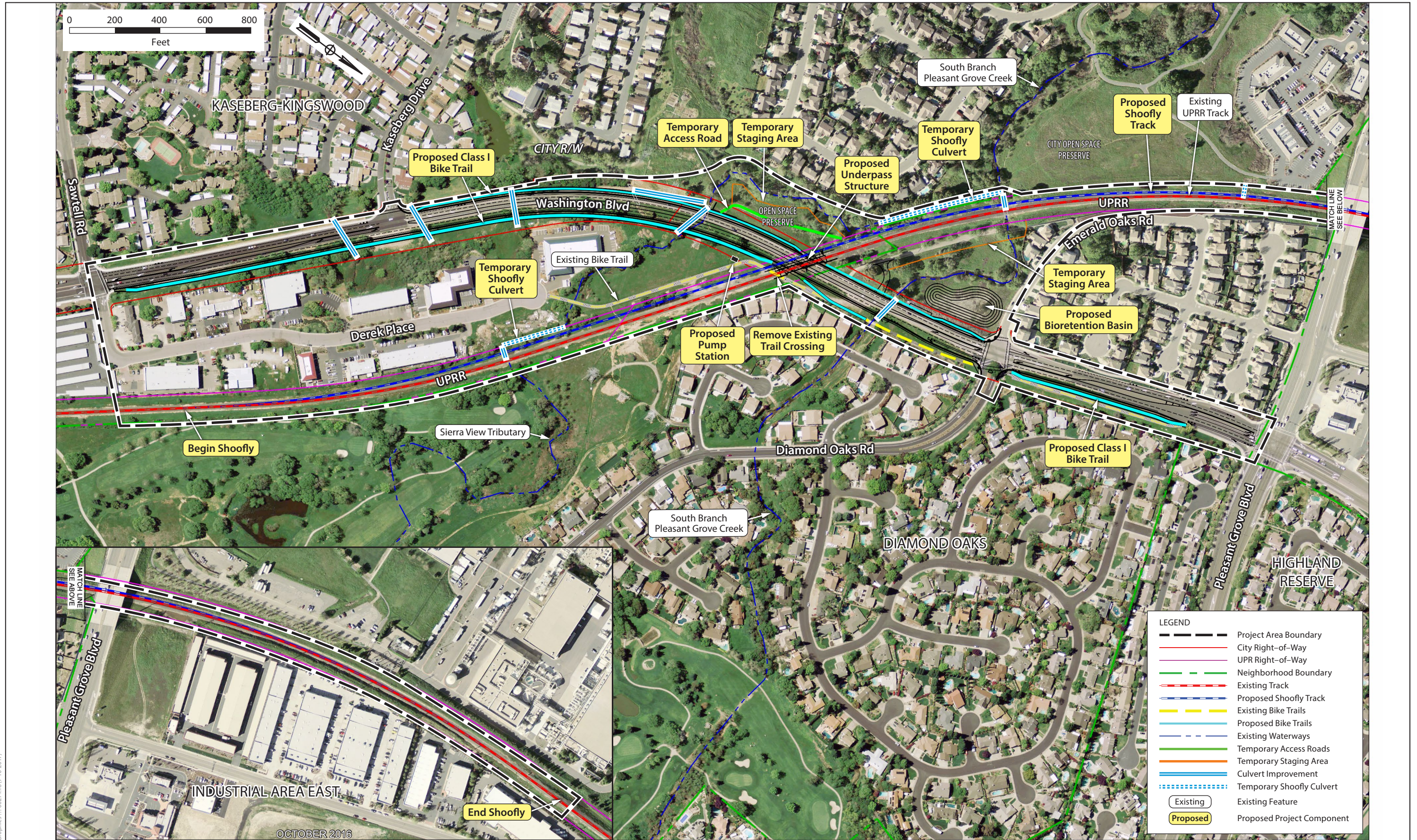
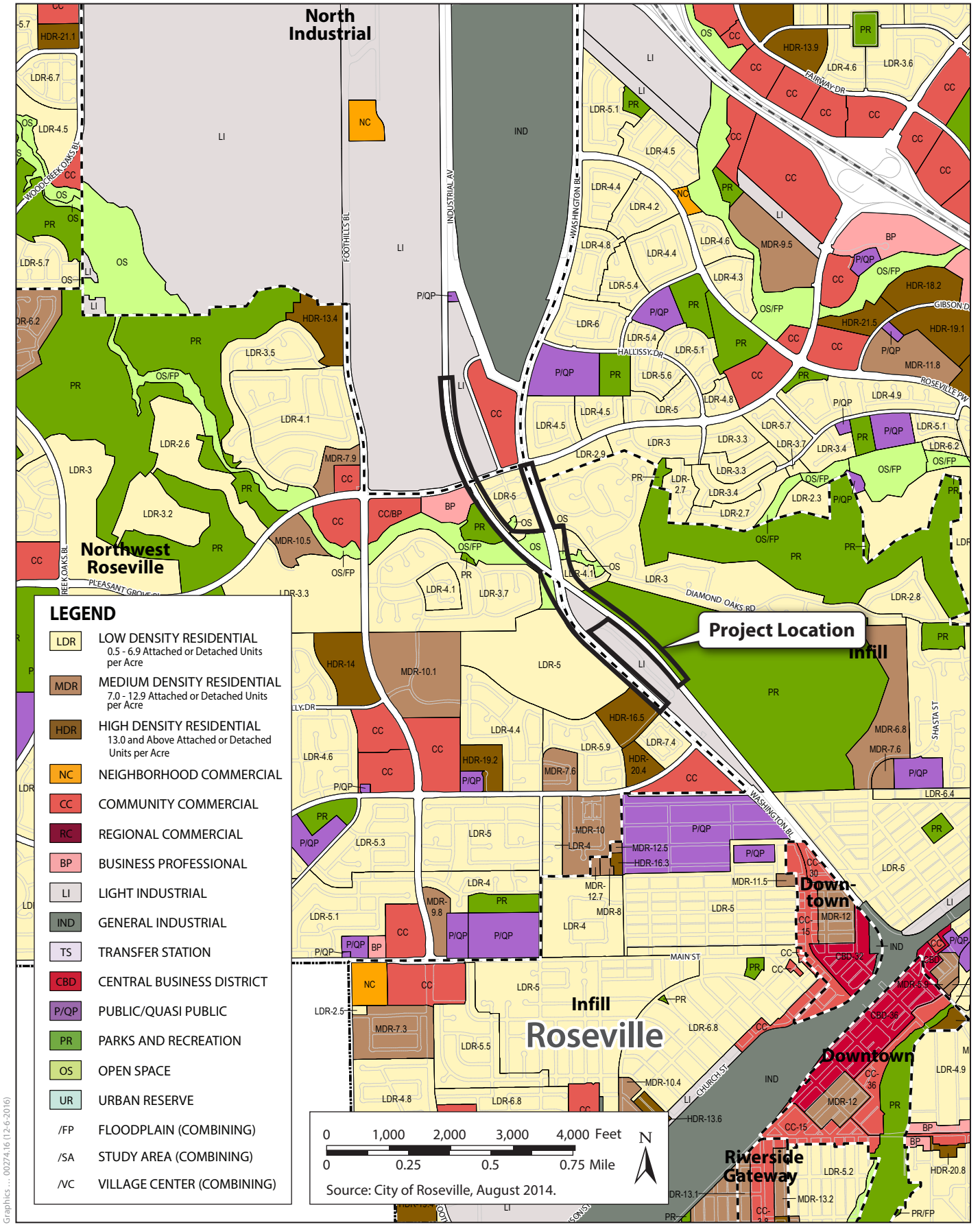


Figure 3
Project Components



Graphics ... 00274.16 (12-6-2016)

HDR-22.3

Figure 5
City of Roseville Land Use Map

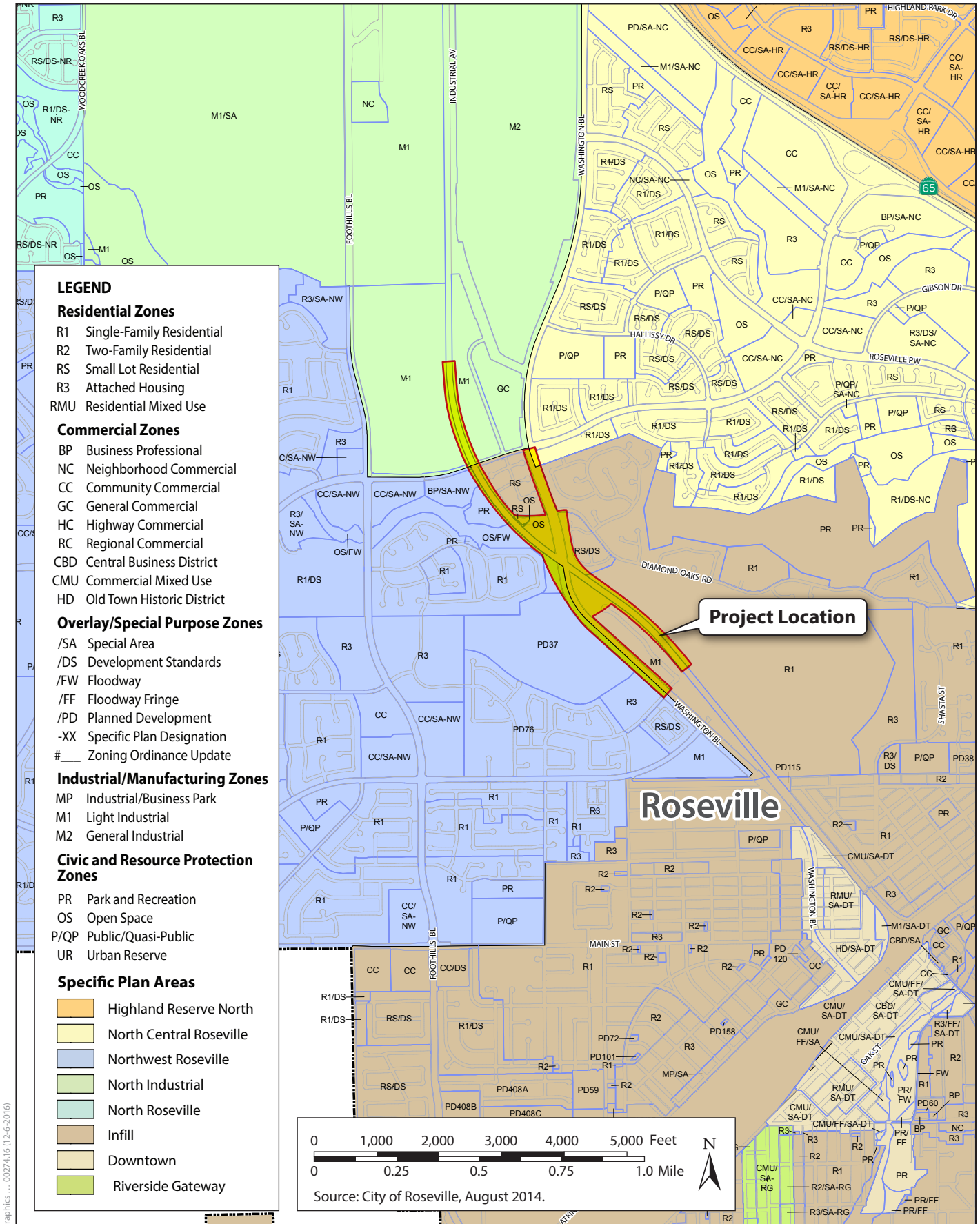
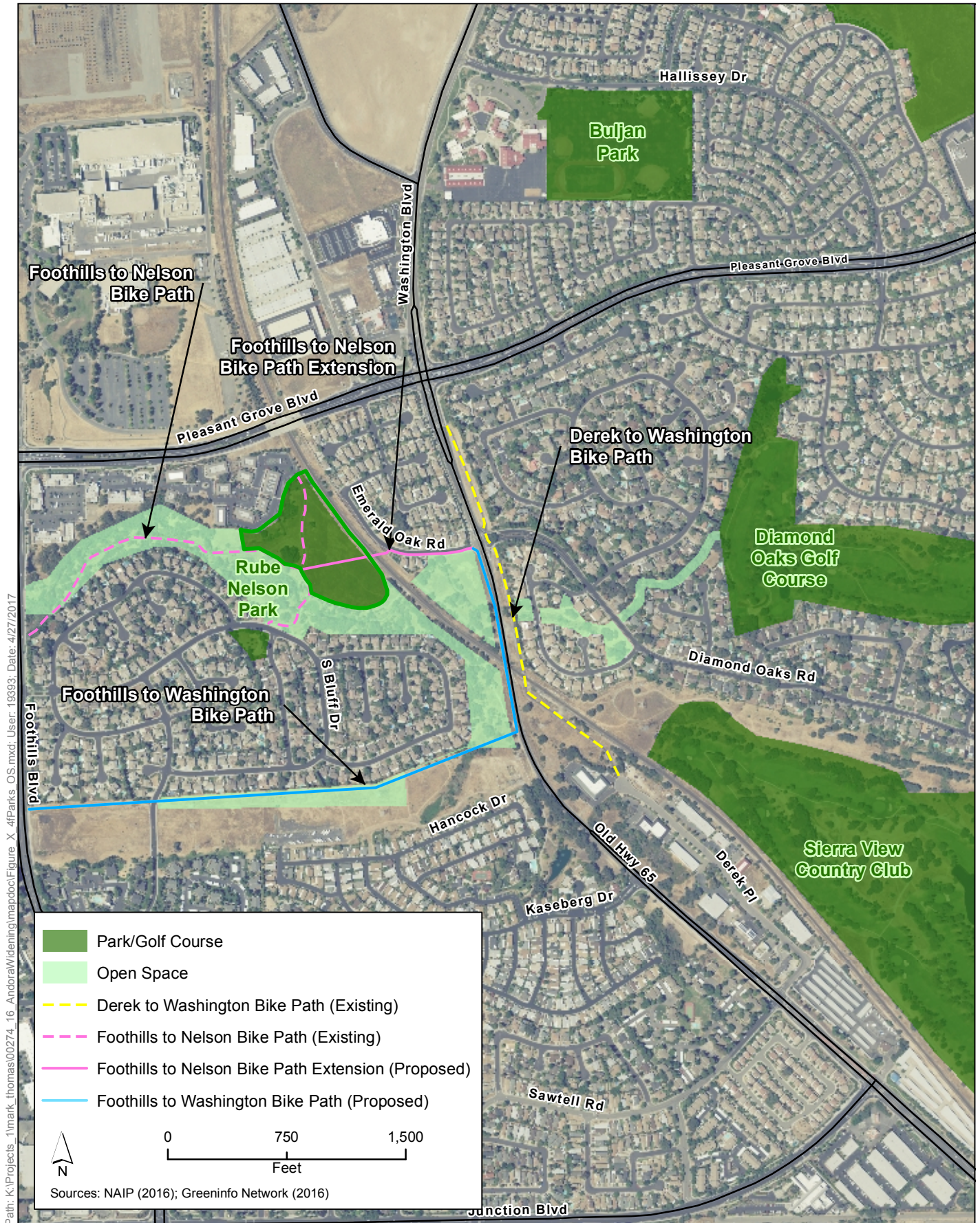


Figure 6
City of Roseville Zoning Map



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Figure 7
Parks and Recreation