2.0 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table 2-2 Impact Summary Table – Proposed Project, originally provided in **Chapter 2** of the DEIR, is reproduced in this chapter. Because no impacts or mitigations measures have been revised, no changes were made to this table.

Table 2-2
Impact Summary Table – Proposed Project

Impact	Level of Significance	Proposed Mitigation Measures from Initial Study	Proposed Mitigation Measures from EIR	Recommended Mitigation Measures from EIR	Residual Significance
AESTHETICS					
Initial Study – Change in the existing visual character or quality of the site and its surroundings.	Less-than-Significant	None Warranted	N/A	N/A	N/A
AGRICULTURAL RESOURCES					
Initial Study – None	N/A	N/A	N/A	N/A	N/A
AIR QUALITY					
EIR Impact 4-1 – Increased short-term criteria air pollutant emissions.	Potentially Significant	N/A	Mitigation Measure 4-1a: Prepare an Emission and Dust Control Plan Prior to Construction. Mitigation Measure 4-1b: Maintain Construction Equipment and Vehicles. Mitigation Measure 4-1c: Provide PCAPCD with a List of Equipment and Anticipated Timeline Prior to Construction. Mitigation Measure 4-1d: Provide PCAPCD with a List of Equipment that Meets CARB Standards Prior to Construction. Mitigation Measure 4-1e: Implement Measures to Reduce Fugitive Dust During Construction. Mitigation Measure 4-1f: Minimize Debris During Construction. Mitigation Measure 4-1g: Implement Measures to Control Dust During Construction.	None Warranted	Less-than-Significant

Table 2-2
Impact Summary Table – Proposed Project
(Continued)

Impact	Level of Significance	Proposed Mitigation Measures from Initial Study	Proposed Mitigation Measures from EIR	Recommended Mitigation Measures from EIR	Residual Significance
			Mitigation Measure 4-1h: Implement Measures to Control Construction Zone Speeds. Mitigation Measure 4-1i: Minimize Idling Time for Diesel-Powered Equipment During Construction. Mitigation Measure 4-1j: Use Low-Sulfur Fuel on Stationary Equipment During Construction. Mitigation Measure 4-1k: Use Low Emission Equipment During Construction. Mitigation Measure 4-1l: Use Existing Nearby Power Sources During Construction. Mitigation Measure 4-1m: Use Registered Portable Engines During Construction. Mitigation Measure 4-1n: Provide PCAPCD with Measures to Enforce Equipment Emission Compliance Prior to Construction. Mitigation Measure 4-1o: No Open Burning During Construction. Mitigation Measure 4-1p: Cease Construction During High Winds. Residual significance: Less-than-Significant		

Table 2-2
Impact Summary Table – Proposed Project
(Continued)

Impact	Level of Significance	Proposed Mitigation Measures from Initial Study	Proposed Mitigation Measures from EIR	Recommended Mitigation Measures from EIR	Residual Significance
EIR Impact 4-2 – Exposure of nearby sensitive receptors to toxic air contaminants (specifically DPM) that would adversely impact their health and well being during construction.	Less-than-Significant	N/A	None Warranted	None Warranted	Less-than-Significant
EIR Impact 4-3 – Regional criteria pollutant emissions.	Less-than-Significant	N/A	None Warranted	None Warranted	Less-than-Significant
EIR Impact 4-4 – Exposure of nearby sensitive receptors to toxic air contaminants (specifically DPM) that would adversely impact their health and well being during operation.	Less-than-Significant	N/A	None Warranted	None Warranted	Less-than-Significant
EIR Impact 4-5 – Increased CO mobile source emissions that violate NAAQS or CAAQS.	Less-than-Significant	N/A	None Warranted	None Warranted	Less-than-Significant
EIR Impact 4-6 – Exposure of nearby sensitive receptors to objectionable odor.	Less-than-Significant	N/A	None Warranted	None Warranted	Less-than-Significant
EIR Impact 4-7 – Conflict with or obstruct implementation of any applicable air quality plan or create a cumulatively considerable net increase in criteria pollutant emissions in a region that is in nonattainment under the applicable NAAQS or CAAQS.	Less-than-Significant	N/A	None Warranted	None Warranted	Less-than-Significant
EIR Impact 4-8 – Emission of greenhouse gases	Potentially Significant	N/A	Mitigation Measure 4-8a: Implement Mitigation Measures 4-1a, 4-1c, 4-1d, 4-1i, 4-1k, and 4-1l. Residual significance: Less-than-Significant	None Warranted	Less-than-Significant

Table 2-2
Impact Summary Table – Proposed Project
(Continued)

Impact	Level of Significance	Proposed Mitigation Measures from Initial Study	Proposed Mitigation Measures from EIR	Recommended Mitigation Measures from EIR	Residual Significance
BIOLOGICAL RESOURCES					
Initial Study – Disturbance of Branchiopod habitat during construction.	Potentially Significant	Mitigation Measure B-A: Pre-Construction Vernal Pool Branchiopod Surveys. Residual significance: Less-than-Significant	N/A	N/A	N/A
Initial Study – Disturbance of suitable Western pond turtle along Dry Creek during construction.	Potentially Significant	Mitigation Measure B-B: Pre-Construction Western Pond Turtle Surveys. Residual significance: Less-than-Significant	N/A	N/A	N/A
Initial Study – Disturbance of Swainson's hawk or other nesting raptors between March 1 to September 15 during construction.	Potentially Significant	Mitigation Measure B-C: Pre-Construction Nesting Raptor Surveys. Residual significance: Less-than-Significant	N/A	N/A	N/A
Initial Study – Disturbance of migratory birds during construction.	Potentially Significant	Mitigation Measure B-D: Pre-Construction Migratory Bird Surveys. Residual significance: Less-than-Significant	N/A	N/A	N/A
Initial Study – Study area contains several potentially jurisdictional features.	Potentially Significant	Mitigation Measure B-E: Wetland Delineation. Residual significance: Less-than-Significant	N/A	N/A	N/A
Initial Study – Native trees that are not planned for removal during construction.	Potentially Significant	Mitigation Measure B-F: Native Tree Protection. Residual significance: Less-than-Significant	N/A	N/A	N/A
Initial Study – Loss of native trees during construction.	Potentially Significant	Mitigation Measure B-G: Native Tree Removal. Residual significance: Less-than-Significant	N/A	N/A	N/A

Table 2-2
Impact Summary Table – Proposed Project
(Continued)

Impact	Level of Significance	Proposed Mitigation Measures from Initial Study	Proposed Mitigation Measures from EIR	Recommended Mitigation Measures from EIR	Residual Significance
EIR Appendix C – Disturbance of Valley elderberry longhorn beetle during construction.	Potentially Significant	N/A	Mitigation Measure B-H: Pre-Construction Blue Elderberry Surveys. Residual significance: Less-than-Significant	None Warranted	Less-than-Significant
EIR Appendix C – Disturbance of Western burrowing owl during construction.	Potentially Significant	N/A	Mitigation Measure B-I: Pre-Construction Western Burrowing Owl Surveys. Residual significance: Less-than-Significant	None Warranted	Less-than Significant
EIR Appendix C – Disturbance of American badger during construction.	Potentially Significant	N/A	Mitigation Measure B-J: Pre-Construction American Badger Surveys. Residual significance: Less-than-Significant	None Warranted	Less-than-Significant
EIR Appendix C – Disturbance of bat species during construction.	Potentially Significant	N/A	Mitigation Measure B-K: Pre-Construction Bat Species Surveys. Residual significance: Less-than-Significant	None Warranted	Less-than-Significant
EIR Appendix C – Disturbance of Western spadefoot during construction.	Potentially Significant	N/A	Mitigation Measure B-L: Pre-Construction Western Spadefoot Surveys. Residual significance: Less-than-Significant	None Warranted	Less-than-Significant
EIR Appendix C – Disturbance of special-status plants during construction.	Potentially Significant	N/A	Mitigation Measure B-M: Pre-Construction Special-Status Plant Surveys. Residual significance: Less-than-Significant	None Warranted	Less-than-Significant
EIR Appendix C – Disturbance of special-status fish during construction.	Potentially Significant	N/A	Mitigation Measure B-N: Pre-Construction Special-Status Fish Surveys. Residual significance: Less-than-Significant	None Warranted	Less-than-Significant

Table 2-2
Impact Summary Table – Proposed Project
(Continued)

Impact	Level of Significance	Proposed Mitigation Measures from Initial Study	Proposed Mitigation Measures from EIR	Recommended Mitigation Measures from EIR	Residual Significance
CULTURAL RESOURCES					
Initial Study – Disturbance to potentially important unknown archaeological resources during construction.	Potentially Significant	Mitigation Measure C-A: Consult qualified professional archaeologist. Residual significance: Less-than-Significant	N/A	N/A	N/A
Initial Study – Disturbance to potentially important unknown paleontological resources during construction.	Potentially Significant	Mitigation Measure C-B: Consult qualified professional paleontologist. Residual significance: Less-than-Significant	N/A	N/A	N/A
Initial Study – Compliance with paleontologist recommendations.	Potentially Significant	Mitigation Measure C-C: Comply with paleontologist's recommendations. Residual significance: Less-than-Significant	N/A	N/A	N/A
Initial Study – Disturbance to potentially important unknown human remains during construction.	Potentially Significant	Mitigation Measure C-D: Consult the County Coroner. Residual significance: Less-than-Significant	N/A	N/A	N/A
EIR Appendix D – Disturbance of known archaeological site (P-31-2954) within the study area.	Potentially Significant	N/A	Mitigation Measure C-E: Pre-Construction P-31-2954 Survey. Residual significance: Less-than-Significant	None Warranted	Less-than-Significant
EIR Appendix D – Disturbance of known archaeological site (CA-PLA-75) within the study area.	Potentially Significant	N/A	Mitigation Measure C-F: Pre-Construction CA-PLA-75 Survey. Residual significance: Less-than-Significant	None Warranted	Less-than-Significant

Table 2-2
Impact Summary Table – Proposed Project
(Continued)

Impact	Level of Significance	Proposed Mitigation Measures from Initial Study	Proposed Mitigation Measures from EIR	Recommended Mitigation Measures from EIR	Residual Significance
GEOLOGY/SOILS					
Initial Study – Proposed project located in seismic area.	Less-than-Significant	None Warranted	N/A	N/A	N/A
Initial Study – Increased soil erosion or top soil loss during construction.	Less-than-Significant	None Warranted	N/A	N/A	N/A
Initial Study – Proposed project located on unstable soil or expansive soil.	Less-than-Significant	None Warranted	N/A	N/A	N/A
HAZARDS/HAZARDOUS MATERIALS					
Initial Study – Transportation, use, or disposal of hazardous materials.	Less-than-Significant	None Warranted	N/A	N/A	N/A
Initial Study – Release of materials in accident conditions.	Less-than-Significant	None Warranted	N/A	N/A	N/A
Initial Study – Interference with emergency response plans.	Less-than-Significant	None Warranted	N/A	N/A	N/A
Initial Study – Exposure of people/structures to wildland fires.	Less-than-Significant	None Warranted	N/A	N/A	N/A
Initial Study – Emission of hazardous waste/substances within one-quarter mile of schools.	Potentially Significant	Mitigation Measure H-A: Restrict construction to summer months Residual significance: Less-than-Significant	N/A	N/A	N/A
HYDROLOGY/WATER QUALITY					
Initial Study – Violation of water quality standards or waste discharge requirements.	Less-than-Significant	None Warranted	N/A	N/A	N/A
Initial Study – Alteration of site drainage patterns resulting in erosion/siltation.	Less-than-Significant	None Warranted	N/A	N/A	N/A

Table 2-2
Impact Summary Table – Proposed Project
(Continued)

Impact	Level of Significance	Proposed Mitigation Measures from Initial Study	Proposed Mitigation Measures from EIR	Recommended Mitigation Measures from EIR	Residual Significance
Initial Study – Contributing polluted runoff into an existing storm water system.	Less-than-Significant	None Warranted	N/A	N/A	N/A
Initial Study – Degradation of water quality.	Less-than-Significant	None Warranted	N/A	N/A	N/A
LAND USE/PLANNING					
Initial Study – Conflict with the existing Community Plan-Transportation Element.	Potentially Significant	Mitigation Measure L-A: Update Community Plan-Transportation Element. Residual significance: Less-than-Significant	N/A	N/A	N/A
MINERAL RESOURCES					
Initial Study – None	N/A	N/A	N/A	N/A	N/A
NOISE					
EIR Impact 5-1 – Grading and construction activities associated with the proposed project would intermittently and temporarily generate noise levels above ambient background levels in the project area.	Potentially Significant	N/A	Mitigation Measure 5-1a: Develop and Implement a Construction Noise Abatement Program Prior to Construction. Residual significance: Less-than-Significant	None Warranted	Less-than-Significant
EIR Impact 5-2 – Grading and construction activities associated with the proposed project would intermittently and temporarily generate vibrations above ambient background levels. Vibration levels in the immediate vicinity of the construction sites would increase substantially sometimes for extended durations.	Less-than-Significant	N/A	None Warranted	None Warranted	Less-than-Significant

Table 2-2
Impact Summary Table – Proposed Project
(Continued)

Impact	Level of Significance	Proposed Mitigation Measures from Initial Study	Proposed Mitigation Measures from EIR	Recommended Mitigation Measures from EIR	Residual Significance
EIR Impact 5-3 – Noise-sensitive land uses could be exposed to noise in excess of normally acceptable noise levels or substantial increases in noise as a result of the operation of expanded or new transportation facilities (i.e., increased traffic from roadway extensions, addition of through lanes, modification of existing alignments, etc.).	Potentially Significant	N/A	Mitigation Measure 5-3a: Reduce Noise Levels Along PFE Road. Residual significance: Significant and Unavoidable	None Available	Significant and Unavoidable
POPULATION/HOUSING					
Initial Study – None	N/A	N/A	N/A	N/A	N/A
PUBLIC SERVICES					
Initial Study – Maintaining acceptable service ratios, response times, or other performance objectives for police and fire protection.	Less-than-Significant	None Warranted	N/A	N/A	N/A
RECREATION					
Initial Study – None	N/A	N/A	N/A	N/A	N/A
TRANSPORTATION/CIRCULATION					
EIR Impact 6-1 – Project construction would temporarily add trips to the local roadway network during construction.	Less-than-Significant	N/A	None Warranted	None Warranted	Less-than Significant
EIR Impact 6-2 – Under the Existing Plus Project Scenario with PFE Road open, the proposed project would not result in a reduction in traffic conditions (LOS or v/c ratio).	Less-than-Significant	N/A	None Warranted	None Warranted	Less-than-Significant

Table 2-2
Impact Summary Table – Proposed Project
(Continued)

Impact	Level of Significance	Proposed Mitigation Measures from Initial Study	Proposed Mitigation Measures from EIR	Recommended Mitigation Measures from EIR	Residual Significance
EIR – Impact 6-3 – Under the Cumulative Plus Project Scenario with PFE Road open, the proposed project would cause the roadways in Placer County to experience a decrease in the volume-to-capacity ratio at a substandard LOS condition.	Less-than-Significant	N/A	Less-than-Significant	None Warranted	Less-than-Significant
EIR Impact 6-4 – Under the Cumulative Plus Project Scenario with PFE Road open, the proposed project would cause roadways in the City of Roseville to experience a decrease in the volume-to-capacity ratio at a substandard LOS condition.	Less-than-Significant	N/A	None Warranted	None Warranted	Less-than-Significant
EIR Impact 6-5 – Under the Cumulative Plus Project Scenario with PFE Road open, the proposed project would cause roadways in Sacramento County to experience a decrease in the volume-to-capacity ratio at a substandard LOS condition.	Less-than-Significant	N/A	None Warranted	None Warranted	Less-than-Significant
EIR Impact 6-6 – Under the Cumulative Plus Project Scenario with PFE Road open, the proposed project would cause the PFE Road/Cook-Riolo Road intersection to experience a decrease in the volume to capacity ratio at a substandard LOS condition in Placer County.	Potentially Significant	N/A	Mitigation Measure 6-6a: Add the PFE Road/Cook-Riolo Road Intersection Improvements to the County's Capital Improvement Program. Residual significance: Significant	None Available	Potentially Significant

Table 2-2
Impact Summary Table – Proposed Project
(Continued)

Impact	Level of Significance	Proposed Mitigation Measures from Initial Study	Proposed Mitigation Measures from EIR	Recommended Mitigation Measures from EIR	Residual Significance
EIR Impact 6-7 – Under the Cumulative Plus Project Scenario with PFE Road open, the proposed project would cause the Baseline Road/Cook-Riolo Road/ Woodcreek Oaks Boulevard intersection to experience a decrease in the volume-to-capacity ratio at a substandard LOS condition, cause the Baseline Road/Main Street/ Foothills Boulevard intersection to experience a decrease in the volume to capacity ratio at a substandard LOS condition, and cause the Foothills Boulevard/ Vineyard Road intersection to experience a decrease in the volume-to-capacity ratio at a substandard LOS condition in the City of Roseville.	Potentially Significant	N/A	Mitigation Measure 6-7a: Contribute a Fair and Reasonable Contribution to Improving the Baseline Road/Cook-Riolo Road/ Woodcreek Oaks Boulevard intersection, the Baseline Road/Main Street/ Foothills Boulevard Intersection, and the Foothills Boulevard/ Vineyard Road Intersection. Residual significance: Significant	None Available	Potentially Significant
EIR Impact 6-8 – Under the Cumulative Plus Project Scenario with PFE Road open, the proposed project would cause the Watt Avenue/Elverta Road intersection to experience a decrease in the volume-to-capacity ratio at a substandard LOS condition, and the Watt Avenue/Antelope Road intersection to experience a decrease in the volume-to-capacity ratio at a substandard LOS condition in Sacramento County.	Potentially Significant	N/A	Mitigation Measure 6-8a: Contribute a Fair and Reasonable Contribution to Improving the Watt Avenue/Elverta Road Intersection and the Watt Avenue/Antelope Road Intersection. Residual significance: Significant	None Available	Potentially Significant

Table 2-2
Impact Summary Table – Proposed Project
(Continued)

Impact	Level of Significance	Proposed Mitigation Measures from Initial Study	Proposed Mitigation Measures from EIR	Recommended Mitigation Measures from EIR	Residual Significance
EIR Impact 6-9 – Under the CIP Analysis Cumulative Plus Project Scenario with PFE Road open, the proposed project would cause the Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection to experience a decrease in the volume-to-capacity ratio at a substandard LOS condition in the City of Roseville.	Potentially Significant	N/A	Mitigation Measure 6-9a: Contribute a Fair and Reasonable Contribution to Improving the Baseline Road/Cook-Riolo Road/ Woodcreek Oaks Boulevard Intersection. Residual significance: Significant	None Available	Potentially Significant
EIR Impact 6-10 – Under the Cumulative Plus Project Scenario with PFE Road open, the proposed project would create longer crosswalks at intersections, which would expose conflicting pedestrians and bicycles to vehicle traffic for longer periods and affect the quality of pedestrian and bicycle travel.	Less-than-Significant	N/A	None Warranted	None Warranted	Less-than-Significant
UTILITIES/SERVICE SYSTEMS					
Initial Study – None	N/A	N/A	N/A	N/A	N/A
SIGNIFICANT CUMULATIVE IMPACTS					
• Noise-sensitive land uses could be exposed to noise in excess of normally acceptable noise levels or substantial increases in noise as a result of the operation of expanded or new transportation facilities					

Table 2-2
Impact Summary Table – Proposed Project
(Continued)

Impact	Level of Significance	Proposed Mitigation Measures from Initial Study	Proposed Mitigation Measures from EIR	Recommended Mitigation Measures from EIR	Residual Significance
• Cumulative noise impacts related to increased traffic from assumed land use and roadways, as well as redistribution of traffic associated with the proposed project, are anticipated.					
• Cumulative traffic impacts related to redistribution of traffic from assumed land use and roadways, as well as redistribution of traffic associated with the proposed project, are anticipated.					