

Community Impacts Technical Memorandum

Date:	February 12, 2016
To:	Andy Lee, Project Manager Mark Thomas & Company, Inc.
Cc:	Claire Bromund ICF Project Manager
From:	Peter Feldman ICF Environmental Planner
Subject:	SR 65 Capacity and Operational Improvements Project

Introduction

A community impact assessment (CIA) considers how a project would affect the people, businesses, neighborhoods, communities, and larger social and economic characteristics of an area. A CIA is “a process to evaluate the effects of a transportation action on a community and its quality of life” (California Department of Transportation 2011). This community impacts technical memorandum (CIM) is intended to provide a brief overview of the effects of the State Route (SR) 65 Capacity and Operational Improvements project that would typically be described in a CIA to demonstrate the minor nature of community impacts posed by the project. The location of the project is shown on Figure 1.

Project Description

The proposed project would add carpool lanes or general purpose lanes and auxiliary lanes on SR 65 from north of the Galleria Boulevard/Stanford Range Road to Blue Oaks Boulevard, and would add auxiliary lanes from Blue Oaks Boulevard to Lincoln Boulevard. A no-build alternative and two build alternatives are under consideration.

Carpool Lane Alternative

This alternative would add a 12-foot carpool/high occupancy vehicle (HOV) lane on southbound SR 65 in the median from north of the Galleria Boulevard/Stanford Ranch Road interchange to the Blue Oaks Boulevard interchange. This alternative would also add one 12-foot general purpose lane in each direction of SR 65 from the Galleria Boulevard interchange to the Pleasant Grove Boulevard interchange; and an auxiliary lane in each direction of SR 65 from the Galleria Boulevard interchange to the Pleasant Grove Boulevard interchange, from the Blue Oaks Boulevard interchange to the Sunset Boulevard interchange, and from the Placer Parkway interchange to the Twelve Bridges Drive interchange.

This alternative would also include ramp metering modifications for the slip on-ramps and loop on-ramps along SR 65 from the Galleria Boulevard interchange to Lincoln Boulevard.

General Purpose Lane Alternative

This alternative would add a 12-foot general purpose lane on SR 65 southbound from north of the Galleria Boulevard/Stanford Ranch Road interchange to the Blue Oaks Boulevard interchange, and another lane northbound from the Galleria Boulevard interchange to the Pleasant Grove Boulevard interchange. For added capacity on southbound SR 65, as recommended by the value analysis study, this alternative also includes an additional general purpose lane from the Galleria Boulevard interchange to the Pleasant Grove Boulevard interchange. This alternative also includes extending or adding auxiliary lanes and modifying slip and loop on-ramps for ramp metering, as described in the Carpool Lane Alternative.

No-Build Alternative

SR 65 within the project limits would maintain the existing lane configuration and no SR 65 mainline widening would be constructed. However, several related transportation capacity expansion projects are planned in the study area under construction year (2020) and design year (2040) conditions.

Affected Environment

The proposed project runs through the cities of Roseville, Rocklin, and Lincoln, and a portion of the unincorporated Placer County. Generally, SR 65 serves as a boundary for these cities; development patterns reflect this fact with distinct community developments situated on either side of SR 65. The potential construction impacts of the project are limited because construction would occur entirely within the highway right-of-way. Accordingly, this community impact analysis considers only those areas within 1,000 feet of the SR 65 mainline. This 1,000-foot buffer constitutes the study area for the purposes of this analysis and is shown on Figure 2.

Land Use

Existing and Future Land Use

The study area generally consists of vacant land and open space along either side of SR 65, with a majority of development concentrated along the southern portions of the project area in the cities of Roseville and Rocklin. At the southern end of the project area, land uses consist of the Roseville Galleria mall to the west of SR 65, and large-scale retail and office developments with associated surface parking along the east side of SR 65. This development pattern is consistent through the project area from approximately 0.5 mile north of Pleasant Grove Boulevard to the southern project limit at Galleria Boulevard. From 0.5 mile south of Blue Oaks Boulevard to approximately 0.5 mile north of Sunset Boulevard, the development pattern along SR 65 is sparser large parcels of undeveloped open space land and some light industrial uses along either side of the highway. The vacant land along this leg of SR 65 consists primarily of marsh and surplus land that is designated for industrial and commercial use. Continuing north along SR 65 and into unincorporated Placer County, development becomes sparser still, with similarly undeveloped parcels lining both sides of

SR 65 up to the northern project limits in the City of Lincoln. This leg of the project area also has industrial development interspersed along the west side of SR 65 but consists mostly of vacant, undeveloped marsh land that is designated for industrial use (Placer County 2013; and City of Lincoln 2014). The project area is also defined by several waterways that meander through the undeveloped open space areas along SR 65. These waterways are considered floodplains in the Roseville General Plan Conservation Element (City of Roseville 2012) and the land surrounding them is designated open space and preserve areas (City of Roseville 2007). The flood risk associated with much of the vacant land accounts for its undeveloped nature.

The only residential development within the study area is in the City of Lincoln, beyond the northern project limits. This large, low-density residential development is located along Lincoln Boulevard, but separated from it by train tracks. This housing development does not access SR 65 from Lincoln Boulevard, but rather from Ferrari Ranch Road, approximately 0.5 mile to the north of the northern project limit.

Adopted Plans and Programs

Roseville General Plan

The Roseville General Plan applies to the portion of the study area located in the City of Roseville. The first comprehensive General Plan for Roseville was adopted in 1977. While various elements were updated since 1977, the 1992 General Plan represented the first comprehensive update since that time. A technical update to the General Plan was accomplished in January 2003 that focused on new information resulting from previous City Council actions (e.g., adoption of specific plans and update of the Capital Improvement Program). The last major revision to the General Plan was in September 2010, as part of the Sierra Vista Specific Plan, and this new version, titled City of Roseville General Plan 2025, was adopted by the City Council on May 5, 2010. Since then, minor revisions have been made, including changes associated with adoption of the Creekview Specific Plan, approved on September 19, 2012.

For purposes of Roseville General Plan policy development, the city is divided into 14 specific plan/planning subareas. The project is located within the North Central Roseville, Infill, Northeast Roseville, and Stoneridge planning areas. The Land Use Element of the Roseville General Plan describes the land use designations that appear on the plan's land use diagram. This element also outlines the legally required standards of density and intensity for the designated land uses. The Circulation Element describes the proposed circulation system and the street classification system.

Rocklin General Plan

The Rocklin General Plan applies to the portion of the study area located in the City of Rocklin. Adoption of the first Rocklin General Plan corresponded with the population boom and expansion of business and industry that began in 1974. The City of Rocklin updated the General Plan in 1991 to reflect the diversifying character of the community associated with new growth. The most recent update to the General Plan was in October 2012. Similar to Roseville, the Land Use Element of the Rocklin General Plan describes the land use designations that appear on the plan's land use diagram and outlines the legally required standards of density and intensity for these designated land uses. The Circulation Element describes the proposed circulation system and the street classification system. The relevant policy identified in the Circulation Element is Policy C-12, which seeks to

encourage improvements to the existing Federal Interstate and State highway system, and the addition of new routes that would benefit the City of Rocklin.

Lincoln General Plan 2050

Adopted by the City Council in 2008, the Lincoln General Plan 2050 serves as a long-term policy guide for physical, economic, and environmental growth for the City of Lincoln and provides for the community's vision of its ultimate physical growth. As with the Roseville and Rocklin General Plans, the Land Use Element of the Lincoln General Plan describes the land use designations and defines the development standards and limitation for each land use type and designation. The primary goal described in the Land Use Element is to plan growth in the City in an orderly pattern consistent with the economic, social, and environmental needs of Lincoln.

Placer County Transportation Planning Agency Regional Transportation Plan

The Placer County Transportation Planning Agency (PCTPA) is the forum for making decisions about the regional transportation system in Placer County. The nine-member PCTPA Board of Directors consists of one councilmember from each of Placer County's six incorporated jurisdictions (including Roseville and Rocklin), two members of the Placer County Board of Supervisors; and one citizen representative (Placer County 2013a).

The PCTPA 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 2013a). The RTP identified the project as "State Route 65 HOV Lanes" (Sacramento Area Council of Governments Project ID CAL18796). The RTP also designated funding for the project and scheduled completion in 2033.

City of Roseville Open Space Preserve Overarching Management Plan

The City of Roseville Open Space Preserve Overarching Management Plan 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 Open Space Preserve Overarching Management Plan 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.

Park and Recreation Facilities

There are no parks or recreation facilities in the immediate vicinity of the project site. The nearest park to the project is Summerhill Park in Roseville located approximately 1,000 feet from the project improvements and separated by a large, undeveloped open space area. Along this open space area is a multi-use paved trail that runs between Washington Boulevard and Pleasant Grove Boulevard. An

additional multi-use paved trail runs from Pleasant Grove Boulevard along a creek and up to the project limits at an existing culvert along southbound SR 65.

Community Characteristics

SR 65 serves as a boundary for much of the development and jurisdictional planning within the project area. With the exception of the Stanford and Stanford Crossing neighborhoods of Roseville, the project area can be defined as the City of Rocklin along the east side of SR 65 and the City of Roseville and unincorporated Placer County along the west side of SR 65, with no discernable development pattern that extends across SR 65. The City of Lincoln is located at the north end of the project and extends across both sides of SR 65. The demographic profile consists of population, housing, and community characteristics in the study area. Because the proposed project does not have the potential to affect housing availability, housing characteristics are not addressed in this CIM. In addition, because residential uses in the immediate vicinity of the project are limited, and the project will be benefiting the regional population, only the demographic characteristics of the affected cities are provided in this evaluation.

Population

From 2000 to 2010, the average annual growth rate (AAGR) for population in Placer County as a whole was 3.4%, a rate nearly three times California's population AAGR of 1.0% during this period. Most of this growth occurred in the incorporated areas of the county, where the AAGR was 5.0% between 2000 and 2010 (Placer County 2013).

The City of Roseville's population in 2010 was 118,788. From 2000 to 2010, the city's population increased by approximately 48.63% (Placer County 2013).

The City of Rocklin's population in 2010 was 56,974. From 2000 to 2010, the city's population increased by approximately 56.82% (Placer County 2013).

The City of Lincoln's population in 2010 was 42,819. From 2000 to 2010, the city's population increased by approximately 282.14%. Given the large amounts of vacant land in the City's sphere of influence, continued growth in the city is expected (Placer County 2013).

Table 1 shows the existing regional and local population change.

Table 1. Existing Regional and Local Population Change

Area	2000	2010	Percent Change (%)	AAGR (%)
Placer County Total	248,399	348,432	40.27	3.4
Roseville	79,921	118,788	48.63	4.0
Rocklin	36,330	56,974	56.82	4.6
Lincoln	11,205	42,819	282.14	14.3

Source: Placer County 2013.

Race and Ethnicity

The 2013 American Community Survey (U.S. Census Bureau 2015), estimates the total population of Placer County is 355,924. Of the total population, the largest group was white (approximately 75.4%), and persons of Hispanic or Latino origin of any race made up the next largest group (13%). The remaining population in descending order of proportion was Asian, two or more races, Black or African American, American Indian/Alaskan Native, other race, and Native Hawaiian/Pacific Islander (Table 2). While the demographic characteristics of the cities of Roseville, Rocklin, and Lincoln are generally consistent with those of the county, all of the project-area cities have lower levels of white residents, with varying though similar levels of other minority residents (U.S. Census Bureau 2015). Table 2 shows the ethnic distribution of the project area cities.

As shown in Table 2, the project area cities are racially and ethnically similar, making for a homogenous demographic character. Given the low levels of minority residents and lack of residential development adjacent to the project, environmental justice issues in terms of race and ethnicity are not a concern for the proposed project.

Table 2. Existing Regional and Local Race and Ethnicity Characteristics Estimates (2013)

Area	Total Population	Hispanic or Latino (of Any Race)		Not Hispanic or Latino													
			%	White	%	Black or African American	%	American Indian or Alaskan Native	%	Asian	%	Native Hawaiian/Pacific Islander	%	Other Race	%	Two or more races	%
Placer County	355,924	46,425	13	268,514	75.4	4,147	1.2	1,805	0.5	21,953	6.2	537	0.2	691	0.2	11,852	3.3
Roseville	122,039	18,121	14.8	86,155	70.6	1,807	1.5	357	0.3	11,020	9	226	0.2	320	0.3	4,033	3.3
Rocklin	58,020	7,200	12.4	41,865	72.2	990	1.7	399	0.7	4,616	8	26	0	57	0.1	2,867	4.9
Lincoln	43,467	7,650	17.6	30,916	71.1	378	0.9	277	0.6	2,641	6.1	15	0	55	0.1	1,535	3.5

Source: U.S. Census Bureau 2015.

Income

According to the 2013 American Community Survey (U.S. Census Bureau 2015), the City of Roseville generally has lower income and higher poverty levels than the Placer County cities of Rocklin and Lincoln. However, similar to the racial and ethnic characteristics described above, all of the project area cities have fairly consistent income characteristics and levels of poverty, such that the project area can be defined as homogenous. The project area cities do not have income characteristics that suggest potential for disadvantaged communities, and given the lack of residential development adjacent to the project, environmental justice issues in terms of income and poverty are not a concern for the proposed project.

Table 3. Income and Poverty Estimates for Placer County and the Study Area (2013)

Area	Median Family Income (\$)	Per capita Income (\$)	% of Families Below Poverty Level	% of All People Below Poverty Level
Placer County	87,352	34,886	6.1	8.7
Roseville	81,400	31,911	6.9	9.5
Rocklin	89,942	34,290	6.5	8
Lincoln	89,380	33,622	5.7	8.3

Source: U.S. Census Bureau 2015.

Community Characteristics

Community Character and Cohesion

The project area is characterized by big box commercial land uses, light industrial warehouse development, and large expanses of undeveloped land designated for industrial and commercial use. As described previously, SR 65 serves as the jurisdictional boundary for the cities of Roseville, and Rocklin, with a small portion of Roseville located on the Rocklin side of the freeway. The City of Lincoln is located at the north end of the project. There is limited residential development in the immediate vicinity of the project, with little to no community-serving facilities such as parks or community centers within 1,000 feet of the project limits. In this sense, SR 65 serves as a barrier between the individual communities contained in the project area cities, and the development patterns are consistent with this characterization. The City of Roseville identifies two distinct neighborhood associations, Stanford and Stanford Crossing, on the east side of SR 65; and four distinct neighborhood associations, Highland Reserve, Galleria, Creekside, and Harding, on the west side of SR 65 (City of Roseville 2014). The cities of Rocklin and Lincoln do not have distinct neighborhoods identified in their planning documents, but based on development patterns, the cohesive community elements of these cities are located outside the study area and closer to the respective city centers. Residential development in Rocklin and associated community facilities (i.e. churches, schools, parks), are located along Lone Tree Boulevard, which is separated from the SR 65 mainline by intervening commercial and industrial development, or vacant land or open space.

The only residential development and cohesive community in the study area is in Lincoln, near the northern project limits. This neighborhood is a relatively new housing tract that is typical in the region and characteristic of recent development in the project area. The housing development is separated from the project by train tracks and residents are only able to access SR 65 from Ferrari Ranch Road, approximately 0.5 mile north of the northern project limits.

There are no community facilities such as schools or parks within the study area. A small number of places of worship, such as Bridgeway Christian and Creekside churches, are found within the study area; both are located along the Sunset Boulevard/SR 65 exit on the west side of the mainline. However, without exception, all places of worship within the study area are located in commercial or industrial developments and serve a regional population that commute to these houses of worship. These churches would not be affected by project construction.

Community Facilities and Services

Emergency Services

The following section discusses emergency services (which includes police, fire, and emergency medical services) and utilities and communications providers in the study area.

Police Protection

The City of Roseville Police Department, headquartered at 1051 Junction Boulevard (west of the study area), provides primary law and traffic enforcement for the portion of the study area within the City of Roseville. The department maintains a full-service police department with approximately 195 full-time staff, including 127 sworn officers (this results in a ratio of 1.2 officers per 1,000 population), and other staff as needed to support the department's mission and meet community needs. No Roseville police stations are located in the study area.

Rocklin Police Department provides police protection services for the portion of the study area located within the City of Rocklin. The nearest police station to the project is located outside the study area at 4080 Rocklin Road. The police department is responsible for response to all police calls for service, including emergency and routine calls for service, traffic accidents, and initial criminal investigations. In addition to a patrol unit, the department includes a traffic unit, S.W.A.T. team, critical incident negotiation team, canine program, animal control officers, and the Reserve Police Officers Program. As of July 2014, the total staff includes 54 sworn officers and 27 professional staff (City of Rocklin 2013).

The Lincoln Police Department serves the northern portion of the study area within the City of Lincoln. Within the department, the patrol department comprises the largest division and is responsible for emergency response. With 18 sworn officers the department has an emergency response goal of under 4 minutes (Clark pers. comm.).

Fire Protection

The City of Roseville 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 primarily responds to medical emergency calls but has the capability to respond to fire, hazardous material incidents, and rescue calls. The fire department, which employs approximately 119 staff, received 12,925 calls for service in 2012. The fire department meets its goal of responding to calls in 492 seconds in populated areas approximately 90 percent of the time and has an Insurance Service Organization rating of 3 (City of Roseville 2014). One fire department located at 911 Highland Point Drive is located within the study area and serves Response District 7, which comprises a majority of the study area within the City of Roseville.

For the portion of the study area in the City of Rocklin, fire prevention, fire suppression, emergency medical, and technical rescue services are provided by the City of Rocklin Fire Department. There are no stations located within the study area but the nearest station is located at 2001 Wildcat Boulevard. In addition to emergency response and rescue, the fire department maintains the fire stations, fire apparatus, and water systems essential for fighting fires in the community.

The City of Lincoln Fire Department provides fire prevention and emergency medical response within the City of Lincoln. The department maintains a minimum of six personnel on shift every day

and covers roughly 20 square miles from its three stations located throughout the City of Lincoln. Lincoln Fire Department call volume has more than tripled since 2001 from 980 calls for service to 3,977 calls for service in 2014 (City of Lincoln 2016).

Utilities and other Public Services

The following section utilities and communications providers in the study area.

Electricity and Natural Gas

For the portion of the study area within the City of Roseville, the City of Roseville operates its own electric utility (Roseville Electric), which provides electricity to residents and businesses in this portion of the study area. Roseville Electric engages on behalf of the City of Roseville in power resource and transmission planning, acquisition, and demand-side resource management and efficiency. Roseville Electric constructs, operates, and maintains the City's electric distribution system.

For the portion of the study area within the City of Rocklin, privately-owned Pacific Gas and Electric Company (PG&E) provides electrical and natural gas services to the City of Rocklin and is required by the State Public Utilities Commission to update the systems to meet any additional demand. PG&E builds infrastructure on an as-needed basis. PG&E, Sacramento Municipal Utility District (SMUD) and Western Area Power Administration (WAPA) do not own or operate any electric overhead utilities that cross the SR 65 mainline.

Water Supply

The City of Roseville's water is primarily derived from surface sources, mainly American River water delivered through Folsom Lake. Through this intake Roseville receives water from the U.S. Bureau of Reclamation as well as Placer County Water Agency (PCWA) raw water that is wheeled through U.S. Bureau of Reclamation facilities. While surface water is the City's primary supply source, groundwater is occasionally used as a short term, back-up supply for drought and emergency conditions (City of Roseville 2010).

The City of Roseville's water distribution system includes raw water facilities to deliver surface water supplies to the City's water treatment plant and the potable water facilities that deliver potable water to City water customers. In addition to the potable water system, the City also owns and operates wastewater treatment facilities which produce recycled water. This resource is delivered through a City owned and operated recycled water distribution system (City of Roseville 2010).

The City of Rocklin receives its water supply from the PCWA. The PCWA service area is currently divided into five zones. The City of Rocklin General Plan Update Planning Area is located in Zone 1, which is the largest of the five zones and extends north from the northern boundary of the City of Roseville to the City of Auburn and extends to the northwest to include the City of Lincoln.

Schools

The only schools located within the study area are the Western Sierra Collegiate Academy and the Rocklin Academy Gateway, both of which are charter schools located in the City of Rocklin. Western Sierra Collegiate Academy is located approximately 500 feet east of SR 65 at 660 Menlo Drive while

Rocklin Academy Gateway is located approximately 300 feet east of SR 65 at 6550 Lonetree Boulevard.

Environmental Consequences

Land Use Impacts

The proposed project would be constructed within existing transportation right-of-way. Accordingly, no changes to existing land uses would occur. Existing land use designations would also remain unaffected. These modifications would be consistent with existing land use plans, programs, and policies. Temporary construction easements may be required to allow the contractor access to some portions of the project area; however, these would not affect the existing land uses adjacent to the project.

Construction also would require temporary lane closures along the mainline. Temporary increases in traffic congestion would likely result from these temporary construction impacts throughout the project area during the construction period.

While the addition of capacity to highway alignments is typically considered to have potential to induce growth, land use impacts related to growth are not anticipated. The expressed purpose and need of the project is to provide additional capacity to relieve congestion that has been exceeding existing design capacity due to recent accelerated growth along the project corridor. The project would also provide adequate capacity to address projected future growth. Changes to existing land uses that would result from growth have been accounted for in local and regional planning documents. No changes to existing or planned land uses are anticipated to result from the project.

Community Impacts

As discussed under *Community Character and Cohesion*, no cohesive community elements within the study area extend across SR 65, which is an existing barrier and jurisdictional boundary. During the construction period, roadways would remain open with unrestricted travel during hours of non-construction activities. Travelers may experience delays during periods of active construction that would require temporary lane closures along the SR 65 mainline and interchanges. Emergency service providers using the SR 65 mainline may experience minor reduction in response time as a result of lane closures. These delays would be temporary, and implementation of the project's Traffic Management Plan (TMP) would ensure that access to adjacent properties would be provided during construction and that delays would be minimized as much as possible.

Overall, the project would improve traffic circulation along SR 65. The project would not construct any new structures or roadways that would significantly alter the divisions already existing in the community or that could further divide existing communities.

There is no potential for cut-through traffic to disrupt existing neighborhoods or community areas because residents and community-serving land uses are all separated from the project site by commercial and industrial development, or vacant land. Accordingly, no negative effects on community cohesion would be caused by cut-through traffic associated with the project. No community facilities such as Western Sierra Collegiate Academy and the Rocklin Academy Gateway would be affected by construction or operation of the project.

As described under *Community Characteristics*, the study area does not appear to have the characteristic percentages of minority or low income populations that would warrant consideration of environmental justice impacts. In addition, the commercial and industrial nature of the area surrounding the project limits the potential for impacts from the project to affect environmental justice populations because no residents would be directly affected by the project. While residents travelling to and from regional business development and employment centers (e.g., Roseville Galleria and industrial warehouse developments) may experience some construction impacts related to traffic, these impacts would be temporary and minor and would not be considered disproportionately adverse for environmental justice populations.

Avoidance and Minimization Measures

Access and Circulation

Implementation of the avoidance and minimization measures listed below would reduce temporary access and circulation impacts of the project caused by potential traffic delays and obstructed access during construction.

- A TMP will be prepared by the project proponent or its contractor and will be implemented during construction activities. The TMP will contain requirements for public noticing, traffic control implementation, signage, property and business access, and safety during construction. It also will contain information about the construction schedule and detours.
- Advance notice and coordination with businesses and property owners will be included in the TMP to minimize any potential temporary impacts on businesses.
- Advance notice and coordination with emergency service providers will be included in the TMP to minimize any potential temporary impacts on response times.

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Attachment A **Figures**



Figure 1- Project Vicinity



Figure 2 - Community and General Plans



Figure 2 - Community and General Plans

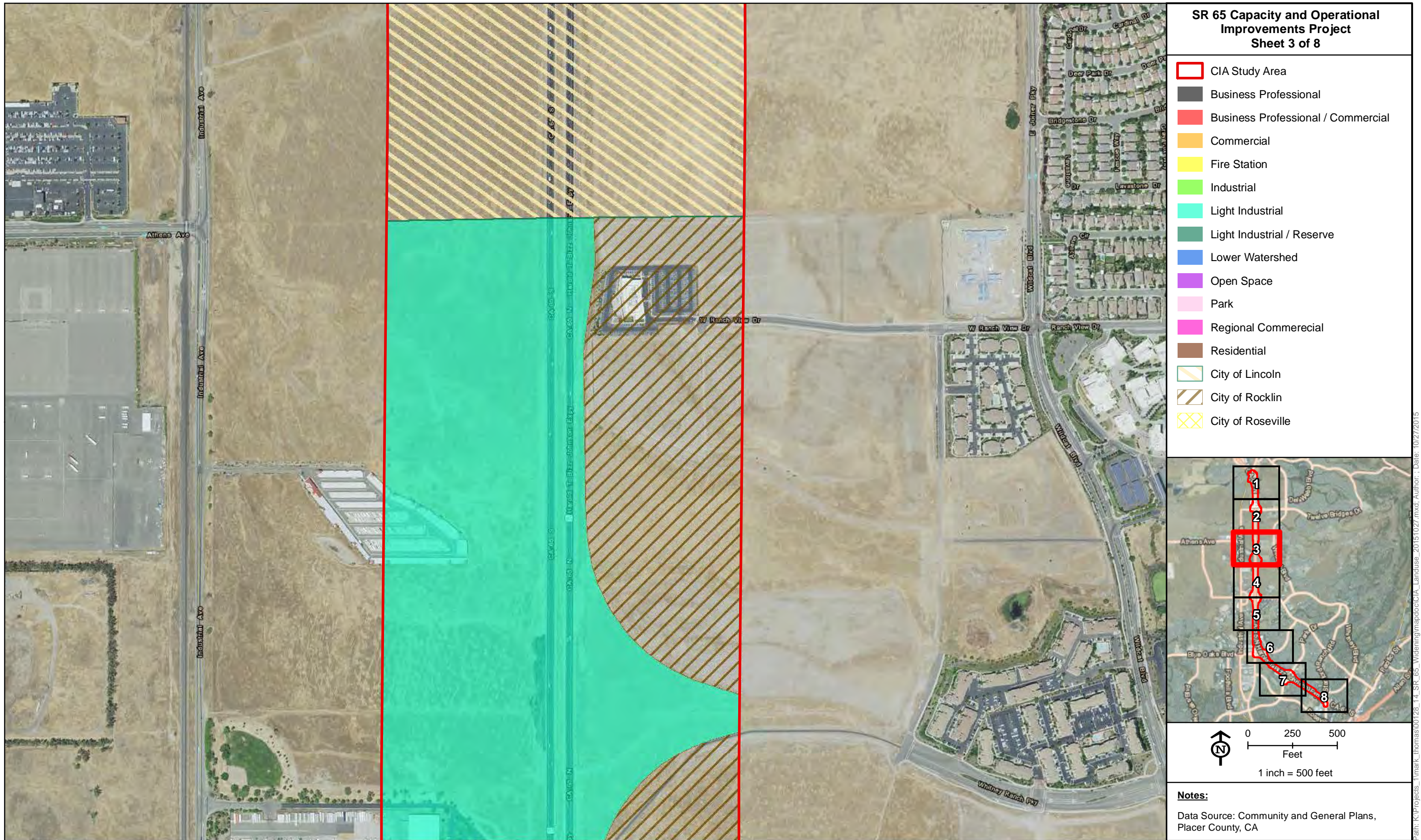


Figure 2 - Community and General Plans

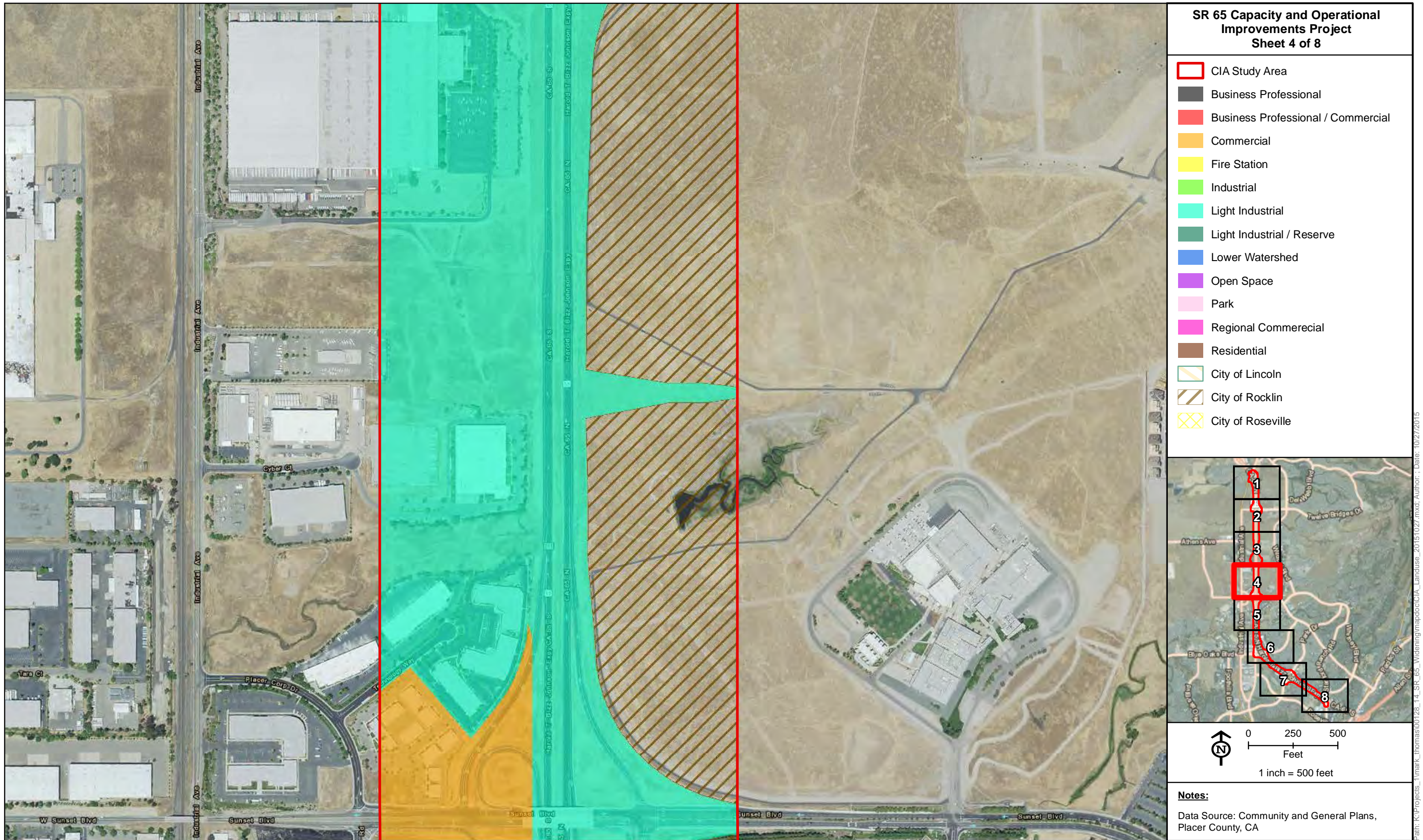


Figure 2 - Community and General Plans

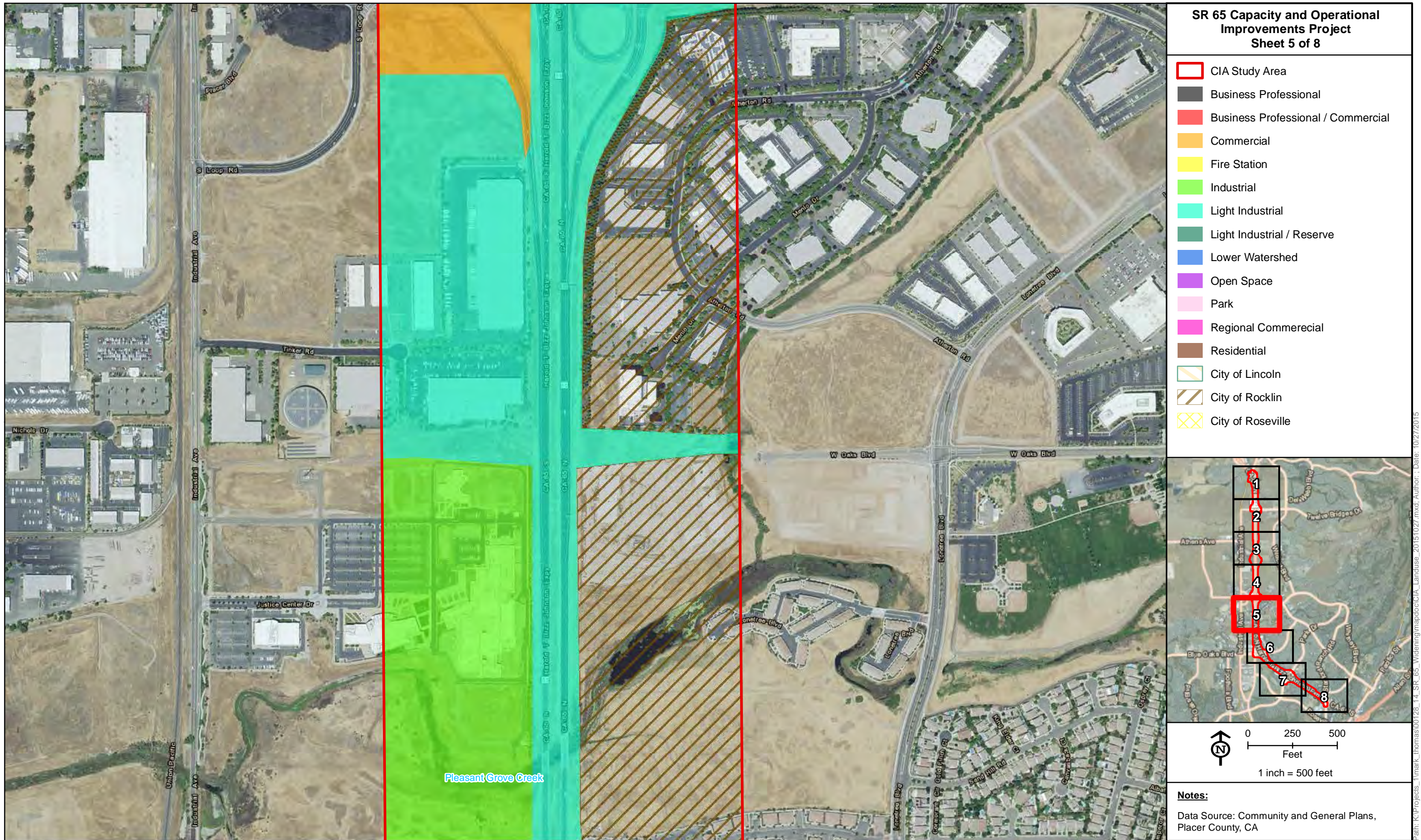


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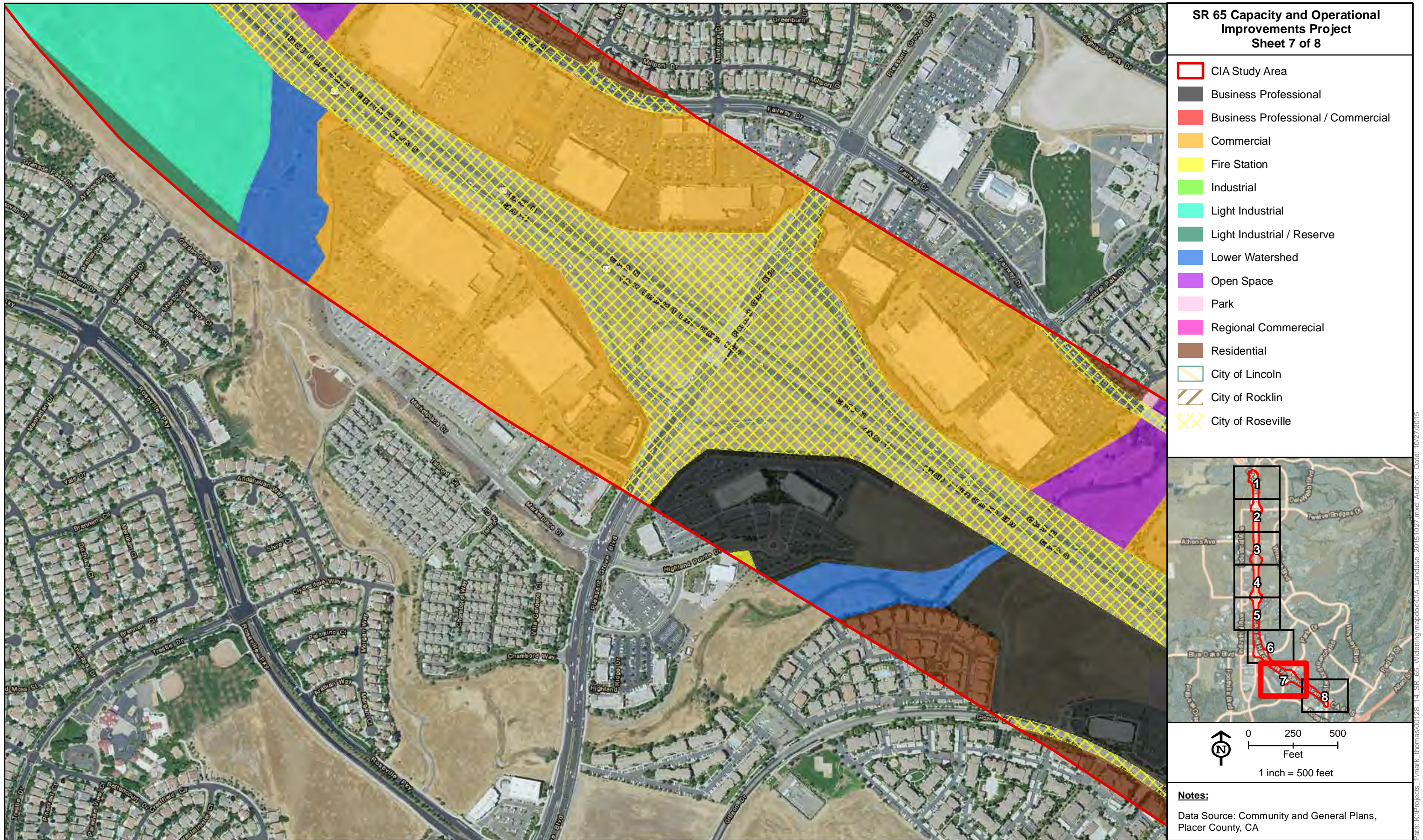


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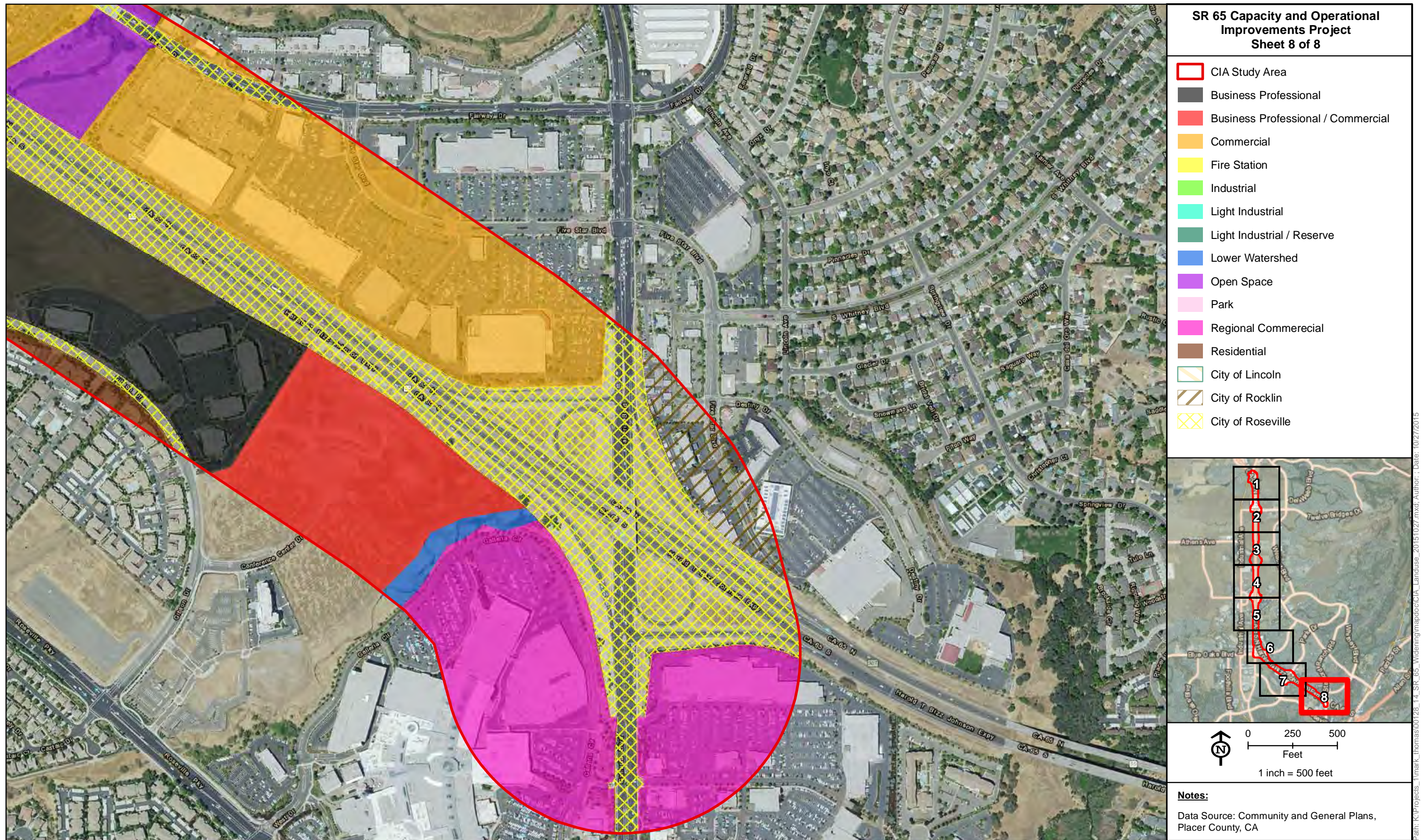


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