

MEMORANDUM

DEPARTMENT OF PUBLIC WORKS

County of Placer

TO: BOARD OF SUPERVISORS

DATE: August 9, 2011

FROM: KEN GREHM / ANDREW GABER

SUBJECT: DRY CREEK/WEST PLACER COMMUNITY PLAN TRANSPORTATION
ELEMENT UPDATE AND ENVIRONMENTAL IMPACT REPORT

ACTION REQUESTED / RECOMMENDATION

Adopt Resolutions: 1) Certifying the Final Environmental Impact Report, and adopting CEQA Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring Plan; and, 2) Approving the update to the 1990 Dry Creek/West Placer Community Plan Transportation and Circulation Element.

BACKGROUND / SUMMARY

Since the adoption of the 1990 Dry Creek Community Plan, the region has experienced substantial growth and will continue to see growth due to development inside and outside the unincorporated County boundaries. The current Transportation and Circulation Element directs that PFE Road be closed at Cook-Riolo Road when the average daily traffic volume exceeds 5,000 vehicles per day, which it has attained. However, the Department of Public Works (DPW), the West Placer Municipal Advisory Council (MAC), and residents of the Dry Creek Community Plan area concluded that closing PFE Road would not be in the best interest of the community and overall roadway network. Hence, an update to the Transportation and Circulation Element was initiated by DPW.

As part of the process of updating the Transportation and Circulation Element, Public Works engaged the community to address current traffic issues, responsibly and proactively plan the roadway network, establish appropriate level of service (LOS) standards for the next twenty (20) plus years, and update the goals and policies of the Transportation and Circulation Element. With the adoption of the roadway network and associated LOS standards, it allows the County to identify which roadway segments and intersections will need to be widened/improved and provides the basis for an update to the Capital Improvement Program (CIP) for the region. It also helps the development community understand the future needs for the transportation system.

As part of the update, two key traffic issues were identified. The first is the traffic diverter at the Base Line Rd/Cook Riolo Rd/Woodcreek Oaks intersection. This diverter was installed to limit through (commute) traffic from utilizing Cook Riolo and PFE Roads. However, some motorists ignore the diverter by going around it creating potential traffic problems in the intersection and nearby residential areas. The traffic analysis showed that the diverter can be removed, but traffic calming measures should be installed on Cook Riolo and PFE Roads to prevent them from becoming utilized as commute routes and are included in the proposed plan.

The second issue is the possible need to widen Walerga Road to six lanes in the future. The roadway is currently a two and four lane facility that fronts undeveloped property as well as the three developments of Morgan Creek, Doyle Ranch and Sun Valley Oaks. Concerns were raised from Doyle Ranch and Morgan Creek about the timing of the widening, the need for additional environmental review, and the exact scope of work. After a series of meetings and discussions with the residents, DPW has agreed to additional language that would be added to the Transportation and Circulation Element. This language was added to pages 5 and 35 of the Transportation Element specifically since the widening of Walerga Road is not needed until substantially in the future. It also states that a project level environmental review will be required when the project is considered in the future, in addition to a public hearing.

The proposed plan was presented to and voted on by the MAC and Planning Commission. The MAC voted 3-2 to recommend approval of the proposed project, the Final EIR and Transportation Element update with the exception of Walerga Road only be widened to four lanes. The Planning Commission voted 4-2 to recommend approval of the proposed project, the Final EIR and Transportation Element update.

ENVIRONMENTAL

A Final Environmental Impact Report has been prepared for this project, and is recommended for certification by the Board of Supervisors as the appropriate environmental document.

FISCAL IMPACT

Funding for the update to the Transportation and Circulation Element has been provided by Traffic Mitigation Fees from the Dry Creek Benefit District and the Road Fund.

Attachments: Resolutions (2)

Attachment A: Plan Vicinity Map

Attachment B: Planning Commission Staff Report

Attachment C: CEQA Findings of Fact & Statement of Overriding Considerations

Draft EIR, Final EIR & Update to
Transportation and Circulation Element
are on file with the Clerk of the Board
of Supervisors for review.

Before the Board of Supervisors
County of Placer, State of California

In the matter of: A RESOLUTION CERTIFYING THE
FINAL ENVIRONMENTAL IMPACT REPORT, ADOPTING A
STATEMENT OF FINDINGS, A STATEMENT OF OVERRIDING
CONSIDERATIONS AND A MITIGATION MONITORING
PLAN REGARDING THE UPDATE OF THE
TRANSPORTATION/CIRCULATION ELEMENT OF
THE DRY CREEK COMMUNITY PLAN

Reso. No. 2011-

The following resolution was duly passed by the Board of Supervisors
of the County of Placer at a regular meeting held August 9, 2011,
by the following vote:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Robert Weygandt, Chairman

Attest:

Ann Holman
Clerk of said Board

This Statement of Findings and Statement of Overriding Considerations is made with the Dry Creek Community Plan Transportation/Circulation Element Update (the "Project" or the "Element Update") and states the findings of the Board of Supervisors (the "Board") of the County of Placer (the "County") relating to the environmental impacts of the Element Update.

WHEREAS, the Dry Creek Community Plan Transportation/Circulation Element was adopted in 1990, and the Board of Supervisors determined that it was in need of update due to the passage of time and changed circumstances on the Dry Creek community; and

WHEREAS, the Board directed that preparation of the update to the Dry Creek Community Plan Transportation/Circulation Element be commenced in 2006 and since that time the preparation process has involved the formation of advisory groups and the conducting of

numerous public meetings and hearings to solicit public input and participation in the development of the new Plan; and

WHEREAS, implementation of the Element Update will involve the following actions:

1. Certification of a Final Environmental Impact Report and adoption of a Mitigation Monitoring and Reporting Plan;
2. Adoption of the Dry Creek Community Plan Transportation/Circulation Element Update;

WHEREAS, the County issued a Notice of Preparation to prepare an Environmental Impact Report (EIR) on December 18, 2007, (SCH No. 2007122051) prepared a Draft EIR and released it for public comment on June 9, 2010, conducted a public hearing to receive public comment on the Draft EIR before the Planning Commission on July 22, 2010, and otherwise received public comments on the Draft EIR in accordance with CEQA until July 23, 2010; and

WHEREAS, the County reviewed and responded to all comments received on the DEIR and prepared a Final EIR (FEIR) which was released to the public on October 12, 2010, and

WHEREAS, on October 28, 2010, the Placer County Planning Commission ("Planning Commission") held a public hearing to consider the FDCP, and the Planning Commission has adopted recommendations to the Board of Supervisors related thereto, and

WHEREAS, the Board of Supervisors gave full and legal notice of a public hearing to consider and act upon the FEIR for the Project and the Project, and the public hearing was duly held on August 9, 2011, and, after duly considering the FEIR as prepared for the Project, which consists of the DEIR, the Final EIR and the addendices thereto, the recommendations of the Planning Commission with respect thereto, the comments of the public, both oral and written, and all written materials in the record connected therewith, and being fully informed thereon,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF THE COUNTY OF PLACER:

(1) The FEIR has been prepared in accordance with all requirements of CEQA and the Guidelines.

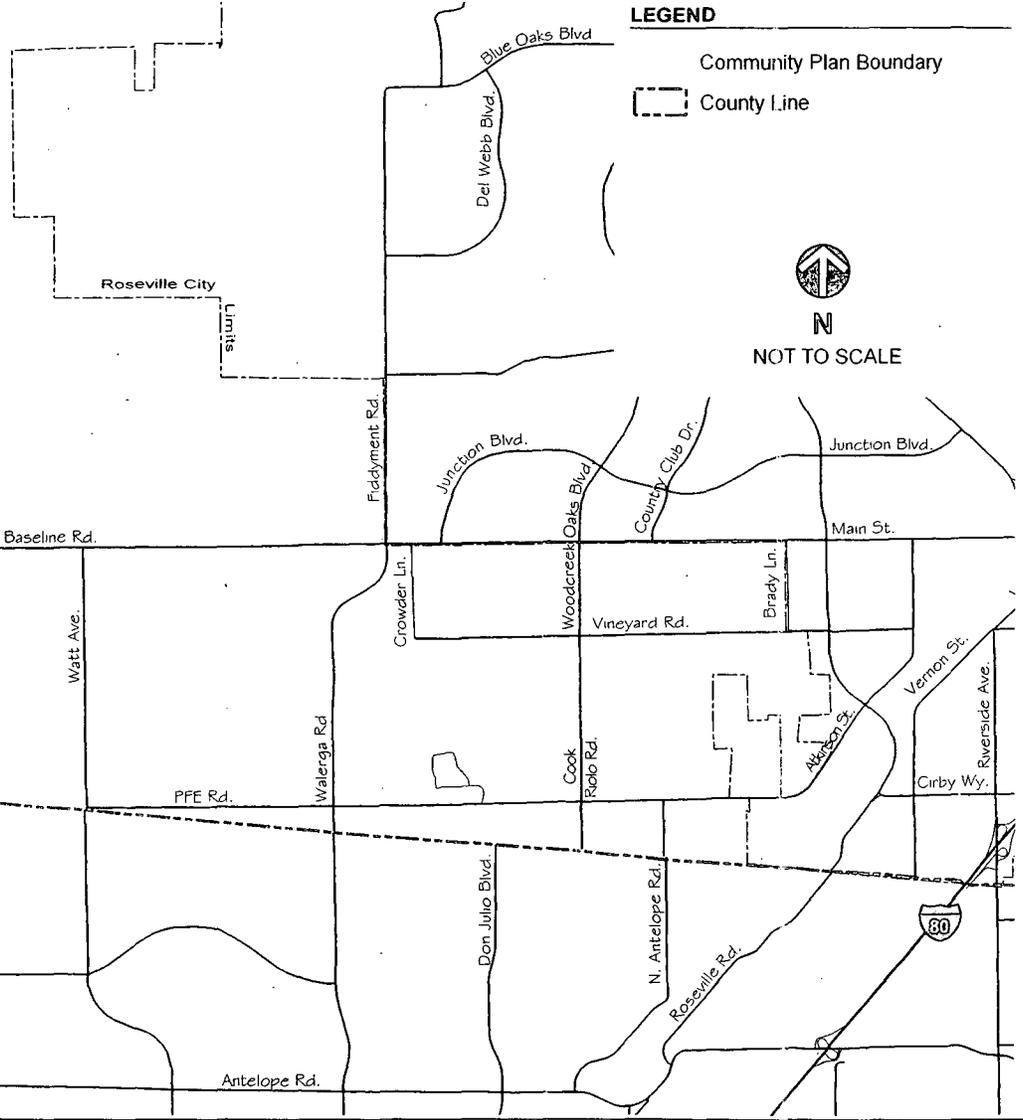
(2) The FEIR was presented to and reviewed by the Board. The FEIR was prepared under supervision by the County and reflects the independent judgment of the County. The Board has reviewed the FEIR, and bases its findings on such review and other substantial evidence in the record.

(3) The Board hereby certifies the FEIR as complete, adequate and in full compliance with CEQA as a basis for considering and acting upon the Project, and, exercising its independent judgment, makes the specific findings with respect thereto as set forth in Exhibit A, attached hereto and incorporated herein by reference.

(4) All mitigation measures proposed in the FEIR shall be implemented, and the Mitigation Monitoring and Reporting Plan ("MMRP") is adopted, and will implement all mitigation measures adopted with respect to the element Update pursuant to the Project approvals.

BE IT FURTHER RESOLVED: That notwithstanding the imposition of the mitigation measures in the MMRP as set forth above, significant impacts of the Element Update have not been reduced to a level of insignificance or eliminated by changes in the Element Update. The Board of Supervisors finds that the Project will bring substantial benefits to the County and that the Element Update's benefits outweigh the significant unmitigated adverse impacts and pursuant to CEQA Guidelines section 15093 adopts and makes the Statement of Overriding Considerations as set forth in Section XIII of Attachment C, attached hereto and incorporated herein by reference, to explain why the Element Update's benefits override its unavoidable impacts. Having carefully considered the Element Update, its impacts and the foregoing benefits, the Board of Supervisors finds, in light of the important social, economic and other benefits that the Element Update will bring, the adverse environmental impacts that are not fully mitigated are acceptable.

BE IT FURTHER RESOLVED: That the Planning Department is directed to file a Notice of Determination with the County Clerk within five (5) working days of the adoption of the Element Update in accordance with Public Resources Code section 21152(a) and CEQA Guidelines section 15094.



LEGEND
 Community Plan Boundary
 County Line



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Source:
 Study Area Map, Fehr & Peers, 2007

PROJECT AREA LOCATION

Dry Creek/West Placer
 Community Plan Update
 Placer County, CA

December 2007
 28067005



FIGURE 1

Attachment A



COUNTY OF PLACER
Community Development Resource Agency

Attachment B

Michael J. Johnson, AICP
Agency Director

PLANNING

HEARING DATE: October 28, 2010
ITEM NO.: 3
TIME: 10:45 am

TO: Placer County Planning Commission
FROM: Department of Public Works
DATE: October 18, 2010
SUBJECT: Community Plan Amendment (PEIR T20070805)
Update to the Dry Creek/West Placer Community Plan Transportation
Element
Focused Environmental Impact Report

COMMUNITY PLAN: Dry Creek/West Placer

DPW STAFF : Andrew Gaber/Phil Vassion

LOCATION: The *Dry Creek/West Placer Community Plan (Community Plan)* area is located in western Placer County and encompasses approximately 9,200 acres. Its boundaries are Baseline Road on the north, the Placer/Sutter County line to the west, the Placer/Sacramento County line to the south, and the City of Roseville to the east. Regional vehicular access to the Community Plan area is from Baseline Road, Watt Avenue, and Walerga Road.

APPLICANT: Placer County Department of Public Works

PROPOSAL: The Placer County Department of Public Works has prepared an update to the Transportation Element of the Dry Creek West Placer Community Plan. The purpose of this public hearing is for the Planning Commission to provide a recommendation to the Board of Supervisors on the Focused Environmental Impact Report and the update of the Transportation Element.

CEQA COMPLIANCE: The EIR has been prepared by the Placer County Department of Public Works pursuant to the CEQA Guidelines. This EIR is a "Focused" EIR. It analyzes those impacts determined by the Initial Study and Notice of Preparation (NOP) to be potentially significant, and for which no mitigation was identified to reduce impacts to a less-than-significant level (CEQA Section §15143). An Initial Study for the proposed project was prepared in December 2007 by the Placer County Department of Public Works, and was circulated with an NOP on December 18, 2007 by the Placer County Community Development Resource Agency. The Initial Study and NOP

prepared for the proposed project determined that Air Quality, Noise, and Transportation and Circulation may have impacts that would be potentially significant and unavoidable, and that these resource areas should be carried forward to the Focused EIR for analysis.

PUBLIC NOTICES AND REFERRAL FOR COMMENTS:

Public notices for the availability of the DEIR were mailed to all property owners of record within the Dry Creek/West Placer Community Plan area. Public hearing notices have also been published in the Sacramento Bee newspaper. Other appropriate public interest groups and citizens were sent copies of the public hearing notice and the Dry Creek/ West Placer Municipal Advisory Council. Copies of the EIR were transmitted to the Community Development Resource Agency staff, the Department of Environmental Health Services, the Air Pollution Control District and Facility Services for their review and comment.

DRY CREEK/WEST PLACER MUNICIPAL ADVISORY COUNCIL:

The West Placer Municipal Advisory Council has had several presentations and discussions on the Update as it was being prepared and at their meeting of July 14, 2010 heard public comments on the Draft EIR.

The West Placer Municipal Advisory Council considered the Update to the Transportation Element of the Dry Creek/West Placer Community Plan at its October 13th, 2010 meeting and voted 3 to 2 to approve the Focused EIR in its entirety and to approve the Dry Creek West Placer Transportation Element Update with the exception of the 6 lane portion of Walerga Road remaining 4 lanes.

PROJECT DESCRIPTION:

The proposed project is an update to the *Dry Creek/West Placer Community Plan – Transportation Element* to revise the transportation goals and policies for relevance to today's community environment and to ensure applicability in the future. The main objective of the proposed project is to identify the appropriate level of service (LOS) standards to accommodate future development within the *Community Plan* area. Additionally, as a part of the *Community Plan – Transportation Element* update, the County proposes the following roadway circulation system changes: keep PFE Road open (the *Community Plan* currently calls for closure of PFE Road at Cook-Riolo Road upon reaching certain traffic thresholds); control vehicular speeds by constructing speed reduction treatments on PFE Road and Cook-Riolo Road in order to preserve the rural character of the *Community Plan* area; widen selected *Community Plan* area roadways (Watt Avenue, Walerga Road, and PFE Road). In addition, the document evaluated the implication of removing or leaving in place the Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection restriction.

No changes to any of the Community Plan's land use designations are proposed as part of this update. The proposed update to the Transportation Element includes extensively revising the goals and policies of the element including Level of Service revisions, defining the Future Transportation System and revising the Capital Improvement Program.

BACKGROUND:

The Cities of Sacramento and Roseville have become major growth areas in the region, and the *Community Plan* area's proximity to these areas have led to spill-over growth in the area. The current *Community Plan* sets forth goals, policies, and implementation proposals to guide the development of the area until at least the year 2000. One of the goals is "to provide a safe, diverse, and efficient transportation/circulation system to serve the needs of residents of the plan area and others who use the system" (Placer County, 1990 [*Transportation/Circulation Element*, p. 12]). The *Community Plan* also provides overall direction for the various decision making processes involved with the land development activities, including public and private decisions that may affect the future of the *Community Plan* area.

The current *Community Plan* directs that PFE Road be closed at Cook-Riolo Road when its average daily traffic volume exceeds 5,000 vehicles per day, which it does currently. When the *Community Plan* was written, this measure allowed the County to achieve its circulation goals, which included accommodating commute traffic patterns in the *Community Plan* area, while simultaneously minimizing traffic effects on Cook-Riolo Road and at the Dry Creek Elementary School site. Since current traffic volumes on PFE Road near Cook-Riolo Road have eclipsed the 5,000 vehicles per day threshold, an environmental evaluation of closing PFE Road was required. However, the *Community Plan* also allowed for unforeseen changes in circumstances, noting the possibility that the community may decide at a future date that closing PFE Road would not be in its best interest (Placer County, 1990 [*Transportation/Circulation Element*, p. 140]). If PFE Road were to remain open, the *Community Plan* notes that additional improvements to the road network would be necessary to maintain level of service (LOS) C (Placer County, 1990 [*Transportation/Circulation Element*, p. 152]).

In accordance with the current *Community Plan – Transportation Element*, Placer County has revisited the direction to close PFE Road, has analyzed the appropriateness of the current LOS C standard based on future traffic projections, and has analyzed the impacts of these projections to the roadway network. These analyses were utilized in the proposed update to the *Community Plan's Transportation Element*.

The *Community Plan* area envisions low-density, single-family, residential development in the non-floodplain areas, with commercial uses at the corners of PFE Road/Watt Avenue and PFE Road/Walerga Road. Since the creation of the *Community Plan*, southwestern Placer County has experienced substantial growth in the *Community Plan* area. Given the substantial growth over the past two decades and the development proposals currently under review, County staff has determined that closing PFE Road could have undesirable local and regional transportation effects.

AREAS OF CONTROVERSY:

The Focused EIR is required to identify "areas of controversy" that includes issues raised by the public and by public agencies during the Draft EIR review period. The potential areas of controversy for the Dry Creek/West Placer Transportation Element Update include:

1. Opposition to the removal of the Baseline Road/Cook-Riolo Road/Woodcreek Oaks Blvd. intersection restriction.
2. Impacts of the Widening of Walerga Road to Six Lanes
3. Retaining the rural character of the Community Plan area
4. Widening Walerga Road Bridge over Dry Creek
5. Transportation Element Policy 6
6. Effects of Widening Walerga Road on Sacramento County

Please note the following discussions of each area of controversy:

1. Opposition to the Removal of the Baseline Road/Cook-Riolo Road/Woodcreek Oaks Blvd. Intersection Restriction.

A few residents that live off of Cook-Riolo Road, near the recently-built Creekview Middle School, are in opposition to the removal of the Baseline Road/Cook-Riolo Road/Woodcreek Oaks Blvd. diverter. The diverter currently has negative effects for residents in the City of Roseville, as it causes vehicles to cut through certain residential streets. In addition to this, the diverter has negative safety impacts at the Baseline Road/Cook-Riolo Road/Woodcreek Oaks Blvd. intersection, as many motorists go straight through the intersection thus ignoring the purpose of the diverter, which is to direct motorists to make left and right movements.

As the FEIR also shows, the volume of vehicular traffic on Cook-Riolo road is reduced when the diverter is removed and speed-reduction treatments are installed in strategic locations along Cook-Riolo Road.

Placer County supports the removal of the traffic diverter with the installation of speed-reduction treatments as described by the proposed project in the Draft EIR.

2. Impacts Related To The Widening Of Walerga Road To Six Lanes

Residents within the Doyle Ranch and Morgan Creek subdivisions are in opposition to the future widening of Walerga Road to six lanes as described by the proposed project. The reasons cited include the impacts to trees, landscaping, sidewalks, sound berms and setback adjacent to the Doyle Ranch and Morgan Creek developments.

The current Community Plan calls for Walerga Road to be six lanes if PFE Road is closed or to be four lanes if PFE Road remains open. During the traffic analysis of the FEIR it was determined that Walerga Road needs to be widened to six lanes in order to accommodate future development in and out of the Community Plan area even if PFE Road remains open. However, the proposed project in the FEIR was only analyzed at program level, since its purpose is to update a long-term planning document-the Dry Creek Transportation Element. Project specific details and impacts associated with the widening of Walerga Road will be determined once the plan is approved and funding is available for development of specific plan components.

As explained in **Section 7.1** on page 7-1 of the Focused EIR, Placer County worked to identify alternatives within the *Community Plan* area that would avoid or substantially lessen significant future traffic impacts. **Section 7.2.1** on page 7-2 of the Focused EIR

describes in detail the alternatives that were selected for detailed analyses in the Focused EIR.

Through preliminary analysis, it has been determined that the widening of Walerga Road to six lanes along the Doyle Ranch and Morgan Creek frontages could be accommodated within the existing right-of-way. It appears that by utilizing reduced lane widths, narrowing of the center median and the addition of a nominal amount of pavement, sufficient roadway could be provided for six lanes along these frontages with minimal impact to the environment. The full extent of the widening cannot be determined until analyzed at the time construction is being proposed.

3. Retaining The Rural Character Of The Community Plan Area

Over the upcoming years as projects within the Dry Creek West Placer area, the City of Roseville and Sacramento County continue to develop, the character of the area will change from open spaces, narrow roads, roadside drainage ditches, one lane bridges and grassy fields to a more suburban landscape with subdivisions and commercial development. For new developments along new roads, the County is attempting to retain some of the "rural" feel of the area by requiring developers to maintain substantial setbacks from County roads, installation of meandering sidewalks and native landscaping and avoiding the use of sound walls.

4. Widening Of Walerga Road Bridge Over Dry Creek

The Walerga Road Bridge replacement project was not analyzed within the FEIR because it was previously analyzed under a separate environmental document, as it is a separate project. The MND/IS for the bridge analyzed the environmental impacts for a bridge wide enough to accommodate six lanes of traffic. A reference to the environmental document for the bridge has been included in this FEIR.

5. Transportation Element Policy #6

This policy outlines the proposed right-of-way widths for roadways within the Community Plan area. This policy also includes the language that the Department of Public Works may modify these standards in order to exclude landscaping, sidewalks or other physical features from the Placer County right-of-way.

Several of the developers of current projects have either requested, or been required, to install street side facilities or amenities such as enhanced landscaping, paths, street lighting or signs and benches which the County will not be able to maintain. The intent of the Department's option of excluding physical features outside of the right-of-way is to allow these amenities to be installed, but requires that the developer establish a funding mechanism and responsible party for their maintenance and operation. Thus, these types of physical features will be kept as the Planning Department dictates, but outside the road right-of-way.

6. Effects Of Widening Walerga Road On Sacramento County

The effects of the proposed project, which includes widening Walerga Road to six lanes within Placer County, would have less-than-significant effects on Sacramento County

roadways. Under the proposed project, traffic would be redistributed through the community plan area, resulting in less traffic on North Antelope Road and Watt Avenue south of the County line and more traffic on Walerga Road south of the County line. Walerga Road, south of the Sacramento County line, would not worsen cumulative LOS F conditions by an increase in the volume to capacity (v/c) ratio of more than 0.05. A significant impact would occur if the volume to capacity ratio were 0.05 or more, as this is Sacramento County's standard. It is also important to note that Walerga Road would operate at LOS F in the cumulative condition with or without the proposed project.

The Sacramento County General Plan calls for Walerga Road to remain four lanes and it appears that there is sufficient distance between the Walerga Road/PFE Road intersection and the Placer County/Sacramento County line to physically transition between the four lanes within Sacramento County and the six lanes necessary at the intersection.

SUMMARY OF MAJOR ENVIRONMENTAL ISSUES:

The following is provided as an overview of the environmental sections contained within the Focused EIR that includes a project description and/or background information, the significant potential project-specific and cumulative environmental impacts and the mitigation measures developed to reduce these impacts. This staff report has been written to provide information about these environmental issues; however, the staff report does not provide a discussion or analysis of these issues.

Noise

The cumulative traffic noise levels generated by the proposed project would result in an increase in the traffic noise levels within the Community Plan. Specifically, the proposed project would result in increases in traffic noise levels up to 15.7 dBA Ldn. This largest increase in noise level is predicted on PFE Road between Pinehurst Drive and Cook-Riolo Road since PFE Road is no longer proposed to be closed. This increase at this location on PFE Road is considered to be significant under the 4 dB threshold of significance.

Noise-sensitive land uses could be exposed to noise in excess of normally acceptable levels or substantial increases in noise as a result of the operation of expanded or new transportation facilities (i.e. increased traffic resulting from roadway extensions, addition of through lanes, modifications of existing alignments, etc.). This impact is considered significant and unavoidable. Also, 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. These impacts are considered significant and unavoidable.

Air Quality

Construction of the proposed project would result in short-term impacts to the existing air quality in the Community Plan area. These impacts would include temporary increases of CO, CO_{2e}, NO_x, PM₁₀, PM_{2.5}, SO_x and ROG emissions.

Many air districts accept that comprehensive mitigation of construction emissions would bring impacts to below a level of significance. Mitigation measures identified in the Focused Draft EIR would require the proposed project to provide the PCAPCD with a Construction Emissions and Dust Control Plan, equipment inventory, and plan showing how construction equipment would meet NO_x and PM₁₀ emissions reductions. The mitigations cited would reduce short-term criteria air pollutant emissions to a less-than-significant level.

The proposed project would also produce a minor increase in GHG (greenhouse gases) emissions from construction operations only. Operation of the proposed project would not create any new GHG emissions sources; it would only redistribute existing traffic. Currently, there are no established significance thresholds for GHG emissions. However, GHG emissions are still addressed in the Focused Draft EIR.

Mitigation measures identified in the Focused Draft EIR would aid in the reduction of the emissions generated from all construction equipment exhaust and is consistent with federal and state emission reduction strategies. Existing CARB regulations and Early Action Measures would require emission reduction measures for diesel trucks and diesel off-road equipment. The project would adopt these measures.

Construction emissions are temporary. Once construction of the proposed project is finished, GHG emissions would cease. At this time, it is impossible to determine where the GHG emissions that were generated during the proposed project's construction would reside following dispersion to the atmosphere. However, given that a minor amount of GHG would be emitted during construction of the proposed project, and with implementation of mitigation measures and continuing compliance with federal and state GHG regulations, construction of the proposed project would not conflict with the state goal of reducing GHG emissions in California to 1990 levels by 2020, as set forth in the timetable established in AB 32. Thus GHG emissions construction impacts on the region would be less-than-significant.

Transportation and Circulation

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. These impacts are considered potentially significant because funding for mitigation to reduce these impacts to less-than-significant levels is not certain, specifically:

- Under the Cumulative Plus Project Scenario with PFE Road open, the proposed project would cause PFE Road/Cook-Riolo Road intersection to experience a decrease in the volume-to-capacity (v/c) ratio at a substandard level of service (LOS) condition in Placer County.
- Under the Cumulative Plus Project Scenario with PFE Road open, the proposed project would cause the 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 v/c ratio at a substandard LOS condition in the City of Roseville.

- 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.

- Under the Capital Improvement Program (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.

Biological Resources

No impacts are anticipated regarding effects on riparian habitat; interference with the movement of native resident or migratory fish/wildlife species; or conflicts with adopted local, regional, or state habitat conservation plans. Potentially significant construction-related impacts may occur regarding the disturbance of special-status species, wetlands or waters of the United States, and conflicts with local tree preservation policies.

Due to the focused nature of the Initial Study, only the speed-reduction treatment locations were analyzed for impacts to biological resources, as neither the component that would keep PFE Road open, nor the removal of the Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection restriction would result in ground-disturbing activities. The Initial Study identified potential habitat for these special-status species: (1) Western pond turtle, (2) Tricolored blackbird, (3) Vernal pool branchiopods (vernal pool fairy shrimp and vernal pool tadpole shrimp); Swainson's hawk, and migratory bird species and raptors. Mitigation measures were developed to address potentially significant impacts to these species. The Initial Study also identified the need for a wetland delineation to identify potentially jurisdictional features. Mitigation measures were developed to address this impact. Finally the Initial Study identified the loss of native trees to accommodate the speed-reduction treatment as a potential impact. Mitigation measures were developed to address this impact.

Three new elements were added to the proposed project after completion of the Initial Study. These new project elements required an updated special-status species search to ensure an adequate biological resources analysis was completed. A memorandum dated January 7, 2009, was prepared to document the results of this analysis. It addressed the potential presence of special-status species and wetlands along PFE Road (Watt Avenue east to Walerga Road), Walerga Road (Baseline Road south to the Sacramento County line), and Watt Avenue (PFE Road south to the Sacramento County Line). The same methodology used in the Initial Study was completed for the follow-up evaluation for determining the potential presence of special-status species and wetlands.

The January 7, 2009 memorandum identified potential habitat for seven additional special-status species: (1) valley elderberry longhorn beetle, (2) western burrowing owl, (3) American badger, (4) bat species, (5) western spadefoot, (6) plant species (Bogg's lake hedge hyssop, Ahart's dwarf rush, Red Bluff dwarf rush, pincushion navarettia, slender Orcutt grass, Sanford's arrowhead, big-scale balsamroot, dwarf downingia, hispid bird's-beak), and (7) fish species (Central Valley steelhead and Chinook salmon). Mitigation measures were developed to address potentially significant impacts to these species.

Cultural Resources

Potentially significant construction-related impacts may occur if the discovery of unknown historic resources, archaeological resources, or paleontological resources are found, for the reasons described in the Initial Study. Implementation of mitigation measures identified in the Initial Study, and subsequent cultural resources memorandum dated January 7, 2009, would ensure that these impacts would be less-than-significant.

Hazards and Hazardous Materials

Potentially significant construction-related impacts may occur with the emission of hazardous waste/substances within one-quarter mile of schools, for the reasons described in the Initial Study. In order to reduce potential impacts to schools from construction of the proposed project, construction of the speed reduction treatments will be restricted to the summer months, when school is not in session.

Land Use and Planning

A potentially significant impact regarding a conflict with the existing *Community Plan – Transportation Element* may occur. Implementation of the following mitigation measure identified in the Initial Study would reduce potential impacts to a less-than-significant level: As a part of the proposed project, the Placer County Department of Public Works will update the *Transportation Element* to leave PFE Road open. The *Transportation Element* update would also revise its goals and policies for relevance to today's community environment and to ensure applicability in the future. The overall goal of the *Community Plan – Transportation Element* update is to maintain the rural nature of the *Community Plan* area and minimize the amount of traffic impacts, while allowing circulation patterns to be maximized.

No Impacts

The following environmental resource topics would have no impacts due to the proposed project: Aesthetics, Agricultural Resources, Geology and Soils, Hydrology and Water Quality, Mineral Resources, Population and Housing, Public Services, Recreation, and Utilities and Service Systems.

Alternatives

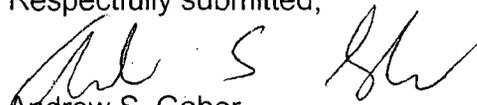
Alternatives that were studied in the Focused EIR include the following:

1. No Project Alternative: Closing PFE Road
2. Alternative 1: PFE Road to Remain Open.

3. Alternative 2: PFE Road to Remain Open, Widen/Extend PFE Road (entire length), Cook-Riolo Road and Walerga Road. Also, to extend Vineyard Road to Walerga Road and remove the Baseline Road/Cook-Riolo Road Intersection Restriction.
4. Alternative 3: PFE Road to Remain Open, Construct Speed Reduction Treatments on PFE Road and Cook-Riolo Road, and remove the Baseline Road/Cook-Riolo Road Intersection Restriction.
5. Alternative 4: PFE Road to Remain Open, Construct Speed Reduction Treatments on PFE Road and Cook-Riolo Road, Widen Walerga Road, Watt Avenue and PFE Road from Watt Avenue to Walerga Road, and Remove the Baseline Road/Cook-Riolo Road Intersection Restriction.
6. PFE Road to Remain Open, Construct Speed Reduction Treatments on PFE Road, Widen Walerga Road, Watt Avenue and PFE Road from Watt Avenue to Walerga Road, and Keep the Baseline Road/Cook-Riolo Road Intersection Restriction.

RECOMMENDATION: The Department of Public Works Staff is recommending that the Planning Commission: (1) consider the Focussed EIR prepared for this project; (2) find the Update is consistent with the objectives, policies, general land uses and programs otherwise specified in the Placer County General Plan and in the Dry Creek/West Placer Community Plan and supports and enhances the general health safety and welfare of the residents of the County, and; (3) recommend to the Board of Supervisors the approval of the Update to the Transportation Element of the Dry Creek/West Placer Community Plan as attached hereto in Attachment B.

Respectfully submitted,



Andrew S. Gaber,
Senior Civil Engineer,
Placer County Dept. of Public Works

ATTACHMENTS:

- Attachment A, Final EIR (provided under separate cover)
- Attachment B, Dry Creek West Placer Community Plan Transportation Element (provided under separate cover)
- Attachment C, Recommendation Letter from the West Placer Municipal Advisory Council
- Attachment D, Correspondence

cc: Keith Dewey, URS Corporation
Denise Heick, URS Corporation
David Stanek, Fehr and Peers
Ken Grehm, Placer County DPW
Phil Frantz, Engineering and Surveying
Paul Thompson, Deputy Planning Director
Alex Fisch, Planning Department
Tom Thompson, Air Pollution Control District
Scott Finley, County Counsel
Michael Johnson, Community Development Resource Agency Director
West Placer MAC

ATTACHMENT C

CEQA FINDINGS OF FACT

and

STATEMENT OF OVERRIDING CONSIDERATIONS

for the

DRY CREEK/WEST PLACER COMMUNITY PLAN – TRANSPORTATION AND CIRCULATION
ELEMENT UPDATE

ENVIRONMENTAL IMPACT REPORT

I. INTRODUCTION

The Final Environmental Impact Report (“Final EIR” or “EIR”) prepared for the approval of the *Dry Creek/West Placer Community Plan – Transportation/Circulation Element Update* and related approvals (the “proposed project” or “project”) addresses the potential environmental effects associated with implementation of the goals, policies, and objectives of the proposed project. These Findings of Fact (“Findings”) have been prepared to comply with requirements of the California Environmental Quality Act (“CEQA”) (Pub. Resources Code, § 21000 et seq.) and the CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.). These Findings refer to the EIR where material appears in that document.

II. PROJECT DESCRIPTION

A. Project Location

The area encompassed within the *Dry Creek/West Placer Community Plan*, adopted by the Placer County Board of Supervisors on May 14, 1990, (the “*Community Plan*”) is located in southwestern Placer County near the Sacramento/Placer county line. The *Community Plan* area covers approximately 9,200 acres. Its boundaries are Baseline Road on the north, the Placer/Sutter County line on the west, the Placer/Sacramento county line on the south, and the City of Roseville on the east. Regional vehicular access to the *Community Plan* area is from Baseline Road, Watt Avenue, and Walerga Road. Interstate 80 (I-80) is approximately 2 miles to the east of the easternmost boundary of the *Community Plan* area.

B. Project Background and History

The *Community Plan* area’s history was primarily influenced by events occurring in the nearby cities of Sacramento and Roseville. The surrounding area was settled in the mid-1800s and used for dry farming. In the late nineteenth century, tracks for the country’s first intercontinental railroad were laid. Rail lines traveling eastward from Sacramento intersected with the Central Pacific line at the junction of what is now Roseville. By the early 1900s, commercial and residential growth spurred Roseville to become a bustling railroad town. However, the outlying land around Roseville (including the *Community Plan* area) remained pastoral in nature because the land was mostly inhabited by ranchers and farmers.

The cities of Sacramento and Roseville have now become major growth areas in the region, and the *Community Plan* area’s proximity to these cities has led to spill-over growth in the area. The *Community Plan* sets forth goals, policies, and implementation proposals to guide the development of the area. Goal No. 12 of the General Community Goals is “To provide a safe, diverse, and efficient transportation/circulation system to serve the needs of residents of the plan area and others who use the system.” (*Community Plan*, p. 12). The *Community Plan* also provides overall direction for the various decision making processes involved with the land development activities, including public and private decisions that may affect the future of the *Community Plan* area.

The *Community Plan* currently directs that PFE Road be closed at Cook-Riolo Road when its average daily traffic volume surpasses 5,000 vehicles per day, which it has attained. (*Community Plan, Transportation/Circulation Element*, p. 140) When the *Community Plan* was adopted in 1990, this measure allowed the County to achieve its circulation goals, which included accommodating commute traffic patterns in the *Community Plan* area, while simultaneously minimizing traffic effects on Cook-Riolo Road and at the Dry Creek Elementary School site. However, the *Community Plan* also allowed for unforeseen changes in circumstances, noting the possibility that the community may decide at a future date that closing PFE Road would not be in its best interest. Since current traffic volumes on PFE Road near Cook-Riolo Road have eclipsed the 5,000 vehicles per day threshold, an environmental evaluation of closing PFE Road is required. If PFE Road were to remain open, the *Community Plan* notes that additional improvements to the road network would be necessary to maintain level of service (LOS) C (*Community Plan, Transportation/Circulation Element*, p. 152]).

In accordance with the existing *Community Plan – Transportation Element*, Placer County has revisited the direction to close PFE Road, has analyzed the appropriateness of the current LOS C standard based on future traffic projections, and has analyzed the impacts of these projections to the roadway network. These analyses have resulted in the proposed project, the *Community Plan Transportation/Circulation Element Update*.

The *Community Plan* envisions low-density, single-family, residential development in the non-floodplain areas, with commercial uses at the corners of PFE Road/Watt Avenue and PFE Road/Walerga Road. Since the creation of the *Community Plan* in 1990, southwestern Placer County and the surrounding region has experienced substantial growth. Given the substantial growth over the past two decades and the development proposals currently under review, Placer County has determined that closing PFE Road could have undesirable regional transportation effects. Due to these changes, further analysis of the effects of closing PFE Road, as directed in the *Community Plan*, was completed. Therefore, the Placer County Department of Public Works has updated the *Community Plan – Transportation Element* after analyzing the effects of keeping PFE Road open.

C. Project Objectives

The objective of the *Community Plan – Transportation/Circulation Element Update* is to improve traffic circulation within the *Community Plan* area while at the same time preserving its rural character. Specific objectives include:

1. Conform to the policies of *Placer County's General Plan* and the *Dry Creek/West Placer Community Plan* that designate the *Community Plan* area for rural/urban development.
2. Provide a comprehensively planned project that minimizes the need to acquire new rights-of-way, while providing maximum protection of sensitive environmental habitat and resources.
3. Retain the rural character of the *Community Plan* area.
4. Provide a planned infrastructure system to meet the needs of development within the *Community Plan* area to address forecasted increases in vehicle trips on local roadways in a safe and efficient manner, while preserving its rural character at the same time.
5. Implement financially feasible roadway improvements to provide a reliable transportation network which manages congestion on roadways and intersections to assist the County in maintaining the desired level of service (LOS) in the *Community Plan* area.

(*Community Plan – Transportation/Circulation Element Update*, page 1.)

These project objectives guide the formulation and analysis of the proposed project, in compliance with CEQA requirements.

III. ENVIRONMENTAL REVIEW PROCESS

In accordance with section 15082 of the CEQA Guidelines, a Notice of Preparation and Initial Study (NOP/IS) for the *Community Plan – Transportation/Circulation Element Update* EIR was issued on December 18, 2007 by Placer County. Pursuant to CEQA Guidelines sections 15023, subdivision (c), and 15087, subdivision (f), the State Clearinghouse in the Office of Planning and Research is responsible for distributing environmental documents to State agencies, departments, boards, and commissions for review and comment. The County followed required procedures with regard to distribution of the appropriate notices and environmental documents to the State Clearinghouse. The State Clearinghouse was obligated to make that information available to interested agencies for review and comment. The NOP/IS was received by the State Clearinghouse (SCH #2007122051) on or about December 18, 2007, and was made available for a 30 day public review period ending on January 17, 2008. A Public Scoping Meeting for the NOP/IS was held on January 8, 2008. The NOP/IS was included as **Appendix A** of

the Draft EIR. Comment letters received from agencies and the public during the public scoping comment period were reviewed and included in Appendix B of the Draft EIR.

Preparation of an EIR is a CEQA requirement for all discretionary projects in California that have a potential to result in significant environmental impacts. EIRs must disclose, analyze, and provide mitigation measures for all potentially significant environmental effects associated with adoption and implementation of proposed projects. Consistent with these requirements, the County on June 9, 2010, released the Draft EIR for the *Community Plan – Transportation/Circulation Element Update* and circulated the document for review and comment by responsible and trustee agencies, as well as interested members of the public. The Notice of Availability (NOA) of the Draft EIR was received by the State Clearinghouse on or about June 9, 2010, and was made available for a public review period ending on July 23, 2010. The Placer County Planning Commission held a public hearing on July 22, 2010, to provide an opportunity for the public to comment on the Draft EIR.

The County received 205 comment letters, emails, oral comments and correspondence on the Draft EIR from persons/agencies before the close of the comment period on July 23, 2010. The County released the Final EIR on October 12, 2010. All comments received on the Draft EIR during the review period are responded to in the Final EIR.

On October 13, 2010, the County presented the proposed project at the West Placer Municipal Advisory Council so that the Council could make a recommendation to the Placer County Board of Supervisors. The Council voted 3-2 to recommend approval of the proposed project, the Focused EIR and the Dry Creek West Placer Transportation Element Update with the exception of keeping Walerga Road at four lanes instead of widening it to six lanes.

On October 28, 2010, the County presented the proposed project at the Placer County Planning Commission hearing to make a final recommendation to the Board of Supervisors on the proposed project. The County received 148 comment letters on the Final EIR prior to this hearing. The Planning Commission by a 4-2 vote recommended approval of the *Community Plan – Transportation/Circulation Element Update*.

On August 9, 2011, the Placer County Board of Supervisors (“Board”) held a public hearing on the proposed project, at which time the Board approved these Findings, a Mitigation Monitoring and Reporting Program, and the Statement of Overriding Considerations included in Section XIII of this document and certified the Final EIR. At this same meeting, the Board adopted the *Community Plan – Transportation/Circulation Element Update* as a subsequent action.

IV. SIGNIFICANT NEW INFORMATION

CEQA Guidelines Section 15088.5 requires a lead agency to recirculate an EIR for further review and comment when significant new information is added to the EIR after public notice is given of the availability of the draft EIR but before certification. New information includes: (i) changes to the project; (ii) changes in the environmental setting; or (iii) additional data or other information. Section 15088.5 further provides that “[n]ew information added to an EIR is not ‘significant’ unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement.”

Having reviewed the information contained in the Draft EIR and Final EIR, and in the administrative record as well as the requirements under CEQA Guidelines §15088.5 and interpretive judicial authority regarding recirculation of draft EIRs, the Board hereby finds that no new significant information was added to the Draft EIR following public review and thus, recirculation of the EIR is not required by CEQA.

V. RECORD OF PROCEEDINGS

For purposes of CEQA and these Findings, the Record of Proceedings for the proposed project includes, at a minimum, the following documents:

- The NOP/IS and all other public notices issued by the County in conjunction with the proposed project;
- The Draft EIR for the *Community Plan – Transportation/Circulation Element Update*;
- All comments and correspondence submitted by persons/agencies to the County during the 45 day public comment period on the Draft EIR, which closed on July 23, 2010;
- The Final EIR for the *Community Plan – Transportation/Circulation Element Update*;
- All comments and correspondence submitted by persons/agencies to the County on the Final EIR;
- The Mitigation Monitoring and Reporting Plan for the proposed project;
- Copies of the *Community Plan – Transportation/Circulation Element Update* and related documents prepared by staff prior to Board approval (e.g., changes to reflect errata identified in various documents);
- All Findings and resolutions adopted by County decision makers in connection with the proposed project, and all documents cited or referred to therein;
- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the proposed project prepared by the County staff, consultants to the County, and responsible or trustee agencies with respect to the County's compliance with the requirements of CEQA and with respect to the County's actions on the proposed project, including the staff report for the Board of Supervisors meeting on August 9, 2011;
- All documents submitted to the County by other persons/agencies in connection with the proposed project, up through the close of the Board public hearing;
- Minutes and/or verbatim transcripts of all public meetings and public hearings held by the County in connection with the proposed project;
- Any documentary or other evidence submitted to the County at such public meetings and public hearings;
- Matters of common knowledge to the County, including, but not limited to federal, state, and local laws and regulations;
- Any documents expressly cited in these Findings, in addition to those cited above; and
- Any other materials required to be in the record of proceedings by Public Resources Code section 21167.6, subdivision (e).

The custodian of the documents comprising the record of proceedings is Placer County Public Works Director, whose office is located at 3091 County Center Drive, Suite 140, Auburn, California, 95603.

The Board of Supervisors has relied on all of the documents listed above in reaching its decision on the *Community Plan – Transportation/Circulation Element Update*, even if not every document was formally presented to the Board or County Staff as part of the County files generated in connection with the proposed project. Without exception, any documents set forth above not found in the proposed project files fall into one of two categories. Many of them reflect prior planning or legislative decisions with which the Board was aware in approving the *Community Plan – Transportation Element update* (see *City of Santa Cruz v. Local Agency Formation Commission* [1978] 76

Cal.App.3d 381,391-392; *Dominey v. Department of Personnel Administration* [1988] 205 Cal.App.3d 729,738, fn. 6.). Other documents influenced the expert advice provided to County Staff or consultants, who then provided advice to the Board. For that reason, such documents form part of the underlying factual basis for the Board's decisions relating to the adoption of the *Community Plan – Transportation/Circulation Element Update* (see Pub. Resources Code, § 21167.6, subd. (e)(10); *Browning-Ferris Industries v. City Council of City of San Jose* [1986] 181 Cal.App.3d 852, 866; *Stanislaus Audubon Society, Inc. v. County of Stanislaus* [1995] 33 Cal.App.4th 144, 153, 155.).

VI. FINDINGS REQUIRED UNDER CEQA

Public Resources Code section 21002 provides that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would *substantially lessen* the significant environmental effects of such projects[.]” (Emphasis added.) The procedures required by CEQA “are intended to assist public agencies in systematically identifying both the significant effects of projects and the feasible alternatives or feasible mitigation measures which will *avoid* or *substantially lessen* such significant effects.” (Emphasis added.) Section 21002 goes on to state that “in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.” The mandate and principles announced in Public Resources Code section 21002 are implemented, in part, through the requirement that agencies must adopt Findings before approving projects for which EIRs are required (see Pub. Resources Code, § 21081, subd. (a); CEQA Guidelines, § 15091, subd. (a).). For each significant environmental effect identified in an EIR for a proposed project, the approving agency must issue a written Finding reaching one or more of three permissible conclusions. The first such Finding is that “[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR” (CEQA Guidelines, § 15091, subd. (a)(1)). The second permissible Finding is that “[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency, and not the agency making the Finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency” (CEQA Guidelines, § 15091, subd. (a)(2).). The third potential conclusion is that “[s]pecific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR” (CEQA Guidelines, § 15091, subd. (a)(3).). Public Resources Code section 21061.1 defines “feasible” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors.” CEQA Guidelines section 15364 adds another factor: “legal” considerations (see also *Citizens of Goleta Valley v. Board of Supervisors* [“Goleta II”] [1990] 52 Cal.3d 553, 565.).

The concept of “feasibility” also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project (see *City of Del Mar v. City of San Diego* [1982] 133 Cal.App.3d 410, 417.). “[F]easibility” under CEQA encompasses “desirability” to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors” (Ibid.; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* [1993] 23 Cal.App.4th 704, 715.).

The CEQA Guidelines do not define the difference between “avoiding” a significant environmental effect and merely “substantially lessening” such an effect. The County must therefore glean the meaning of these terms from the other contexts in which the terms are used. Public Resources Code section 21081, on which CEQA Guidelines section 15091 is based, uses the term “mitigate” rather than “substantially lessen.” The CEQA Guidelines therefore equate “mitigating” with “substantially lessening.” Such an understanding of the statutory term is consistent with the policies underlying CEQA, which include the policy that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would *substantially lessen* the significant environmental effects of such projects” (Pub. Resources Code, § 21002, emphasis added).

For purposes of these Findings, the term “avoid” refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less-than-significant level. In contrast, the term “substantially lessen” refers to the effectiveness of such measure or measures to substantially reduce the severity of a significant effect,

but not to reduce that effect to a less-than-significant level. These interpretations appear to be mandated by the holding in *Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515, 519-527, in which the Court of Appeal held that an agency had satisfied its obligation to substantially lessen or avoid significant effects by adopting numerous mitigation measures, not all of which rendered the significant impacts in question less than significant.

Although CEQA Guidelines section 15091 requires only that approving agencies specify that a particular significant effect is “avoid[ed] or substantially lessen[ed],” these Findings, for purposes of clarity, in each case will specify whether the effect in question has been reduced to a less-than-significant level, or has simply been substantially lessened but remains significant. Moreover, although section 15091, read literally, does not require Findings to address environmental effects that an EIR identifies as merely “potentially significant,” these Findings will nevertheless fully account for all such effects identified in the Final EIR.

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modification or alternatives are not required. However, where such changes are infeasible or where the responsibility for modifying the proposed project lies with some other agency (CEQA Guidelines, § 15091, subd. (a) (b)). With respect to a proposed project for which significant impacts are not avoided or substantially lessened either through the adoption of feasible mitigation measures or feasible environmentally superior alternative, a public agency, after adopting proper Findings, may nevertheless approve the proposed project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the proposed project’s “benefits” rendered “acceptable” its “unavoidable adverse environmental effects” (CEQA Guidelines, §§ 15093, 15043, subd. (b); see also Pub. Resources Code, § 21081, subd. (b).). The California Supreme Court has stated that, “[t]he wisdom of approving . . . any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced” (*Goleta II*, supra, 52 Cal.3d at p. 576).

These Findings reflect the independent judgment of the Board and constitute its best efforts to set forth the rationales and support for its decision under the requirements of CEQA.

VII. LEGAL EFFECTS OF FINDINGS

To the extent that these Findings conclude that various proposed mitigation measures outlined in the Final EIR are feasible and have not been modified, superseded or withdrawn, the County hereby binds itself to implement these measures. These Findings, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when the Board approves the proposed project.

The mitigation measures are referred to in the Mitigation Monitoring and Reporting Program (MMRP) adopted concurrently with these Findings, and will be effectuated through the process of constructing and implementing the proposed project. The MMRP lists requirements in the *Community Plan – Transportation/Circulation Element Update* as mitigation for the various environmental impacts associated with adoption and implementation of the *Community Plan – Transportation Element* update.

VIII. MITIGATION MONITORING AND REPORTING PROGRAM

An MMRP has been prepared for the proposed project and has been adopted concurrently with these Findings (see Pub. Resources Code, § 21081.6, subd. (a)(1)). The County will use the MMRP to track compliance with proposed project mitigation measures.

IX. SIGNIFICANT EFFECTS AND MITIGATION MEASURES

The Final EIR identified several significant environmental effects (or “impacts”) that adoption and implementation

of the *Community Plan – Transportation/Circulation Element Update* will cause. Most significant effects were avoided altogether because the proposed project contains requirements that prevent the occurrence of significant effects in the first place. The identification of additional mitigation beyond the requirements of the proposed project was not necessary in most instances. Some significant impacts of implementation of the *Community Plan – Transportation/Circulation Element Update*, however, cannot be avoided by the adoption of feasible mitigation measures or feasible alternatives. These effects are outweighed by overriding considerations set forth in **Section XIII** below. This **Section (IX)** presents in greater detail the Board's Findings with respect to the environmental effects of the proposed project.

This **Section (IX)** also does not attempt to describe the full analysis of each environmental impact contained in the Final EIR. Instead, this **Section (IX)** provides a summary description of each impact, describes the applicable mitigation measures identified in the Final EIR and adopted by the Board, and states the Board's Findings on the significance of each impact after imposition of the adopted mitigation measures. A full explanation of these environmental findings and conclusions can be found in the Final EIR, and these Findings hereby incorporate by reference the discussion and analysis in the Final EIR supporting the Final EIR's determinations regarding mitigation measures and the proposed project's impacts and mitigation measures designed to address those impacts. In making these Findings, the Board ratifies, adopts, and incorporates the analysis and explanation in the Final EIR in these Findings, and ratifies, adopts, and incorporates in these Findings the determinations and conclusions of the Final EIR relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these Findings.

A. AESTHETICS

NOP/IS: Would the proposed project change the existing visual character or quality of the site and its surroundings. This impact is considered *Less than Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that result in a less-than-significant environmental effect as identified in the Draft EIR.

Explanation:

During groundbreaking and construction, temporary visual impacts would result from related activities that would entail the presence of construction vehicles and equipment for a limited period. When operational, the speed reduction treatments on Cook-Riolo Road and PFE Road would perform the same function as the existing roadway facility. Construction of roundabouts or other treatments would not negatively affect the existing visual character of the area. In fact, an increase in visual character could be perceived as the speed reduction treatments would be designed and landscaped to be aesthetically pleasing.

Mitigation Measure:

No mitigation measures are warranted.

Significance after Mitigation:

This impact is less than significant without mitigation.

B. AIR QUALITY

IMPACT 4-1: Increased short-term criteria air pollutant emissions. This impact is considered *Potentially Significant in the short-term, and Less than Significant in the long-term*.

Findings:

Changes or alterations have been required in, or incorporated into, the proposed project that substantially lessen, but do not avoid, the potentially significant environmental effect associated with this impact in the short-term. No mitigation is available to render the effects less than significant. The effects (or some of the effects) therefore remain significant in the short-term. However, long-term impacts are less than significant.

Explanation:

Construction of the proposed project would result in short-term impacts to the existing air quality in the *Community Plan* area. These impacts would include temporary increases of CO, CO_{2e}, NO_x, PM₁₀, PM_{2.5}, SO_x, and ROG emissions. Equipment exhaust emissions are generated from the combustion of fuels used to operate construction equipment. Fugitive dust emissions are generated by the suspension of particulates during earth-moving activities. Employee vehicle emissions and construction truck emissions are generated from the combustion of fuels and from the entrainment of road dust during travel along roadways both on and off of the construction area. Asphalt paving emissions are generated from the evaporation of regulated volatiles, or diluents, used to liquefy asphalt cement.

To evaluate the significance of construction impacts to air quality, the focus in this program-level EIR is on mitigation rather than detailed quantification. Specific details about the construction equipment and scheduled use are not currently available for calculating estimated emissions. Depending on the level of concurrent construction activities, construction impacts could be significant.

Many air districts accept that comprehensive mitigation of construction emissions would bring impacts to below a level of significance. Mitigation would require the proposed project to provide the Placer County Air Pollution Control District (PCAPCD) with a Construction Emissions and Dust Control Plan, equipment inventory, and plan showing how the construction equipment would meet NO_x and PM₁₀ emissions reductions. These mitigation measures would ensure that a commitment is made by the contractor to minimize emissions of regional pollutants from construction activities. Along with additional mitigation, these mitigation measures would reduce short-term criteria air pollutant emissions to a less-than-significant level.

Mitigation Measures:

Mitigation Measure 4-1a: Prepare an Emission and Dust Control Plan Prior to Construction

Prior to the approval of Grading/Improvement Plans, the Placer County Department of Public Works shall require the primary contractor to submit a Construction Emission/Dust Control Plan to the PCAPCD. This plan must address the minimum Administrative Requirements found in Sections 300 and 400 of PCAPCD Rule 228, Fugitive Dust. The Placer County Department of Public Works shall not break ground prior to receiving PCAPCD approval of the Construction Emission/Dust Control Plan (PCAPCD, 2003).

Mitigation Measure 4-1b: Maintain Construction Equipment and Vehicles

Construction equipment exhaust emissions shall not exceed District Rule 202 Visible Emission limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified to cease operations and the equipment must be repaired within 72 hours. Additional information regarding Rule 202 can be found at: <http://www.placer.ca.gov/Departments/Air/Rules.aspx> (PCAPCD, 1985).

Mitigation Measure 4-1c: Provide PCAPCD with a List of Equipment and Anticipated Timeline Prior to Construction

The Placer County Department of Public Works shall require the primary contractor to submit to the PCAPCD a comprehensive inventory (i.e., make, model, year, and emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used an aggregate of 40 or more hours for the

construction project. The inventory shall be updated, beginning 30 days after any initial work on site has begun, and shall be submitted on a monthly basis throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the PCAPCD with the anticipated construction timeline including start date, and name and phone number of the property owner, project manager, and on-site foreman.

Mitigation Measure 4-1d: Provide PCAPCD with a List of Equipment That Meets CARB Standards Prior to Construction

Prior to the approval of Grading/Improvement Plans, the Placer County Department of Public Works shall require the primary contractor to provide a plan to the PCAPCD for approval by the District demonstrating that the heavy-duty (greater than 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project-wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent California Air Resources Board (CARB) fleet average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available (SMAQMD, 2007).

Mitigation Measure 4-1e: Implement Measures to Reduce Fugitive Dust During Construction

The Placer County Department of Public Works shall require the primary contractor to suspend all grading operations when fugitive dust exceeds PCAPCD Rule 228 (Fugitive Dust) limitations. The Placer County Department of Public Works shall be responsible for having an individual who is CARB-certified to perform Visible Emissions Evaluations. This individual shall evaluate compliance with Rule 228 on a weekly basis. It is to be noted that fugitive dust is not to exceed 40 percent opacity and not go beyond property boundary at any time. If lime or other drying agents are used to dry out wet grading areas they shall be controlled as to not to exceed PCAPCD Rule 228 Fugitive Dust limitations (PCAPCD, 2003).

Mitigation Measure 4-1f: Minimize Debris During Construction

The Placer County Department of Public Works shall require the primary contractor to be responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall “wet broom” if silt, dirt, mud or debris is carried over to adjacent public thoroughfares. Dry mechanical sweeping is prohibited.

Mitigation Measure 4-1g: Implement Measures to Control Dust During Construction

The Placer County Department of Public Works shall require the primary contractor to apply water to control dust, as required by Rule 228, Fugitive Dust, to prevent dust impacts off site. Operational water truck(s), shall be on site, at all times, to control fugitive dust.

Mitigation Measure 4-1h: Implement Measures to Control Construction Zone Speeds

The Placer County Public Works Department shall require the primary contractor to reduce traffic speeds on all unpaved surfaces to 15 miles per hour or less.

Mitigation Measure 4-1i: Minimize Idling Time for Diesel-Powered Equipment During Construction

During construction, the Placer County Department of Public Works shall require the primary contractor to minimize idling time to a maximum of 5 minutes for all on-road and off-road diesel powered equipment.

Mitigation Measure 4-1j: Use Low-Sulfur Fuel on Stationary Equipment During Construction

The Placer County Department of Public Works shall require the primary contractor to use CARB ultra low diesel fuel for all diesel-powered equipment. In addition, low sulfur fuel shall be used for all stationary equipment.

Mitigation Measure 4-1k: Use Low Emission Equipment During Construction

The Placer County Public Works Department shall require the primary contractor to use classified “low emission” on-site stationary equipment.

Mitigation Measure 4-1l: Use Existing Nearby Power Sources During Construction

The Placer County Public Works Department shall require the primary contractor to use existing power sources (e.g., power poles) or clean fuel generators rather than temporary diesel power generators.

Mitigation Measure 4-1m: Use Registered Portable Engines During Construction

Any portable engine greater than 50 horsepower will need either the registration from the State Air Resource Board’s Portable Engine Registration Program or the registration with the District Portable Equipment Registration Program (Rule 501) (PCAPCD, 2004).

Mitigation Measure 4-1n: Provide PCAPCD with Measures to Enforce Equipment Emission Compliance Prior to Construction

Prior to the approval of Grading/Improvement Plans an enforcement plan shall be established, and submitted to the PCAPCD for review, in order to evaluate project-related on- and off-road heavy-duty vehicle engine emission opacities on a weekly basis, using standards as defined in California Code of Regulations, Title 13, Sections 2180-2194. An Environmental Coordinator, CARB-certified to perform Visible Emissions Evaluations, shall routinely evaluate project-related off-road and heavy duty on-road equipment emissions for compliance with this requirement. Operators of vehicles and equipment found to exceed opacity limits will be notified and the equipment must be repaired within 72 hours.

Mitigation Measure 4-1o: No Open Burning During Construction

During construction, the Placer County Public Works Department shall require the primary contractor to not allow open burning of removed vegetation. All removed vegetative material shall be either chipped on site or taken to an appropriate disposal site.

Mitigation Measure 4-1p: Cease Construction During High Winds

The Placer County Public Works Department shall require the primary contractor to suspend all grading operations when wind speeds (including instantaneous gusts) exceed 25 miles per hour and dust is impacting adjacent properties.

Significance after Mitigation:

This impact is less than significant with mitigation in the short-term; This impact is less than significant in the long-term.

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. This impact is considered *Less than Significant*.

Findings:

Under CEQA, no mitigation measures are required for impacts that are less than significant (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091).

Explanation:

The risk of cancer from Toxic Air Contaminants (TACs) is generally evaluated for a project's long-term operational emissions because "for cancer health effects, risk is expressed as an estimate of the increased chances of getting cancer due to facility emissions over a 70-year lifetime." Construction of speed-reduction treatments could be completed in approximately 2 months per site (10 months total for all five sites). Construction activities for the roadway widening would most likely occur over two to three years to minimize the impact on area schools. It is anticipated that the removal of the existing Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection through-movement restriction, including re-striping, modification of signal facilities and re-programming of signals, could be accomplished in two to four weeks. Therefore, receptor exposure to Diesel Particulate Matter (DPM) and the risk of cancer from diesel construction equipment emissions used to construct the proposed project would not be expected. CARB limits DPM emissions from construction activities through CARB's off-road equipment diesel regulations, which are intended to reduce DPM emissions from in-use off-road equipment as much as technically and economically feasible in the short- and long-term. This would also reduce the diesel particulate emissions from construction equipment. Short-term impacts would be less than significant. Because the proposed project would have no DPM emissions impacts beyond construction, long-term impacts would also be less than significant.

Mitigation Measure:

No mitigation measures are warranted.

Significance after Mitigation:

This impact is less than significant without mitigation.

IMPACT 4-3: Regional criteria pollutant emissions. This impact is considered *Less than Significant*.

Findings:

Under CEQA, no mitigation measures are required for impacts that are less than significant (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091).

Explanation:

The proposed project would not create any new emissions sources, because the proposed project would not increase the number of vehicles that would be present in the *Community Plan* area (in its broad context, the PCAPCD). The proposed project would merely redistribute existing traffic. Because the proposed project would not generate any new emissions sources, operation of the proposed project would not result in emissions of criteria pollutants in excess of 550 lb/day (CO) or 82 lb/day (NO_x, PM₁₀, and ROG). Thus, the impact from operation of the proposed project would be less than significant.

Mitigation Measure:

No mitigation measures are warranted.

Significance after Mitigation:

This impact is less than significant without mitigation.

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. This impact is considered *Less than Significant*.

Findings:

Under CEQA, no mitigation measures are required for impacts that are less than significant (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091).

Explanation:

Implementation of the proposed project would result in increased traffic at particular roadways and intersections throughout the *Community Plan* area, and correspondingly decreased traffic at other locations. Within the *Community Plan* area, developed land consists of agricultural uses, rural residences, and some small low-density residential developments (i.e., typical suburban development of 0.5 to 2 dwelling units per acre). Although the proposed project would redistribute traffic, this would mainly consist of passenger vehicles. There are no major truck routes through the area affected by the proposed project. Implementation of the proposed project would not be likely to divert truck traffic past sensitive receptors that are currently unexposed to DPM. Trucks would generally continue to use the main thoroughfares. Thus, the impact from operation of the proposed project to nearby sensitive receptors would be less than significant.

Mitigation Measure:

No mitigation measures are warranted.

Significance after Mitigation:

This impact is less than significant without mitigation.

IMPACT 4-5: Increased CO mobile source emissions that violate NAAQS or CAAQS. This impact is considered *Less than Significant*.

Findings:

Under CEQA, no mitigation measures are required for impacts that are less than significant (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091).

Explanation:

The proposed project would not generate new traffic but would redistribute traffic throughout the *Community Plan* area with the potential to increase local congestion at some intersections. In such situations, the potential increase in CO concentrations at these intersections is of particular concern. To evaluate the potential effect of the proposed project on local CO concentrations, the existing and cumulative conditions plus the proposed project were modeled at four nearby intersections using the California Department of Transportation (Caltrans) CALINE4 roadway dispersion model. The CALINE4 model is a Gaussian line source dispersion model that uses worst-case meteorology and peak-hour traffic to predict worst-case (1-hour and 8-hour) CO concentrations from traffic congestion. The increases in CO concentration from traffic were added to the background ambient CO levels in the area to obtain the total expected CO levels near intersections and/or roadways that would be affected by the proposed project. The modeling assumptions are adequately conservative such that the modeled results plus background represent levels that would likely not ever be reached, much less exceeded.

Emission factors for CO that were used in the CO dispersion modeling were obtained from the EMFAC2007 program, which is the most recent CARB on-road emissions model. The CO emission factors from EMFAC2007 vary with analysis year and speed.

The four intersections selected for modeling were:

- Baseline Road/Walerga Road/Fiddymment Road
- Watt Avenue/Elverta Road
- Cirby Way/Riverside Avenue
- Watt Avenue/Antelope Road

Other intersections that would be potentially affected by the proposed project are not expected to experience CO concentrations higher than the highest predicted among these four intersections. The Level of Service (LOS) at all the above intersections under proposed project and cumulative conditions is LOS F, which is the worst LOS. Therefore, one of these four intersections is expected to represent the worst-case intersection.

The proposed project is considered to have significant impacts if it results in CO concentrations that exceed the 1-hour average standard of 20 ppm and/or the 8-hour average standard of 9.0 ppm. The maximum predicted concentrations at the selected intersections under cumulative conditions are below these standards.

Mitigation Measure:

No mitigation measures are warranted.

Significance after Mitigation:

This impact is less than significant without mitigation.

IMPACT 4-6: Exposure of nearby sensitive receptors to objectionable odor. This impact is considered *Less than Significant*.

Findings:

Under CEQA, no mitigation measures are required for impacts that are less than significant (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091).

Explanation:

The severity of odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and sensitivity of the receptor. In general, odors are usually associated with sources such as wastewater treatment plants, composting facilities, chemical plants, and other similar facilities. Such inherently odorous sources would not be part of the proposed project. In general, road development projects would not expose sensitive receptors to sources of odors. Thus, objectionable odor impacts from operation of the proposed project to nearby sensitive receptors would be less than significant.

Mitigation Measure:

No mitigation measures are warranted.

Significance after Mitigation:

This impact is less than significant without mitigation.

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. This impact is considered *Less than Significant*.

Findings:

Under CEQA, no mitigation measures are required for impacts that are less than significant (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091).

Explanation:

There would be no increase of operational emissions of ozone precursors (NOx and VOC) and particulate matter (PM₁₀ and PM_{2.5}) because the proposed project would not create any new emissions sources. It would merely redistribute existing traffic. Because the proposed project would not generate any new emissions sources, operation of the proposed project would not conflict with or obstruct implementation of the applicable air quality plans nor would it create a cumulatively considerable net increase of ozone precursors (NOx and VOC) or particulate matter (PM₁₀ and PM_{2.5}). Thus, the impact from operation of the proposed project on nonattainment areas would be less than significant.

Mitigation Measure:

No mitigation measures are warranted.

Significance after Mitigation:

This impact is less than significant without mitigation.

IMPACT 4-8: Emission of greenhouse gases. This impact is considered *Potentially Significant* in the short-term, and *No Impact* in the long-term.

Findings:

Changes or alterations have been required in, or incorporated into, the proposed project that substantially lessen, but do not avoid, the potentially significant environmental effect associated with this impact in the short-term. No mitigation is available to render the effects less than significant. The effects (or some of the effects) therefore remain significant in the short-term. However, there are no long-term impacts because the project would not increase vehicle miles traveled and would reduce traffic congestion.

Explanation:

The proposed project would produce a minor increase in greenhouse gas (GHG) emissions from construction operations only. Operation of the proposed project would not create any new GHG emissions sources; it would only redistribute existing traffic. Currently, there are no established significance thresholds for GHG emissions. As such, the GHG emissions and their potential for a significant impact are discussed qualitatively.

Construction of the proposed project would result in short-term and temporary increases in GHG emissions. These increases are associated with the operation of construction equipment, material hauling vehicles, and construction employee vehicles, and would subside following construction. Mitigation would aid in the reduction of the emissions generated from all construction equipment exhaust and is consistent with federal and state emission reduction strategies. Construction emissions are temporary. Therefore, once construction of the proposed project is finished, GHG emissions generated by the proposed project's construction activities would cease. At this time, it is impossible to determine where the GHG emissions that were generated during the proposed project's construction would reside following dispersion to the atmosphere. However, given that a minor amount (comparatively) of GHG

would be emitted during construction of the proposed project, and with implementation of mitigation and continuing compliance with federal and state GHG regulations, construction of the proposed project would not conflict with the state goal of reducing GHG emissions in California to 1990 levels by 2020, as set forth by the timetable established in AB 32 (California Global Warming Solutions Act of 2006). Thus, GHG emission construction impacts on the region would be less than significant.

The proposed project would not create any new emissions sources because it would not increase the number of vehicles that would be present in the *Community Plan* area (in its broad context, the PCAPCD); it would merely redistribute existing traffic. Thus, operation of the proposed project would have no impact on GHGs and would not impede the state goal of achieving 1990 GHG levels by the year 2020.

Mitigation Measure:

Mitigation Measure 4-8a: Implement the following mitigation measures:

- Mitigation Measure 4-1a (Prepare an Emission and Dust Control Plan Prior to Construction)
- 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 4-1i (Minimize Idling Time for Diesel-Powered Equipment During Construction)
- Mitigation Measure 4-1k (Use Low Emission Equipment During Construction)
- Mitigation Measure 4-1l (Use Existing Nearby Power Sources During Construction)

Significance after Mitigation:

This impact is less than significant with mitigation in the short-term; No impact in the long-term.

C. BIOLOGICAL RESOURCES

NOP/IS: Disturbance of Branchiopod habitat during construction. This impact is considered *Potentially Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoids the potentially significant environmental effect as identified in the Draft EIR.

Explanation:

Construction of the proposed project could result in significant impacts to Branchiopod habitat during construction. Impacts could include displacement and possible mortality. Implementation of the following mitigation measure would ensure that the impact would be less than significant.

Mitigation Measure:

Mitigation Measure B-A: Pre-Construction Vernal Pool Branchiopod Surveys.

To avoid impacts to vernal pool branchiopods, vernal pool branchiopod surveys should be conducted, pending USFWS approval, according to the 1996 USFWS Interim Survey Guidelines Listed Branchiopod Surveys within suitable habitat in the project study area. One season of wet and dry surveys or two wet season surveys are typically required to determine presence or absence of the listed branchiopod species. If listed vernal pool branchiopods are found, ESA consultation with the USFWS will be required.

Alternatively, the County could assume presence of listed vernal pool branchiopods and provide appropriate mitigation for seasonal wetlands and vernal pool habitats according to the conditions of the programmatic Biological Opinion between the USFWS and the USACE (1996). Proposed mitigation measures may include habitat compensation through an off-site mitigation bank.

Significance after Mitigation:

This impact is less than significant with mitigation.

NOP/IS: Disturbance of suitable Western pond turtle habitat along Dry Creek during construction. This impact is considered *Potentially Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoids the potentially significant environmental effect as identified in the Draft EIR.

Explanation:

Construction of the proposed project could result in significant impacts to suitable Western pond turtle habitat along Dry Creek during construction. Impacts could include displacement and possible mortality. Implementation of the following mitigation measure would ensure that the impact would be less than significant.

Mitigation Measure:

Mitigation Measure B-B: Pre-Construction Western Pond Turtle Surveys.

Suitable habitat for the western pond turtle is present along Dry Creek, and two unnamed tributaries in the project study area. Immediately prior to construction, a qualified biologist shall conduct preconstruction surveys for the western pond turtle. Individual western pond turtles, if found, should be relocated to suitable habitat in coordination with CDFG. In addition, the County should replace any aquatic habitat that would be permanently removed by the proposed project at a 1:1 ratio. This mitigation would be implemented according to one of the following three options, to be determined in consultation with the CDFG and completed prior to impact: (1) on-site creation of habitat; (2) off-site creation of habitat; or (3) purchase of comparable aquatic habitat credits from a mitigation bank.

Significance after Mitigation:

This impact is less than significant with mitigation.

NOP/IS: Disturbance of Swainson's hawk or other nesting raptors between March 1 to September 15 during construction. This impact is considered *Potentially Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoids the potentially significant environmental effect as identified in the Draft EIR.

Explanation:

Construction of the proposed project could result in significant impacts to Swainson's Hawk or other nesting raptors between March 1 to September 15 during construction. Impacts could include displacement and possible mortality. Implementation of the following mitigation measure would ensure that the impact would be less than significant.

Mitigation Measure:

Mitigation Measure B-C: Pre-Construction Nesting Raptor Surveys.

If project activities are proposed during the breeding period of the Swainson's hawk or other nesting raptors (March 1 to September 15), a qualified biologist shall conduct pre-construction surveys within a 0.25-mile radius of the project, not more than two weeks prior to construction. Surveys should be conducted using the guideline established in the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley (Swainson's Hawk Technical Advisory Committee, 2000). If nesting Swainson's hawks or other raptors are found, project activities should be delayed within the following buffer distances until the young have fledged:

- Swainson's hawks – 1,320 feet (0.25 mile)
- Other raptor species – 520 feet (0.10 mile)

Swainson's hawk nest sites within 0.25 mile of active construction will be monitored by a qualified biologist to evaluate whether the construction activities are disturbing nesting hawks. If the nesting birds appear distressed, the monitor shall halt all construction activities within 0.5 mile of the nest site and CDFG will be contacted to identify appropriate contingency measures. These measures might include limitations on the activities that would be allowed within 0.25 mile of the nest site or termination of all work within 0.25 mile of the nest site. All CDFG recommendations shall be complied with. If construction activities occur over more than 1 year, surveys will be conducted during each year of construction.

If no active nests are identified during the preconstruction survey or if construction activities are proposed to occur during the nonbreeding season (September 16 through February 28), no preconstruction surveys or other mitigation measures for Swainson's hawk or other nesting raptors will be required.

Significance after Mitigation:

This impact is less than significant with mitigation.

NOP/IS: Disturbance of migratory birds during construction. This impact is considered *Potentially Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoids the potentially significant environmental effect as identified in the Draft EIR.

Explanation:

Construction of the proposed project could result in significant impacts to migratory birds during construction. Impacts could include displacement and possible mortality. Implementation of the following mitigation measure would ensure that the impact would be less than significant.

Mitigation Measure:

Mitigation Measure B-D: Pre-Construction Migratory Bird Surveys.

Migratory birds may nest in the project study area. In order to avoid potential impacts to nesting migratory birds, project construction will be limited to outside of the bird nesting season (March 15–September 15), where feasible. If construction must occur during this time period, a qualified biologist should conduct

preconstruction surveys within areas potentially affected by the proposed project. If nesting migratory birds are found during preconstruction surveys, consultation with the CDFG should take place regarding appropriate actions to comply with the Migratory Bird Treaty Act and the Fish and Game Code. In general, avoidance should include a 250-foot buffer zone surrounding active nests. Unless CDFG specifies otherwise, buffer zones should remain until young birds have fledged.

Significance after Mitigation:

This impact is less than significant with mitigation.

NOP/IS: Study area contains several potentially jurisdictional features. This impact is considered *Potentially Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoids the potentially significant environmental effect as identified in the Draft EIR.

Explanation:

Numerous wetlands regulated by the USACE and/or the state were observed in the analysis area. Construction of the proposed project could result in direct impacts to jurisdictional waters of the U.S. and jurisdictional waters of the state in the analysis area through placement of fill within wetlands. Implementation of the following mitigation measures would ensure that the impact would be less than significant.

Mitigation Measure:

Mitigation Measure B-E: Wetland Delineation.

The project study area contains several potentially jurisdictional features. Therefore, a jurisdictional delineation should be completed for the project study area. A jurisdictional delineation report shall be submitted to the USACE for review and verification. A Clean Water Act Section 404 permit should be acquired prior to any fill activities or discharges that cannot be avoided within jurisdictional wetlands. If impacts to jurisdictional waters cannot be avoided, the County shall mitigate the impacts in compliance with the terms and conditions of the Section 404 permit issued by the USACE and the Section 401 Water Quality Certification and Waste Discharge Requirements issued by the Central Valley RWQCB. The creation/restoration requirements shall be in compliance with the Placer County General Plan “no net loss” of wetlands policy (Policy 6.B.1).

In addition, the following best management practices (BMPs) to avoid impacts to wetlands in the project study area should be implemented for all construction related to the proposed project:

- Four-foot-tall, brightly colored (yellow or orange), synthetic mesh material or chainlink fencing shall be installed at the edge of all avoided wetlands and a minimum of 50 feet from the edge of tributaries to Dry Creek prior to any construction equipment being moved on site or any construction activities taking place. Fencing shall be continuously maintained and should be the responsibility of an onsite compliance officer designated by the developer. Fencing is to remain intact until construction is complete and may not be removed without the written consent of the County.
- Ground disturbance associated with construction, including vehicle operation/parking and construction material storage, shall be prohibited within wetlands or within 50 feet of the edge of tributaries to Dry Creek.
- Where working areas encroach on live or dry streams, lakes, or wetlands, RWQCB-approved physical barriers adequate to prevent the flow or discharge of sediment into these systems shall be

constructed and maintained between working areas and streams, lakes and wetlands. Discharge of sediment into streams shall be held to a minimum during construction of the barriers. Discharge should be contained through the use RWQCB-approved measures that will keep sediment from entering jurisdictional waters beyond the project limits.

- Oily or greasy substances originating from the Contractor's operations shall not be allowed to enter or be placed where they will later enter a live or dry stream, pond, or wetland.
- Asphalt concrete shall not be allowed to enter a live or dry stream, pond, or wetland.
- All off-road construction equipment should be cleaned of potential noxious weed sources (mud, vegetation) before entry into the site and after entering a potentially infested area before moving on to another area, to help ensure noxious weeds from outside of the project study area are not introduced into the project study area. The contractor should employ whatever cleaning methods (typically the use of a high-pressure water hose) are necessary to ensure that equipment is free of noxious weeds. Equipment should be considered free of soil, seeds, and other such debris when a visual inspection does not disclose such material. Disassembly of equipment components or specialized inspection tools is not required. Equipment washing stations should be placed in areas that afford easy containment and monitoring and that do not drain into sensitive (riparian, wetland, etc.) areas.
- To further minimize the risk of introducing additional nonnative species into the area, only native plant species appropriate for the project study area should be used in any erosion control or revegetation seed mix or stock. No dry-farmed straw should be used, and certified weed-free straw should be required where erosion control straw is to be used. In addition, any hydroseed mulch used for revegetation activities should be certified weed-free.
- The County shall restore and revegetate all temporary construction disturbance areas. Temporary disturbance areas should be restored to the original topography and hydrology, disked to relieve compaction, and planted with an erosion control mix composed only of native species. The proposed restoration and revegetation measures should be summarized in the storm water pollution prevention plan for the project and submitted to Placer County for approval prior to initiation of construction activities.

Significance after Mitigation:

This impact is less than significant with mitigation.

NOP/IS: Native trees that are not planned for removal or the loss of native trees during construction. This impact is considered *Potentially Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoids the potentially significant environmental effect as identified in the Draft EIR.

Explanation:

The project study area contains many native oak trees, including blue oak (*Quercus douglasii*) and coast live oak (*Quercus agrifolia*) of varying ages and sizes. Native trees are protected under the Placer County Tree Ordinance. Construction of the proposed project could result in direct loss of native trees. Native trees could also be indirectly impacted through damage to roots and limbs during construction. Implementation of the following mitigation measures would ensure that the impact would be less than significant.

Mitigation Measures:

Mitigation Measure B-F: Native Tree Protection.

Native trees that are not planned for removal shall be preserved and protected per the Placer County Tree Preservation Ordinance, particularly Section 12.16.070, Item "D."

Mitigation Measure B-G: Native Tree Removal.

The loss of native trees in the study area shall follow the policies and mitigation guidelines set forth in The Placer County Tree Preservation Ordinance found in Chapter 12, Article 12.16 of the Placer County Code. See Article 12.16 for details on protection, replanting and mitigation for removed trees.

Significance after Mitigation:

This impact is less than significant with mitigation.

EIR Appendix C: Disturbance of Valley elderberry longhorn beetle during construction. This impact is considered *Potentially Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoids the potentially significant environmental effect as identified in the Draft EIR.

Explanation:

Construction of the proposed project could result in significant impacts to Valley elderberry longhorn beetle during construction. Impacts could include displacement and possible mortality. Implementation of the following mitigation measure would ensure that the impact would be less than significant.

Mitigation Measure:

Mitigation Measure B-H: Pre-Construction Blue Elderberry Surveys.

Focused surveys for blue elderberry (*Sambucus mexicanus*), the host plant of the valley elderberry longhorn beetle, should be conducted prior to construction by a qualified botanist. Blue elderberry shrubs are likely to occur along Dry Creek in the northern portion of the study area.

If elderberry shrubs are found, the shrubs should be mapped and avoided to the extent feasible. The following avoidance, minimization, and compensation measures are based on the USFWS Conservation Guidelines for the Valley Elderberry Longhorn Beetle (USFWS, 1999).

To avoid impacts to the host plant 4-foot tall, brightly colored (yellow or orange), synthetic mesh material or chain link fencing should be installed a minimum of 100 feet from the dripline of avoided shrubs. Fencing should be continuously maintained and should be the responsibility of an onsite compliance officer designated by the County. Fencing should remain intact until construction is complete and may not be removed without the written consent of the County.

If elderberry shrubs cannot be avoided, the County shall implement the following measures:

- All elderberry plants with one or more stems measuring 1.0 inch diameter or greater at ground level that cannot be avoided should be transplanted to a conservation area. A detailed mitigation/conservation plan that includes long-term strategies to ensure no net loss of valley elderberry longhorn beetle habitat should be developed in consultation with USFWS.

If elderberry shrubs are transplanted or if transplantation is not feasible, one of the following measures shall be implemented:

- Each elderberry stem measuring 1.0 inch or greater in diameter at ground level that is adversely affected (i.e., transplanted or destroyed) must be replaced, in the conservation area approved by the USFWS according to the ratios described in the USFWS conservation guidance on valley elderberry longhorn beetle (USFWS, 1999). Additional native plants should be planted at a minimum ratio of one plant for every stem 1.0 inch in diameter or greater that would be affected. Stock of either seedlings or cuttings should be obtained from local sources. Cuttings may be obtained from the plants to be transplanted if the source sites are in the vicinity of the USFWS-approved conservation area. Transplanted shrubs should be monitored for 10 to 15 years as required by the USFWS 1999 guidance. A qualified biologist should supervise all work involving encroachment, restoration or transplanting of elderberry shrubs.

Elderberry mitigation credits from a USFWS approved mitigation bank equivalent to the ratio should be specified by the USFWS 1999 conservation guidelines.

Significance after Mitigation:

This impact is less than significant with mitigation.

EIR Appendix C: Disturbance of Western burrowing owl during construction. This impact is considered *Potentially Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoids the potentially significant environmental effect as identified in the Draft EIR.

Explanation:

Construction of the proposed project could result in significant impacts to Western burrowing owl during construction. Impacts could include displacement and possible mortality. Implementation of the following mitigation measure would ensure that the impact would be less than significant.

Mitigation Measure:

Mitigation Measure B-I: Pre-Construction Western Burrowing Owl Surveys.

Surveys should be conducted for potential nesting burrowing owls in the project study area prior to construction. If burrowing owls are determined to be using the project study area for nesting, then onsite passive exclusion of burrowing owls from burrows should be implemented prior to the nesting season (December or January). Owls should be excluded from the occupied burrows using one-way doors and allowed to occupy alternate natural or artificial burrows that are beyond 250 feet from the impact zone and that are within or contiguous to a minimum of 6.5 acres of potential foraging habitat for each pair of relocated owls.

If construction is proposed during the burrowing owl breeding season (February 1 through August 31), focused surveys for active burrows should be conducted within 30 days prior to the beginning of the construction activities. Surveys should be conducted by a qualified biologist. If active nests are found, no construction activities should take place within 250 feet of the nest until the young have fledged. Burrows that cannot be avoided should be removed during the nonbreeding season (see above) in accordance with

CDFG protocols (CDFG, 1995). If no active nests are found during focused surveys, no further mitigation would be required.

Onsite preservation of foraging habitat adjacent to any relocated owls should be protected in a conservation easement and managed to promote burrowing owl use of the site. CDFG approval would be required for the habitat conservation easement.

If there is not suitable preservation habitat located adjacent to the relocated owls, burrowing owl habitat mitigation credits should be purchased from a conservation bank approved by the CDFG. Offsite habitat must provide suitable burrowing owl habitat. Land should be purchased and /or placed in a conservation easement in perpetuity and managed to main suitable habitat. Offsite mitigation should use the following ratios:

- Replacement of occupied habitat with occupied habitat: 1.5 times 6.5 acres per pair or single bird (9.75 acres).
- Replacement of occupied habitat with habitat contiguous to currently occupied habitat: 2 times 6.5 acres per pair or single bird (13.0 acres).
- Replacement of occupied habitat with suitable unoccupied habitat: 3 times 6.5 acres per pair or single bird (19.5 acres).

Significance after Mitigation:

This impact is less than significant with mitigation.

EIR Appendix C: Disturbance of American badger during construction. This impact is considered *Potentially Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoids the potentially significant environmental effect as identified in the Draft EIR.

Explanation:

Construction of the proposed project could result in significant impacts to American badger during construction. Impacts could include displacement and possible mortality. Implementation of the following mitigation measure would ensure that the impact would be less than significant.

Mitigation Measure:

Mitigation Measure B-J: Pre-Construction American Badger Surveys.

Preconstruction surveys should be implemented no less than 14 days and no more than 30 days prior to the beginning of construction activities that could impact American badger dens. If an active badger den is found, the CDFG should be consulted to determine appropriate avoidance measures. Avoidance measures may include designation of an exclusion zone around potential badger dens during the breeding period (summer through early fall) and hand excavation of dens during the nonbreeding period. A qualified biologist should be present during construction to monitor any activities within 100 feet of an occupied den.

Significance after Mitigation:

This impact is less than significant with mitigation.

EIR Appendix C: Disturbance of bat species during construction. This impact is considered *Potentially Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoids the potentially significant environmental effect as identified in the Draft EIR.

Explanation:

Construction of the proposed project could result in significant impacts to bat species during construction. Impacts could include displacement and possible mortality. Implementation of the following mitigation measure would ensure that the impact would be less than significant.

Mitigation Measure:

Mitigation Measure B-K: Pre-Construction Bat Species Surveys.

Prior to construction, a qualified biologist should survey any affected structures and trees for evidences of active bat roosts (e.g., bat guano). If roosts are found, they should be removed in April, September, or October in order to avoid the hibernation and maternity seasons. Appropriate exclusion methods should be used, as needed, during habitat removal. If bats must be excluded, the County should work with a qualified biologist to determine appropriate exclusion methods. If bats are found onsite and cannot be avoided, the County should work with a qualified biologist to determine if additional mitigation, such as the construction of bat boxes, is appropriate. Determination of these additional measures will depend on the species present and their specific ecological preferences/requirements. Other steps could include improving other avoided bat habitat or designing new project elements such as bat-friendly road crossings. If no active bat roosts are found during focused surveys, no further mitigation would be required.

Significance after Mitigation:

This impact is less than significant with mitigation.

EIR Appendix C: Disturbance of Western spadefoot during construction. This impact is considered *Potentially Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoids the potentially significant environmental effect as identified in the Draft EIR.

Explanation:

Construction of the proposed project could result in significant impacts to Western spadefoot during construction. Impacts could include displacement and possible mortality. Implementation of the following mitigation measure would ensure that the impact would be less than significant.

Mitigation Measure:

Mitigation Measure B-L: Pre-Construction Western Spadefoot Surveys.

To avoid potential impacts to the western spadefoot, preconstruction surveys should be conducted within suitable habitat in the project study area. If western spadefoot is found, relocation of individuals should be

coordinated with CDFG. In addition, the County should replace any aquatic habitat that would be permanently filled by the project at a 1:1 ratio. This mitigation would be implemented according to one of the following three options, to be determined in consultation with the CDFG and completed prior to impact: (1) on-site creation of habitat; (2) off-site creation of habitat; or (3) purchase of comparable aquatic habitat credits from a mitigation bank.

Significance after Mitigation:

This impact is less than significant with mitigation.

EIR Appendix C: Disturbance of special-status plants during construction. This impact is considered *Potentially Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoids the potentially significant environmental effect as identified in the Draft EIR.

Explanation:

Construction of the proposed project could result in significant impacts to special-status plants during construction. Impacts could include displacement and possible mortality. Implementation of the following mitigation measure would ensure that the impact would be less than significant.

Mitigation Measure:

Mitigation Measure B-M: Pre-Construction Special-Status Plant Surveys.

Conduct focused surveys for special-status plant species in suitable habitat in portions of the project study area. Surveys for special-status plant species should be timed to coincide with the appropriate period for identification of special-status plant species with potential to occur. If any state or federally listed species are observed and impacts cannot be avoided, the County shall consult with the USFWS and/or the CDFG to determine appropriate mitigation, and should comply with the identified requirements. A detailed mitigation/conservation plan shall be developed if special status plant species would be affected by the proposed project. The plan should provide for preservation and restoration at ratios that would ensure no net loss of the affected plant habitat and minimize the effects of the project on the regional abundance and distribution of the affected plant species. If special-status plant species are not found during surveys, no further studies or mitigation will be necessary.

Significance after Mitigation:

This impact is less than significant with mitigation.

EIR Appendix C: Disturbance of special-status fish during construction. This impact is considered *Potentially Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoids the potentially significant environmental effect as identified in the Draft EIR.

Explanation:

Construction of the proposed project could result in significant impacts to special-status fish during construction. Impacts could include displacement and possible mortality. Implementation of the following mitigation measure would ensure that the impact would be less than significant.

Mitigation Measure:

Mitigation Measure B-N: Pre-Construction Special-Status Fish Surveys.

Dry Creek is used by special-status fish species, including the central valley steelhead (*Oncorhynchus mykiss*), and Chinook salmon (*Oncorhynchus tshawytscha*). Implementation of the proposed project could result in a potentially significant impact to aquatic habitats utilized by these fish species. Impacts could include degradation of water quality in Dry Creek due to ground disturbance during construction or degradation of the upland riparian habitats adjacent to Dry Creek.

The County should exclude all ground disturbing activities within 100-feet of Dry Creek to minimize degradation of water quality and fish habitat in Dry Creek. The use of BMPs is also recommended (refer to jurisdictional wetlands mitigation measures for potential BMPs).

Significance after Mitigation:

This impact is less than significant with mitigation.

D. CULTURAL RESOURCES

NOP/IS: Disturbance to potentially important unknown archaeological resources during construction. This impact is considered *Potentially Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoids the potentially significant environmental effect as identified in the Draft EIR.

Explanation:

The prehistoric sites previously identified were located outside of the proposed project area's zone of ground disturbance and would therefore not be affected. However, given the proximity to Dry Creek and the existence of prehistoric sites in the vicinity, unknown subsurface historical resources may exist within the analysis area that may be adversely affected by project activities.

Mitigation Measure:

Mitigation Measure C-A: Consult Qualified Professional Archaeologist.

In the event of the discovery of buried archaeological artifacts, exotic rock (non-native), or unusual amounts of shell or bone, it is recommended that project activities in the vicinity of the find be immediately stopped and a qualified professional archaeologist consulted to assess the resource and provide proper management recommendations. If the find is determined to be a historical or unique archaeological resource, contingency funding and a time allotment to allow for implementation of avoidance measures or appropriate mitigation shall be made available, as provided in Section 15064.5 of the CEQA Guidelines.

In addition, the Placer County Planning Department and Department of Museums must also be contacted. Work in the area may only proceed after authorization is granted by the Placer County Planning Department. All construction and improvement plans for subsequent development within the affected area involving

ground disturbance shall include these provisions. The archaeologist shall evaluate any potential effects on any historical resource or unique archaeological resource and, where such effects would be significant, shall recommend potential mitigation to the County for its consideration. The County will assess the feasibility of any proposed mitigation (e.g., avoidance of the historical resource) and impose the mitigation where feasible in light of factors such as the nature of the find, project design, costs, Specific Plan policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for historical resources is carried out.

Significance after Mitigation:

This impact is less than significant with mitigation.

NOP/IS: Disturbance to potentially important unknown paleontological resources during construction. This impact is considered *Potentially Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoids the potentially significant environmental effect as identified in the Draft EIR.

Explanation:

The project vicinity is underlain by deep Holocene floodplain deposits. These types of sediments would not likely yield significant paleontologic remains because they are surface deposits and are not considered fossil-bearing rock units. However, significant paleontological deposits can be encountered during most any subsurface excavation, especially near riverine corridors. Therefore, the following mitigation is provided to reduce this impact to a less-than-significant level.

Mitigation Measures:

Mitigation Measure C-B: Consult qualified professional paleontologist.

Should paleontological resources be identified at a particular site during construction, the contractor shall cease operation until a qualified professional can provide an evaluation. Mitigation shall be conducted as follows:

- Identify and evaluate paleontological resource by intense field survey where impacts are considered high;
- Assess effects on identified sites;
- Consult with the institutional/academic paleontologists conducting research investigations within the geological formations that will be impacted;
- Obtain comments from the researchers;
- Comply with researchers' recommendations to address any significant adverse effects where determined by the County to be feasible pursuant to Mitigation Measure C-C.

Mitigation Measure C-C: Comply with paleontologist's recommendations.

In considering any suggested mitigation proposed by the consulting paleontologist, Placer County Planning Department Staff shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, Community Plan policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery)

shall be instituted. Work may proceed in other locations while mitigation for paleontological resources is carried out.

Significance after Mitigation:

This impact is less than significant with mitigation.

NOP/IS: Disturbance to potentially important unknown human remains during construction. This impact is considered *Potentially Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoids the potentially significant environmental effect as identified in the Draft EIR.

Explanation:

No evidence exists to indicate that burials or any large prehistoric or historic occupation existed within the analysis area. However, unexpected discoveries are possible even in areas of putatively low sensitivity. Therefore, the following mitigation is provided to reduce this impact to a less-than-significant level.

Mitigation Measure:

Mitigation Measure C-D: Consult the County Coroner.

If human skeletal remains are uncovered during project construction, the contractor will immediately halt work, contact the Placer County coroner to evaluate the remains, and follow the procedures and protocols set forth in Section 15064.5 (e)(1) of the CEQA Guidelines. If the County coroner determines that the remains are Native American, the County will contact the Native American Heritage Commission, in accordance with Health and Safety Code Section 7050.5, subdivision (c), and Public Resources Code 5097.98 (as amended by AB 2641). As prescribed in Public Resources Code 5097.98, the County shall ensure that, according to generally accepted cultural or archaeological standards or practices where the Native American human remains are located, the immediate vicinity is not damaged or disturbed by further development activity until the County has discussed and conferred with the most likely descendents regarding their recommendations, if applicable, and taking into account the possibility of multiple human remains.

Significance after Mitigation:

This impact is less than significant with mitigation.

EIR Appendix D: Disturbance of known archaeological sites (P-31-2954 and CA-PLA-75) within the study area. This impact is considered *Potentially Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoids the potentially significant environmental effect as identified in the Draft EIR.

Explanation:

Construction of the proposed project could result in significant impacts to previously documented cultural resources within the analysis area (i.e., P-31-2954 and CA-PLA-75). Any ground disturbance associated with the proposed project could potentially disturb and/or destroy previously documented cultural resources (i.e., P-31-2954 and CA-

PLA-75), and potentially expose previously undocumented resources. In the event of an disturbance of known archaeological resources or accidental discovery of archaeological resources, implementation of the following mitigation measures would ensure that the impact would be less than significant.

Mitigation Measures:

Mitigation Measure C-E: Pre-Construction P-31-2954 Survey.

Previous analysis of P-31-2954 (LSA, 2007) has determined that the brick cistern within the Murray Ranch property is ineligible for listing on the National Register. However, the records also indicate that no subsurface archaeological testing has been conducted within the site boundaries, and there is potential for previously undocumented archaeological resources to be present. If it is determined that road construction would impact the site as recorded, then further study is recommended. This would include implementation of a project specific research design and potentially subsurface investigation. In addition, pending archaeological testing, it may be recommended that monitoring of any ground disturbing activities within this site area be conducted by a qualified archaeologist.

Mitigation Measure C-F: Pre-Construction CA-PLA-75 Survey.

The extent of CA-PLA-75 and its proximity to the analysis area suggest that any future road construction could result in significant impacts to this site. If road widening occurs, then further examination is recommended. This would include the implementation of a project specific research design, with the potential for subsurface investigation. In addition, pending archaeological testing it may be recommended that monitoring of any ground disturbing activities within this site area be conducted by a qualified archaeologist.

Significance after Mitigation:

This impact is less than significant with mitigation.

E. GEOLOGY AND SOILS

NOP/IS: Proposed project located in a seismic area. This impact is considered *Less than Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that result in a less-than-significant environmental effect as identified in the Draft EIR.

Explanation:

The project vicinity is located in one of the most seismically stable areas of California, Seismic Safety Zone III, with no Alquist-Priolo Earthquake Fault Zones. Western Placer County is not subject to any major fault lines. The proposed project's implementation would not result in a significant increase in the number of people exposed to seismic events, as the speed reduction treatments and Baseline Road/Cook-Riolo Road intersection would perform the same function as the existing intersection. Overall, the damage in the project vicinity is anticipated to be less severe than in other areas of California. It is anticipated that the proposed project would conform to the California Uniform Building Code as well as to the applicable Placer County Building Codes regarding seismic activities. The proposed project site and surrounding properties are relatively flat with no risk of landslides or mudslides. The soils that underlie the site have a low potential for liquefaction.

Mitigation Measure:

No mitigation measures are warranted.

Significance after Mitigation:

This impact is less than significant without mitigation.

NOP/IS: Increased soil erosion or topsoil loss during construction. This impact is considered *Less than Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that result in a less-than-significant environmental effect as identified in the Draft EIR.

Explanation:

Due to the relatively flat site topography, earthwork would be expected to be minimal and limited to preparation of the site for development. No substantial erosion impacts are anticipated with construction of the proposed project. The potential for soil erosion and loss of topsoil would be greatest during the period of site grading and between the time when grading is completed and building construction is started. Removal of the Baseline Road/Cook-Riolo Road intersection through-movement restrictions would be accomplished within existing rights-of-way, resulting in minimal opportunity for erosion. Areas not paved or covered would be properly graded and landscaped as necessary to prevent soil loss. Construction of speed reduction treatments such as roundabouts would result in some right-of-way disturbance; however, the amount of soil erosion would still be minimal.

Mitigation Measure:

No mitigation measures are warranted.

Significance after Mitigation:

This impact is less than significant without mitigation.

NOP/IS: Proposed project located on unstable soil or expansive soil. This impact is considered *Less than Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that result in a less-than-significant environmental effect as identified in the Draft EIR.

Explanation:

Unstable soils are not anticipated to occur at or around the project construction sites. The soils that underlie the project site have low potential for liquefaction, lateral spreading, subsidence, or collapse. The project site and surrounding properties are relatively flat with no risk of landslides or mudslides.

Mitigation Measure:

No mitigation measures are warranted.

Significance after Mitigation:

This impact is less than significant without mitigation.

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F. HAZARDS AND HAZARDOUS MATERIALS

NOP/IS: Transportation, use, or disposal of hazardous materials; or the release of hazardous materials in accident conditions. This impact is considered *Less than Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that result in a less-than-significant environmental effect as identified in the Draft EIR.

Explanation:

Construction of the proposed project would involve various types of construction equipment, including bulldozers, backhoes, graders, and dump trucks. This equipment could create a hazard to the public through the potential of a hazardous materials spill or release. Adherence to industry standard best management practices (BMPs), such as limiting onsite equipment maintenance using a spill prevention system to capture any spilled materials, would result in a less-than-significant impact.

Operation of the proposed project would not involve the routine transport, use, or disposal of hazardous materials. Removal of the Baseline Road/Cook-Riolo Road intersection through-movement restrictions would increase access to the *Community Plan* area. Leaving PFE Road open to public traffic would allow trucks and other vehicles, some of which may transport hazardous materials, to continue to travel through the *Community Plan* area in this location. These vehicles could create a hazard to the public through the potential of a hazardous materials spill or release. However, this hazard is common to all roadways within the *Community Plan* area, and is no different than the current condition.

Mitigation Measure:

No mitigation measures are warranted.

Significance after Mitigation:

This impact is less than significant without mitigation.

NOP/IS: Interference with emergency response plans. This impact is considered *Less than Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that result in a less-than-significant environmental effect as identified in the Draft EIR.

Explanation:

Construction of the proposed project would require sporadic lane closures for a limited time to build the speed reduction treatments and remove the Baseline Road/Cook-Riolo Road intersection through-movement restrictions. Adherence to industry standard BMPs, such as implementation of a traffic control plan and the use of flag persons, would result in a less-than-significant impact.

Implementation of the proposed project would not interfere with any emergency response plan or emergency evacuation plan, since PFE Road would remain open to vehicular traffic. However, the speed reduction treatments would reduce travel speeds from approximately 40 to 30 miles per hour (mph) on the affected roadways. The reduction in travel speeds would slightly increase emergency response times because emergency vehicles would have to navigate the proposed speed reduction treatments, which would require a slower speed. However, the slight

increase is considered less than significant by the Placer County Sheriff's Department, the California Department of Forestry/Placer County Fire Hazard Mitigation Program, and the California Highway Patrol (Walton, 2007; Dimaggio, 2007). Removal of the Baseline Road/Cook-Riolo Road intersection through-movement restrictions would be accomplished within existing rights-of-way.

Mitigation Measure:

No mitigation measures are warranted.

Significance after Mitigation:

This impact is less than significant without mitigation.

NOP/IS: Exposure of people or structures to wildland fires. This impact is considered *Less than Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that result in a less-than-significant environmental effect as identified in the Draft EIR.

Explanation:

Grasslands are located within the *Community Plan* area. Wildfires occasionally occur in this portion of southwestern Placer County. Due to the limited duration and nature of the construction within or immediately adjacent to existing roadways, construction of the proposed project would not be expected to result in wildfires. Operation of the proposed project would not increase the potential for wildfires, as the roadway system would operate as it does today. The closest fire station (California Department of Forestry/Placer County Fire Hazard Mitigation Program Station #100) is located within the *Community Plan* area at 8350 Cook Riolo Road. Typical response times to the *Community Plan* area include 1.5 minutes for fire response and 2 to 30 minutes, depending on the severity of the incident, for police response (Walton, 2007; Dimaggio, 2007). Habitable structures/buildings are not an element of the proposed project.

Mitigation Measure:

No mitigation measures are warranted.

Significance after Mitigation:

This impact is less than significant without mitigation.

NOP/IS: Emission of hazardous waste/substances within one-quarter mile of schools. This impact is considered *Potentially Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoids the potentially significant environmental effect as identified in the Draft EIR.

Explanation:

Construction would occur with one-quarter mile of the Dry Creek Elementary School and Creekview Ranch Middle School. Construction of the proposed project would involve various types of construction equipment, including

bulldozers, backhoes, graders, and dump trucks. The use of construction vehicles and equipment required to implement the proposed project would have the potential to generate temporary hazardous air emissions or result in a hazardous materials spill or release. Health effects from exposure to hazardous air emissions associated with construction equipment typically require exposure of long duration (years), while the construction activities would be limited to a month or less at any given location. Emissions from the proposed project would be consistent with the PCAPCD air quality plans for the region. Adherence to industry standard BMPs, such as requiring proper equipment maintenance and implementation of a spill prevention system to capture any spilled hazardous materials, would result in a less-than-significant impact. In order to further reduce the impact from hazardous materials, substances, or waste, implementation of the following mitigation measure is recommended.

Mitigation Measure:

Mitigation Measure HZ-A: Restrict Construction to Summer Months.

In order to reduce potential impacts to schools from construction of the proposed project, construction of the speed reduction treatments will be restricted to the summer months, when school is not in session.

Significance after Mitigation:

This impact is less than significant with mitigation.

G. HYDROLOGY AND WATER QUALITY

NOP/IS: Violation of water quality standards or waste discharge requirements. This impact is considered *Less than Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that result in a less-than-significant environmental effect as identified in the Draft EIR.

Explanation:

Construction of the proposed project would be conducted in accordance with County standards, including BMPs to control erosion and prevent runoff into Dry Creek. It would be designed to direct water to the existing storm water drainage system (i.e., roadside drainage ditches). The proposed speed reduction treatments would be primarily located on land that has been previously disturbed and is covered with asphalt pavement. Removal of the Baseline Road/Cook-Riolo Road intersection through-movement restrictions would be accomplished within existing rights-of-way. When operational, the speed reduction treatments and Baseline Road/Cook-Riolo Road intersection would perform the same function as the existing intersection, and would not violate local water quality standards or waste discharge requirements.

Mitigation Measure:

No mitigation measures are warranted.

Significance after Mitigation:

This impact is less than significant without mitigation.

NOP/IS: Alteration of site drainage patterns resulting in erosion/siltation. This impact is considered *Less than Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that result in a less-than-significant environmental effect as identified in the Draft EIR.

Explanation:

Implementation of the proposed project would not result in altered drainage patterns in the *Community Plan* area, or in substantial erosion or siltation. Construction of the speed reduction treatments would require minor drainage ditch modifications. These drainage ditches are maintained by the Placer County Department of Public Works to ensure proper water flow and reduce potential flooding concerns during significant storm events. Removal of the Baseline Road/Cook-Riolo Road intersection through-movement restrictions would be accomplished within existing rights-of-way. The project sites are relatively flat; earthwork due to construction of speed reduction treatments would therefore be expected to be minimal and limited to preparation for site development and post-construction landscaping, where required. Earthwork activities would not alter watershed boundaries.

Mitigation Measure:

No mitigation measures are warranted.

Significance after Mitigation:

This impact is less than significant without mitigation.

NOP/IS: **Contributing polluted runoff into an existing or planned storm water system. This impact is considered *Less than Significant*.**

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that result in a less-than-significant environmental effect as identified in the Draft EIR.

Explanation:

Implementation of the proposed project would not significantly increase the amount of impervious surface area or increase the amount of urban surface pollutants in the vicinity. Construction of the speed reduction treatments would require temporary ground disturbance of approximately 1.03 acres and permanently disturb approximately 1.94 acres. The existing storm water drainage system (i.e., roadside drainage ditches) is capable of accommodating the minor increase in runoff.

Mitigation Measure:

No mitigation measures are warranted.

Significance after Mitigation:

This impact is less than significant without mitigation.

NOP/IS: **Degradation of water quality. This impact is considered *Less than Significant*.**

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that result in a less-than-

significant environmental effect as identified in the Draft EIR.

Explanation:

Implementation of the proposed project would not result in substantial degradation of local water quality due to the scope and nature of construction activities, and the limited impact area (27.3 linear acres plus the existing right-of-way).

Mitigation Measure:

No mitigation measures are warranted.

Significance after Mitigation:

This impact less than significant without mitigation.

H. LAND USE/PLANNING

NOP/IS: Conflict with the existing *Community Plan-Transportation Element*. This impact is considered *Potentially Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoids the potentially significant environmental effect as identified in the Draft EIR.

Explanation:

The proposed project would conflict with the existing *Community Plan – Transportation Element* by allowing PFE to remain open. Implementation of the following mitigation measure would reduce this impact to a less-than-significant level.

Mitigation Measure:

Mitigation Measure LU-A: Update *Community Plan – Transportation Element*.

As a part of the proposed project, the Placer County Department of Public Works will update the *Community Plan – Transportation Element* to leave PFE Road open. The *Community Plan – Transportation Element* update would also revise its goals and policies for relevance to today's community environment and to ensure applicability in the future. The overall goal of the *Community Plan – Transportation Element* update is to maintain the rural nature of the *Community Plan* area and minimize the amount of traffic impacts, while allowing circulation patterns to be maximized.

Significance after Mitigation:

This impact is less than significant with mitigation.

I. NOISE

Mitigation Measure N-B: Implement Mitigation Measure HZ-A. This mitigation measure is listed in Appendix A of the Draft EIR. Need to include an errata sheet to the Draft EIR for Mitigation Measure N-B.]

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 proposed project area. This impact is considered *Potentially Significant* in the short-term, and *Not Applicable* in the long-term.

Findings:

Changes or alterations have been required in, or incorporated into, the proposed project that substantially lessen, but do not avoid, the potentially significant environmental effect associated with this impact in the short-term. No mitigation is available to render the effects less than significant. The effects (or some of the effects) therefore remain significant in the short-term. However, there are no long-term impacts.

Explanation:

Construction activities associated with the proposed project would result in temporary noise increases at nearby sensitive receptors. Impacts to sensitive receptors resulting from the proposed project would depend on several factors, such as the type of project for the given area, land use of the given area, and duration of proposed construction activities. Additionally, construction noise levels would fluctuate depending on the construction phase, equipment type, and duration of the use; distance between the noise source and receptor; and the presence or absence of barriers between the noise source and receptor.

The proposed project would require grading and construction activities that would intermittently and temporarily generate noise levels above ambient background levels. Noise levels in the immediate vicinity of the construction sites could increase, sometimes for extended durations.

Noise is also generated during construction by increased truck traffic on area roadways. A significant proposed project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from construction sites. This noise increase would be of short duration, and would likely occur primarily during daytime hours. Noise impacts during construction could potentially be significant. Mitigation requires the development and implementation of a construction noise abatement program. With implementation of this mitigation measure, construction noise impacts would be less than significant.

Mitigation Measure:

Mitigation Measure 5-1a: Develop and Implement a Construction Noise Abatement Program Prior to Construction

Prior to construction plan approval, the construction contractor will develop and implement a construction noise abatement program conforming to Minute Order 98-08, and the following additional items:

- All construction vehicles or equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers;
- Stockpiling and/or vehicle staging areas shall be identified on the improvement plans and shall be located as far as is practical from existing occupied dwellings;
- Construction noise emanating from any construction activities for which a Grading or Building Permit is required is prohibited on Sundays and federal holidays, and shall only occur during the following times:
 - Monday through Friday, 6:00 a.m. to 8:00 p.m. (during daylight savings)
 - Monday through Friday, 7:00 a.m. to 8:00 p.m. (during standard time)
 - Saturdays, 8:00 a.m. to 6:00 p.m.

Significance after Mitigation:

This impact is less than significant with mitigation in the short-term; This impact is not applicable in the long term.

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. This impact is considered *Less than Significant*.

Findings:

Under CEQA, no mitigation measures are required for impacts that are less than significant (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091).

Explanation:

Construction activities associated with the proposed project would result in temporary vibration increases at nearby sensitive receptors. Impacts to sensitive receptors resulting from the proposed project would depend on several factors, such as the type of project for the given area, land use of the given area, and duration of proposed construction activities. Additionally, construction vibration levels would fluctuate depending on the construction phase, equipment type, and duration of the use; distance between the noise source and receptor; and the ground conditions between the vibration source and receptor.

The proposed project would require grading and construction activities that would intermittently and temporarily generate vibration levels above ambient background levels. Vibration levels in the immediate vicinity of the construction sites could increase.

Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural. Data indicate that construction vibration levels are generally less than the 0.200 in/sec ppv threshold of human annoyance and architectural damage at distances of 25 feet. For vibratory compacting/rolling equipment, slightly greater distances would be required to avoid the 0.200 in/sec ppv threshold. Generally, a distance of 30 feet would be sufficient to achieve compliance with the threshold. Because structures are set back 30 feet or more from the edge of pavement at the locations where construction would occur, vibrations from construction equipment would be less than significant.

Mitigation Measure:

No mitigation measures are warranted.

Significance after Mitigation:

This impact is less than significant without mitigation.

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 resulting from roadway extensions, addition of through lanes, modification of existing alignments, etc.). This impact is considered *Significant and Unavoidable*.

Findings:

Changes or alterations have been required in, or incorporated into, the proposed project that substantially lessen, but do not avoid, the potentially significant environmental effect associated with this impact. No mitigation is available to render the effects less than significant. The effects (or some of the effects) therefore remain significant and unavoidable.

Explanation:

Implementation of the proposed project is predicted to result in both increases and decreases in traffic noise levels in the *Community Plan* area due to changes in overall traffic volumes and segment speeds due to the speed reduction treatments. The proposed project would result in increases in traffic noise levels ranging between 0.1 to 15.7 dBA L_{dn} , while decreases in traffic noise levels are predicted to range between -0.2 and -4.9 dBA L_{dn} . The largest increases in traffic noise are predicted on PFE Road from Pinehurst to Cook-Riolo Road at 15.7 dBA L_{dn} . The increase at this location on PFE Road is considered to be significant.

The noise increase on PFE Road is predicted as a result of PFE Road not being closed at Cook-Riolo Road, as planned in the existing *Community Plan – Transportation Element*. The increase in noise levels would affect approximately 17 single-family residential uses immediately adjacent to PFE Road, two of which are shielded by existing sound walls.

Mitigation is identified to reduce noise impacts at this location. However, even with the policy and regulatory controls for noise-related impacts in place in the *Community Plan* area, it is not certain that this mitigation measure would reduce impacts to a less-than-significant level. Because of this, and because subsequent improvement projects may result in an increase in ambient noise levels, this increase in traffic noise levels would remain significant and unavoidable.

Mitigation Measure:

Mitigation Measure 5-3a: Reduce Noise Levels Along PFE Road

To reduce the predicted 15.7 dB increase in traffic noise levels along PFE Road between Pinehurst and Cook-Riolo Road, the County shall consider various noise reduction measures. Noise reduction measures could consist of sound walls, landscaped berms, and/or Open Graded Asphalt Concrete (OGAC) pavements. However, the use of sound walls or landscaped berms along PFE Road may not be feasible at various locations along this roadway due to driveway openings and/or right-of-way constraints. The use of OGAC pavement during road widening or repaving projects could be a practical alternative to noise barriers and has been shown to provide a long-term 3- to 5-dB reduction in noise levels. While this noise reduction measure would not reduce the impact to a less-than-significant level, it would help to reduce the impact.

Significance after Mitigation:

This impact is significant and unavoidable even with mitigation.

J. PUBLIC SERVICES

NOP/IS: Maintaining acceptable service ratios, response times, or other performance objectives for police and fire protection. This impact is considered *Less than Significant*.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that result in a less-than-significant environmental effect as identified in the Draft EIR.

Explanation:

Implementation of the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered government facilities including schools, parks, or other public facilities. Implementation of the speed reduction treatments

would reduce travel speeds from approximately 40 to 30 mph on the affected roadways. The reduction in travel speeds would slightly increase fire and police emergency response times because emergency vehicles would have to navigate the proposed roundabouts or other speed reduction treatments, which would require a slower speed.

Mitigation Measure:

No mitigation measures are warranted.

Significance after Mitigation:

This impact is less than significant without mitigation.

H. TRANSPORTATION/CIRCULATION

IMPACT 6-1: Project construction would temporarily add trips to the local roadway network during construction. This impact is considered *Less than Significant*.

Findings:

Under CEQA, no mitigation measures are required for impacts that are less than significant (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091).

Explanation:

Construction-related activities associated with the proposed project would be of short duration due to the limited scope, nature, and size of impact areas. Typical construction equipment would include bulldozers, backhoes, graders, rollers, dump trucks, concrete mixers, and paving machines. It is anticipated that the construction crews would operate 8 to 10 hours a day, 5 days a week. It is assumed that simultaneous construction activities would occur during the construction period of the proposed project. As a result, proposed project construction would temporarily add trips to the local roadway network. Preparation and implementation of construction traffic management plans for onsite and offsite construction activities would be implemented prior to construction in order to minimize adverse LOS or neighborhood traffic impacts during the various phases of construction. These plans are typically prepared and/or approved by the County Traffic Engineer. These plans generally include the following components:

- A striping and signing plan, including offsite traffic control devices;
- An analysis of traffic volumes on roadways where one-way traffic control would be required, if any, to determine whether the hours of such control should be limited;
- Provision of flag persons as necessary to facilitate traffic flow through construction areas;
- Arranging construction schedules to begin and end during off-peak hours, as necessary and feasible;
- Arranging construction schedules during the summer season to reduce the impact at nearby schools; and
- A community relations program would be implemented prior to and during the construction period.

Prior to the commencement of any construction activities associated with the proposed project, it is anticipated that the Placer County Department of Public Works would conduct a thorough review of the proposed construction activities and create an appropriate construction traffic management plan. It is not possible to create the plan at this time due to the uncertainty of timing for implementation of the proposed project. Additionally, the phases of construction are also unknown at this time. It is anticipated that the plan, when it is created and approved by the County Traffic Engineer, would reduce any potential impact regarding construction-related traffic on the local roadway network to a less-than-significant level.

Mitigation Measure:

No mitigation measures are warranted.

Significance after Mitigation:

This impact is less than significant without mitigation.

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). This impact is considered *Less than Significant*.

Findings:

Under CEQA, no mitigation measures are required for impacts that are less than significant (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091).

Explanation:

A qualitative evaluation of the Existing Plus Project condition was conducted for the Draft EIR, rather than a full modeling exercise, for the following reasons:

- The proposed project is not needed to accommodate existing traffic demand. It is intended to reduce expected future traffic congestion levels on the local roadway system in the *Community Plan* area stemming from future development in those areas.
- Construction of the proposed project is not expected to commence until adequate funding is available.

The combination of keeping PFE Road open, constructing speed reduction treatments on PFE Road and Cook-Riolo Road, widening selected Community Plan area roadways, and removing the Baseline Road/Cook-Riolo Road intersection restriction would lead to increased volume on Walerga Road and possibly reduce volumes on both Watt Avenue and Cook-Riolo Road, as well as reduce vehicle speeds along PFE Road and Cook-Riolo-Road. While some roadway segments and intersections in the *Community Plan* area would have increases in traffic volumes due to implementation of the proposed project, several roadway segments and intersections would have decreases in traffic volumes. Under existing plus project conditions, i.e., without the addition of traffic under 2025 conditions, it is unlikely that any roadway segments or intersections would go from LOS D or better to LOS E or worse. It is also unlikely that the roadway segments or intersections currently at LOS E or F would operate at worse conditions. Thus, the reductions in traffic conditions under the Existing Plus Project Scenario would be less than significant.

Mitigation Measure:

No mitigation measures are warranted.

Significance after Mitigation:

This impact is less than significant without mitigation.

IMPACT 6-3: Under the Cumulative Plus Project Scenario with PFE Road open, the proposed project would cause roadways in Placer County to experience a decrease in the volume-to-capacity ratio at a substandard LOS condition. This impact is considered *Less than Significant*.

Findings:

Under CEQA, no mitigation measures are required for impacts that are less than significant (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091).

Explanation:

The proposed project would not generate new traffic but would redistribute traffic throughout the *Community Plan* area with the potential to increase local congestion on some Placer County roadways. Compared to the No Project Alternative, the proposed project would have no significant impacts on Placer County roadways. However, the LOS would not worsen from A, B, C, D, or E (for selected locations as described in proposed revisions to Goal 6 in the *Community Plan – Transportation Element*) to unacceptable E or F; or worsen from LOS E to F as described in Goal 6. Thus, impacts from operation of the proposed project on Placer County roadways would be less than significant.

Mitigation Measure:

No mitigation measures are warranted.

Significance after Mitigation:

This impact is less than significant without mitigation.

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. This impact is considered *Less than Significant*.

Findings:

Under CEQA, no mitigation measures are required for impacts that are less than significant (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091).

Explanation:

The proposed project would not generate new traffic but would redistribute traffic throughout the *Community Plan* area with the potential to increase local congestion on some City of Roseville roadways. Compared to the No Project Alternative, the proposed project would have no significant impacts on City of Roseville roadways. The LOS would not worsen from A, B, or C to D, E, or F; or worsen from LOS D to E or LOS E to F. Thus, impacts from operation of the proposed project on City of Roseville roadways would be less than significant.

Mitigation Measure:

No mitigation measures are warranted.

Significance after Mitigation:

This impact is less than significant without mitigation.

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. This impact is considered *Less than Significant*.

Findings:

Under CEQA, no mitigation measures are required for impacts that are less than significant (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091).

Explanation:

The proposed project would not generate new traffic but would redistribute traffic throughout the *Community Plan* area with the potential to increase local congestion on some Sacramento County roadways. Compared to the No Project Alternative, the proposed project would have no significant impacts on Sacramento County roadways, as these facilities operate at LOS D or better. The LOS would not worsen from A, B, or C to D, E, or F; or worsen LOS F conditions by increase in the v/c ratio by more than 0.05. Thus, impacts from operation of the proposed project on Sacramento County roadways would be less than significant.

Mitigation Measure:

No mitigation measures are warranted.

Significance after Mitigation:

This impact is less than significant without mitigation.

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. This impact is considered *Potentially Significant*.

Findings:

Changes or alterations have been required in, or incorporated into, the proposed project that substantially lessen, but do not avoid, the potentially significant environmental effect associated with this impact. No mitigation is available to render the effects less than significant. The effects (or some of the effects) therefore remain potentially significant.

Explanation:

The proposed project would not generate new traffic but would redistribute traffic throughout the *Community Plan* area with the potential to increase local congestion at some Placer County intersections. Compared to the No Project Alternative, the proposed project would have a significant impact at the following intersection in Placer County:

- PFE Road/Cook-Riolo Road (LOS F, from v/c of 1.11 to 1.24)

The impact at the PFE Road/Cook-Riolo Road intersection would result in an increase in the v/c ratio of 0.13. This would be a significant impact. Mitigation would result in an increase in the LOS at this intersection from F to E. This will ensure that traffic mitigation fees will be collected as projects are approved for development. These fees are applied in part toward funding intersection improvements, such as the PFE Road/Cook-Riolo Road intersection. However, due to the uncertainty as to when sufficient funds can be obtained to actually build these improvements, this impact is considered potentially significant.

Mitigation Measure:

Mitigation Measure 6-6a: Add the PFE Road/Cook-Riolo Road Intersection Improvements to the County's Capital Improvement Program

The County will add the following intersection improvement projects to the County's CIP:

- Converting the eastbound shared lane to a separate left lane and a shared through/right lane, and converting the southbound shared through/right lane to a separate through lane and a separate right lane at the PFE Road/Cook-Riolo Road intersection would result in an increase in the LOS from F to E.

Significance after Mitigation:

This impact is less than significant with mitigation.

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. This impact is considered *Potentially Significant*.

Findings:

Changes or alterations have been required in, or incorporated into, the proposed project that substantially lessen, but do not avoid, the potentially significant environmental effect associated with this impact. No mitigation is available to render the effects less than significant. The effects (or some of the effects) therefore remain potentially significant.

Explanation:

The proposed project would not generate new traffic but would redistribute traffic throughout the *Community Plan* area with the potential to increase local congestion at some City of Roseville intersections. Compared to the No Project Alternative, the proposed project would have a significant impact at the following three intersections in the City of Roseville:

- Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard (LOS E, from v/c of 0.93 to 0.98)
- Baseline Road/Main Street/Foothills Boulevard (LOS F, from v/c of 1.26 to 1.28)
- Foothills Boulevard/Vineyard Road (LOS F, from v/c of 1.29 to 1.34)

The impact at the Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection would result in an increase in the v/c ratio of 0.05. The impact at the Baseline Road/Main Street/Foothills Boulevard intersection and the Baseline Road/Walerga Road/Fiddymont Road would result in an increase in the v/c ratio of 0.02. The impact at the Foothills Boulevard/Vineyard Road intersection would result in an increase in the v/c ratio of 0.05. These would be significant impacts.

Mitigation Measure:

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

The proposed project shall contribute a fair and reasonable contribution toward converting the right-turn only lanes to shared through/right lanes on the north and southbound approaches and adding a second southbound receiving lane at the Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection to increase in the LOS from E to D; convert the westbound right-turn only lane to a shared through/right lane at the Baseline Road/Main Street/Foothills Boulevard intersection to reduce the v/c impact from 1.28 to

1.20; and convert the westbound right-turn only lane to a shared through/right lane at the Foothills Boulevard/Vineyard Road intersection to reduce the v/c impact from 1.34 to 1.24.

In pursuing a single agreement or multiple agreements with the City of Roseville, Placer County shall negotiate in good faith to enter into fair and reasonable arrangements with the intention of achieving, within a reasonable time period after approval of the proposed project, commitment for the provision of adequate fair share mitigation payments from the proposed project for its out-of-jurisdiction traffic impacts. These Placer County mitigation payments are anticipated to be combined with similar fair share payments from the City of Roseville and other projects for the construction of the identified improvements. The mechanism would consist of either a new fee program or the modification of an existing fee program.

Significance after Mitigation:

This impact is less than significant with mitigation.

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. This impact is considered *Potentially Significant*.

Findings:

Changes or alterations have been required in, or incorporated into, the proposed project that substantially lessen, but do not avoid, the potentially significant environmental effect associated with this impact. No mitigation is available to render the effects less than significant. The effects (or some of the effects) therefore remain potentially significant.

Explanation:

The proposed project would not generate new traffic but would redistribute traffic throughout the *Community Plan* area with the potential to increase local congestion at some Sacramento County intersections. Compared to the No Project Alternative, the proposed project would have significant impacts at the following two intersections in Sacramento County:

- Watt Avenue/Elverta Road (LOS F, from v/c of 1.33 to 1.50)
- Watt Avenue/Antelope Road (LOS F, from v/c of 1.37 to 1.48)

The impact at the Watt Avenue/Elverta Road and Watt Avenue/Antelope Road intersections would result in an increase in v/c ratios of less than 0.17 and 0.11, respectively. This would be a significant impact.

Mitigation Measure:

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

The proposed project shall contribute a fair and reasonable contribution toward adding a third eastbound through lane at the Watt Avenue/Elverta Road intersection to reduce the v/c impact from 1.50 to 1.32, and adding a second westbound left-turn lane at the Watt Avenue/Antelope Road intersection to reduce the v/c impact from 1.48 to 1.37.

In pursuing a single agreement or multiple agreements with the County of Sacramento, Placer County shall negotiate in good faith with the County of Sacramento to enter into fair and reasonable arrangements with

the intention of achieving, within a reasonable time period after approval of the proposed project, commitment for the provision of adequate fair share mitigation payments from the proposed project for its out-of-jurisdiction traffic impacts. These Placer County mitigation payments are anticipated to be combined with similar fair share payments from the County of Sacramento and other projects for the construction of the identified improvements. The mechanism would consist of either a new fee program or the modification of an existing fee program.

Significance after Mitigation:

This impact is less than significant with mitigation.

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. This impact is considered *Potentially Significant*.

Findings:

Changes or alterations have been required in, or incorporated into, the proposed project that substantially lessen, but do not avoid, the potentially significant environmental effect associated with this impact. No mitigation is available to render the effects less than significant. The effects (or some of the effects) therefore remain potentially significant.

Explanation:

The proposed project would not generate new traffic but would redistribute traffic throughout the *Community Plan* area with the potential to increase local congestion on some City of Roseville intersections. Compared to the No Project Alternative, the proposed project would have significant impacts at the following intersection in the City of Roseville:

- Baseline Road/Woodcreek Oaks Boulevard (LOS F)

The impact at this intersection would result in a decrease from LOS D to F. This would be a significant impact.

Mitigation Measure:

Mitigation Measure 6-9a: Contribute a Fair and Reasonable Contribution to Improving the Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard Intersection

The proposed project shall contribute a fair and reasonable contribution toward allowing two southbound and northbound through lanes and adding a second eastbound left-turn lane at the Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection to increase the LOS impact from F to C.

In pursuing a single agreement or multiple agreements with the City of Roseville, Placer County shall negotiate in good faith to enter into fair and reasonable arrangements with the intention of achieving, within a reasonable time period after approval of the proposed project, commitment for the provision of adequate fair share mitigation payments from the proposed project for its out-of-jurisdiction traffic impacts. These Placer County mitigation payments are anticipated to be combined with similar fair share payments from the City of Roseville and other projects for the construction of the identified improvements. The mechanism would consist of either a new fee program or the modification of an existing fee program.

Significance after Mitigation:

This impact is less than significant with mitigation.

X. GROWTH INDUCING IMPACTS

The CEQA Guidelines require an EIR to evaluate indirect or secondary effects of a project, which may include growth-inducing effects. Section 15126(d) of the CEQA Guidelines states that a project could be considered growth inducing if it could “foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.” A development project may have growth-inducing potential if, for example, it extends infrastructure (e.g., water, sewer, roads) to undeveloped areas or increases the capacity of existing infrastructure; promotes similar development to occur on adjacent parcels; increases the area’s housing supply; or introduces new employment to an area.

In the absence of other favorable conditions, however, it is unlikely that any one of these components could induce significant growth. A mix of economic, political, physical, and social factors ultimately determines the magnitude, location, and timing of growth. Variables including regional economic trends, housing demand, land availability and cost, quality of infrastructure and public services, proximity to employment centers, and regulatory considerations, affect the way in which growth occurs.

Growth Anticipated in the *Dry Creek/West Placer Community Plan*

The *Community Plan* area envisions low-density, single-family, residential development in the non-floodplain areas, with commercial uses at the corners of PFE Road/Watt Avenue and PFE Road/Walerga Road. Within the *Community Plan* area, developed land consists of agricultural uses, rural residences, and some small low-density residential developments (i.e., typical suburban development of 0.5 to 2 dwelling units per acre).

There is a substantial amount of development pressure to convert existing agricultural land uses within the *Community Plan* area to additional low-density residential developments. The County recently approved the Placer Vineyards Specific Plan which is a 5,230-acre mixed-use development including low-density residential, retail and office space, rural residential uses, and parks and open space. This development alone accounts for a majority of the *Community Plan* area, and will significantly transform the central and western portions of the *Community Plan* area from agricultural and rural uses to suburban uses. Another approved development, Morgan Creek, consists of 596 acres of residential development on existing agricultural land. The recently approved Riolo Vineyards Specific Plan (526 acres of low-, medium-, and high-density residential uses, commercial, and agricultural-residential parcels) will further transform the *Community Plan* area from agricultural and rural to residential, if approved.

Outside of the *Community Plan* area, land to the south in Sacramento County, land uses include low-density residential development with some scattered commercial locations. Land uses to the east in the City of Roseville include a mixture of low- and medium-density residential, commercial, and mixed use industrial development, while areas to the north and west are largely agricultural and rural residential. As further evidence of the development pressure in this general area of Placer County, the West Roseville Specific Plan to the northwest was approved in early 2004 and includes 3,159 acres of commercial and residential uses in a village center concept, while the Elverta Specific Plan to the south was approved in mid-2007 and includes 1,756 acres of mixed-use development in northern Sacramento County. Another project, the Regional University Specific Plan to the northwest, was recently approved in late 2008 and includes 1,100 acres of mixed-use development. These developments will transform large tracts of land north and south of the *Community Plan* area from agricultural and rural to commercial and residential. The Sierra Vista Specific Plan to the north (2,064 acres of mixed-use development) is a proposed development that would most likely influence the *Community Plan* area.

Under the proposed project, the population and housing in the *Community Plan* area would remain as currently exists or is planned, as no new buildings or residents are associated with the proposed project. The proposed project would not generate new traffic, but would redistribute traffic throughout the *Community Plan* area with the potential to increase local congestion on some roadways and intersections.

Current Constraints to Growth

Constraints to growth in the *Community Plan* area were evaluated qualitatively based on existing land use designations and land uses, and the capacity and extent of infrastructure improvements. Based on direction provided in the CEQA Guidelines, these elements were determined to be key in ascertaining whether the proposed project would induce additional growth beyond the amount anticipated in the *General Plan* and *Community Plan*.

There are few principal constraints to substantial new growth in the *Community Plan* area. Surrounding parcels are designated for Low-Density Development or Planning Reserve area. Such land use designations anticipate growth, and do not provide a constraint to growth. Portions of the surrounding area rely on individual septic systems. Water and sewer pipelines serve portions of *Community Plan* area from the west, up to Walerga Road. Additional growth would require extensions of these services, including (depending on location) annexation into the Placer County Water Agency's Zone 1 and into the West Dry Creek (Basin 5A) service area of the Dry Creek Wastewater Treatment Plant. These are modest constraints.

Roadways in the *Community Plan* area present a constraint in that they are primarily rural, two-lane roads, although planned and proposed improvements would increase the capacity of some of these roads, including the roadways for additional widening under the proposed project.

Removal of Growth Constraints

The proposed project would remove constraints to growth by accommodating to some extent future traffic demand while at the same time preserving the rural character of the *Community Plan* area. It would not of itself increase vehicle trips. However, it would leave PFE Road open, widen three roadways, and remove a through-movement restriction. At the same time it would construct speed-reduction treatments to encourage through-trips outside of the *Community Plan* area. The proposed project would accommodate but not induce growth.

XI. PROJECT ALTERNATIVES

These findings address whether the various alternatives lessen or avoid any of the significant unavoidable impacts associated with the proposed project and consider the feasibility of each alternative. Under CEQA, “(f)feasible” means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors” (CEQA Guidelines § 15364.). The concept of feasibility permits agency decisionmakers to consider the extent to which an alternative is able to meet some or all of a project’s objectives. In addition, the definition of feasibility encompasses desirability to the extent that an agency’s determination of infeasibility represents a reasonable balancing of competing economic, environmental, social, and technological factors.

As stated in Section 15126.6(a) of the CEQA Guidelines, the primary intent of the alternatives evaluation in an EIR is to:

“...describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.”

The feasibility of an alternative may be determined based on a variety of factors including, but not limited to, site suitability, economic viability, availability of infrastructure, *General Plan* consistency, other plans or regulatory limitations, jurisdictional boundaries, and site accessibility and control (CEQA Guidelines Section 15126.6(f)(1)).

The proposed project would result in several impacts that would remain significant or potentially significant after mitigation:

- Noise-sensitive land uses could be exposed to noise in excess of normally acceptable levels or substantial increases in noise as a result of the operation of expanded or new transportation

facilities (i.e., increased traffic resulting from roadway extensions, addition of through lanes, modification of existing alignments, etc.).

- 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. These impacts are considered potentially significant because funding for mitigation to reduce these impacts to less-than-significant levels is not certain, specifically:
 - 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.
 - 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.
 - 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.
 - Under the Capital Improvement Program (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 v/c ratio at a substandard LOS condition in the City of Roseville.

The Board of Supervisors has considered the alternatives presented and analyzed in the Final EIR and presented during the comment period and public hearing process. Some of these alternatives have the potential to avoid or reduce certain significant or potentially significant environmental impacts, as set forth below. The Board of Supervisors finds, based on specific economic, legal, social, technological, or other considerations, that these alternatives are infeasible and/or would not satisfy project objectives (either in whole or significant part). Each alternative and the facts supporting the finding of infeasibility of each alternative are set forth below.

A. ALTERNATIVES CONSIDERED AND DISMISSED FROM FURTHER CONSIDERATION

Consistent with CEQA, primary consideration was given to alternatives that would reduce significant impacts while still meeting most of the proposed project objectives. Those alternatives that would have impacts identical to or more severe than the proposed project, or that would not meet most of the proposed project objectives (either in whole or in significant part), were rejected from further consideration. Alternatives exceeding the significance thresholds for the aforementioned issue areas would not substantially lessen any significant environmental impacts identified in the EIR and were rejected from further analysis.

1. Onsite Alternatives

The significant impacts of the proposed project are associated with a change in traffic patterns within and immediately adjacent to the *Community Plan* area, and increased noise within the *Community Plan* area.

The County worked to identify onsite alternatives that would avoid or substantially lessen any of these significant effects. The efforts centered on keeping PFE Road and Cook-Riolo Road rural in nature. One alternative contemplated transitioning PFE Road to a one-way facility. This alternative was eliminated because it would further restrict access within the *Community Plan* area, lead to an unfavorable regional change in traffic patterns, and increase noise in many locations due to the traffic pattern change. Another alternative focused on increasing connections to the *Community Plan* area. Providing additional access to the *Community Plan* area would also lead to a regional change in traffic patterns and resulting increased noise. Thus, these alternatives were eliminated from further consideration as they did not address the proposed project's objectives.

Other alternatives for reducing significant impacts are encompassed in the alternatives identified for further analysis presented in Section B below. The proposed project was formulated in part as a result of combining components of these alternatives.

2. Offsite Alternatives

Since the objectives of the proposed project relate to the *Community Plan – Transportation/Circulation Element Update*, the development of alternatives was focused on the *Community Plan* area. Traffic solutions that would extend beyond the *Community Plan* area were examined as part of the traffic forecast modeling conducted for the proposed project, inasmuch as the traffic model considered the effects of either closing or not closing PFE Road. No offsite solutions were identified as a result of this analysis.

B. ALTERNATIVES CONSIDERED IN THE EIR

The EIR provides a comparative analysis of the merits of alternatives to the proposed project pursuant to Section 15126.6 of the state CEQA Guidelines, as amended. The purpose of the alternatives analysis is to explain potentially feasible ways to avoid or minimize significant effects of the proposed project. According to the CEQA Guidelines, the EIR need only examine in detail those alternatives that could feasibly meet most of the basic objectives of the proposed project. When addressing feasibility, the CEQA Guidelines Section 15126.6 states that “among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, jurisdictional boundaries, and whether the applicant can reasonably acquire, control, or otherwise have access to alternative sites.” The CEQA Guidelines also specify that the alternatives discussion should not be remote or speculative, and need not be presented in the same level of detail as the assessment of the proposed project.

Therefore, based on the CEQA Guidelines, several factors need to be considered in determining the range of alternatives to be analyzed in an EIR, and the level of analytical detail that should be provided for each alternative. These factors include: (1) the nature of the significant impacts of the proposed project; (2) the ability of alternatives to avoid or lessen the significant impacts associated with the proposed project; (3) the ability of the alternatives to meet the objectives of the proposed project; and (4) the feasibility of the alternatives. These factors would be unique for each project. These considerations narrowed the alternatives for analysis in the EIR to those described below. This analysis primarily evaluates alternatives for their ability to eliminate or substantially reduce residual (post-mitigation) impacts or effects attributed to the proposed project, and the impacts of mitigation measures.

Six project alternatives, described below, were selected to represent the range of project options for purposes of evaluating environmental impacts.

- No Project Alternative: Closure of PFE Road Just West of Cook-Riolo Road
- Alternative 1: PFE Road to Remain Open
- Alternative 2: PFE Road to Remain Open, Widen/Extend Community Plan Area Roadways and Remove Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard Intersection Restriction

- Alternative 3: PFE Road to Remain Open, Construct Speed Reduction Treatments, and Remove Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard Intersection Restriction
- Alternative 4: PFE Road to Remain Open, Construct Speed Reduction Treatments, Widen Community Plan Area Roadways, and Remove Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard Intersection Restriction
- Alternative 5: PFE Road to Remain Open, Keep Intersection Restriction, Widen Community Plan Area Roadways, and Construct Speed Reduction Treatments

Similar to the proposed project for comparative purposes, Alternatives 1, 2, 3, 5, and 6 use the updated/modified LOS standard to determine significant impacts as identified in Goal 6 and Policy 9 in the *Community Plan – Transportation/Circulation Element Update*. The No Project Alternative and Alternative 4 use LOS C to determine significant impacts as identified in the 1990 *Community Plan – Transportation/Circulation Element*.

The above alternatives could be considered to be potentially feasible scenarios for updating the *Community Plan* and are therefore analyzed in the EIR. The alternatives capture a reasonable range of options, from continuation of the existing conditions to other actions that could potentially meet the objectives of the proposed project, while reducing potentially significant impacts of the proposed project. This section provides a description of these alternatives, and an analysis of the alternative's ability to reduce significant unavoidable impacts, which may be different from those of the proposed project.

1. No Project Alternative: Closure of PFE Road Just West of Cook-Riolo Road

Description

The No Project Alternative is required to be evaluated by CEQA Section §15126 (2)(4). The analysis must examine the impacts that might occur if the existing *Community Plan – Transportation/Circulation Element* was not updated, and if the project site(s) were to be left in their present condition, as well as what may reasonably be expected to occur in the foreseeable future if the proposed project were not approved.

Under the No Project Alternative, the existing *Community Plan – Transportation/Circulation Element* would not be updated and PFE Road just west of the Cook-Riolo Road would be closed as directed by the current *Community Plan*. The existing *Community Plan's* transportation goals and policies would remain in effect. However, the regional and *Community Plan* area land use assumptions as well as roadway assumptions would be constructed.

Should cul-de-sacs be selected for construction with the closure of PFE Road, a worst-case total temporary ground disturbance of approximately 0.06 acre and total permanent disturbance of approximately 0.13 acre would result, for a total disturbance of approximately 0.19 acre. All ground disturbance would be within 100 feet of the existing centerline on PFE Road. A 7-foot construction right-of-way has been assumed with this alternative.

Construction-related activities associated with the No Project Alternative would be of short duration due to the limited scope, nature, and size of impact areas. Construction activities associated with the No Project Alternative would primarily consist of grading, paving, and placement of traffic signing. Typical construction equipment would include bulldozers, backhoes, graders, rollers, dump trucks, concrete mixers, and paving machines. It is anticipated the construction crews would operate 8 to 10 hours a day, 5 days a week. It is assumed that simultaneous construction activities would occur during the construction period of the No Project Alternative. Typical best management practices (BMPs) would include equipment maintenance, limiting hours of operation, and covering haul vehicles. Construction of the cul-de-sacs could be completed in approximately 2 months.

Analysis of the Alternative's Ability to Reduce Significant Unavoidable Project Impacts

The No Project Alternative would produce minimal roadway configuration changes within the *Community Plan* area. The closure of PFE Road just west of Cook-Riolo Road would restrict the movement of vehicles within the *Community Plan* Area, forcing a redistribution of traffic. Operation of the No Project Alternative would result in

new significant and unavoidable impacts to noise-sensitive land uses due to the redistribution of traffic within the *Community Plan* area. The noise levels would affect numerous single-family residential uses throughout the *Community Plan* area. Twenty-three of the 25 intersections would experience a 60 dBA L_{dn} level or higher within the *Community Plan* area, which is considered to be significant according to the *Placer County General Plan Noise Element*. Under the proposed project twenty-four of the twenty-five intersections experience a 60 dBA L_{dn} level or higher within the *Community Plan* area, which is considered to be significant according to *Placer County General Plan Noise Element*. With respect to noise impacts on sensitive land uses, the No Project Alternative would introduce new significant and unavoidable impacts not attributable to the proposed project, and would not reduce significant and unavoidable impacts of the proposed project.

Under the No Project Alternative, 18 intersections would experience an impact, as compared to six under the proposed project. No benefits to intersections were identified under the No Project Alternative, as compared to benefits to five intersections under the proposed project. Despite planned or proposed roadway improvement projects to increase capacity and assumed signalization of stop-controlled intersections, traffic volume demand during the PM peak hour would exceed capacity at most study intersections. With respect to traffic impacts on *Community Plan* area intersections in Placer County, the City of Roseville, and Sacramento County, the No Project Alternative would introduce new significant and unavoidable impacts not attributable to the proposed project, and would not reduce significant and unavoidable project impacts.

2. Alternative 1: PFE Road to Remain Open

Description

Under Alternative 1, the existing *Community Plan – Transportation/Circulation Element* would be updated. The transportation goals and policies would include the same modifications as the proposed project. Alternative 1 would not close PFE Road at Cook-Riolo Road as directed by the *Community Plan*, but would instead leave PFE Road open in its current two-lane configuration. No speed reduction treatments or roadway widenings are assumed for Alternative 1. The existing Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection through-movement restriction would be retained. Alternative 1 consists of the following components:

- Community Plan – Transportation Element Update – Similar to the proposed project, the County has reviewed the existing *Community Plan – Transportation/Circulation Element's* goals and policies for relevance to today's community environment and to ensure applicability in the future. Alternative 1 would update/modify Purpose E, Goal 6, Goal 10, Policy 2, Policy 4, Policy 6, Policy 9, and Policy 17.
- PFE Road to Remain Open – Similar to the proposed project, this component of Alternative 1 includes not closing PFE Road at Cook-Riolo Road as directed by the current *Community Plan*, but instead leaves PFE Road open in its current two-lane configuration. PFE Road would continue to perform the same function as it does today.

Additionally, the regional and *Community Plan* area land use assumptions as well as roadway assumptions would be constructed.

Analysis of the Alternative's Ability to Reduce Significant Unavoidable Project Impacts

Alternative 1 would not produce roadway configuration changes within the *Community Plan* area. However, operation of Alternative 1 would result in significant and unavoidable impacts to noise sensitive land uses due to the redistribution of traffic within the *Community Plan* area. Alternative 1 would result in increases in traffic noise levels ranging between 0.1 to 17.7 dBA L_{dn} , while decreases in traffic noise levels are predicted to range between -0.1 and -0.2 dBA L_{dn} . The largest increases in traffic noise are predicted on PFE Road from Pinehurst to Cook-Riolo Road at 17.7 dBA L_{dn} . The increase at this location on PFE Road is considered to be significant under the 4 dB threshold of significance. The increase in noise levels would affect approximately 17 single-family residential uses immediately adjacent to PFE Road, two of which are shielded by existing sound walls. This impact is slightly greater than the 15.7 dBA L_{dn} that would be experienced under the proposed project. With respect to noise impacts

on sensitive land uses, Alternative 1 would not reduce significant and unavoidable project impacts.

Under Alternative 1, 10 intersections would experience an impact, as compared to six under the proposed project. No benefits to intersections were identified under Alternative 1, as compared to benefits to five intersections under the proposed project. Keeping PFE Road open would increase the traffic demand along PFE Road and Vineyard Road, which results in impacts at the intersections along these roads. However, the change in traffic patterns would improve conditions from LOS E to D at the PFE Road/Watt Avenue intersection and from LOS E to C at the PFE Road/Pinehurst Drive intersection. The impact at six of the 10 intersections would result in an increase in the v/c ratio of less than 0.05. No intersections would worsen from LOS D or better conditions to LOS E or F conditions. With respect to traffic impacts on *Community Plan* area intersections in Placer County, the City of Roseville, and Sacramento County, Alternative 1 would introduce new significant and unavoidable impacts not attributable to the proposed project, and would not reduce significant and unavoidable project impacts.

3. Alternative 2: PFE Road to Remain Open, Widen/Extend Community Plan Area Roadways and Remove Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard Intersection Restriction

Description

The intent of Alternative 2 is to serve more regional traffic and to provide enhanced connections through the *Community Plan* area. Under Alternative 2, the existing *Community Plan – Transportation/Circulation Element* would be updated. The transportation goals and policies would include the same modifications as the proposed project. Alternative 2 would not close PFE Road at Cook-Riolo Road as directed by the current *Community Plan*, but instead leave PFE Road open and expand it to four lanes. Speed-reduction treatments associated with the proposed project would not be constructed under this alternative. The existing Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection through-movement restriction would be removed. Alternative 2 consists of the following components (see Figure 7-5):

- Community Plan – Transportation Element Update – Similar to the proposed project, the County has reviewed the existing *Community Plan – Transportation/Circulation Element's* goals and policies for relevance to today's community environment and to ensure applicability in the future. Alternative 2 would update/modify Purpose E, Goal 6, Goal 10, Policy 2, Policy 4, Policy 6, Policy 9, and Policy 17.
- PFE Road to Remain Open – Similar to the proposed project, this component of Alternative 2 includes not closing PFE Road at Cook-Riolo Road as directed by the current *Community Plan*, but instead leaves PFE Road open and expands it to four lanes. PFE Road would continue to perform the same function as it does today.
- Widen/Extend Community Plan Area Roadways – Unlike the proposed project, this component of Alternative 2 includes widening PFE Road, Cook-Riolo Road, and Walerga Road, as well as extending Vineyard Road. Additional detail is provided below.
 - Widen PFE Road from two to four lanes from Watt Avenue east to Antelope Road.
 - Widen Cook-Riolo Road from two to four lanes from Baseline Road south to PFE Road.
 - Widen Walerga Road¹ from four to six lanes from Baseline Road south to Sacramento County line.
 - Extend Vineyard Road west to Walerga Road as a two-lane road.

Widening of these three roadways (PFE Road, Cook-Riolo Road, and Walerga Road) would be designed to minimize the temporary and permanent impact area, which would limit the disturbance of the existing road right-of-way. One additional 12-foot traffic lane with approximately 4-foot shoulders would be constructed on both sides of PFE Road, Cook-Riolo Road, and Walerga Road. The additional travel lanes and shoulders would directly be added to the northbound/southbound travel lanes of Cook-Riolo Road and Walerga Road, while on PFE Road the

¹ Currently, Walerga Road from Baseline Road south to PFE Road is partially a two-lane road and partially a four-lane road. As a part of the planned roadway projects, Placer County intends to widen Walerga Road to four lanes from Baseline Road south to Sacramento County line in the future. The widening to six lanes will be developer-driven along the existing two-lane section and County-driven along the existing four-lane section. This roadway widening is not a component of Alternative 2.

additional travel lanes and shoulders would be directly added to the eastbound/westbound travel lanes. The extension of Vineyard Road would include construction of two 12-foot traffic lanes with approximately 4-foot shoulders from White Mill Crescent Road west to Walerga Road. Extending Vineyard Road would be designed to minimize the temporary and permanent impact area. These improvements would result in a worst-case total temporary ground disturbance of approximately 25.78 acres and total permanent disturbance of approximately 25.94 acres, for a total disturbance of approximately 51.72 acres.

- Remove Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard Intersection Restriction – Similar to the proposed project, this component of Alternative 2 assumes the removal of the Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection through-movement restriction. No ground disturbance is assumed for this component of Alternative 2, as the existing traffic lanes would be reconfigured to accommodate the through-movement.

Construction-related activities associated with Alternative 2 would be of short duration due to the limited scope, nature, and size of impact areas. Construction activities associated with Alternative 2 would primarily consist of grading, paving, and placement of traffic signing. Typical construction equipment would include bulldozers, backhoes, graders, rollers, dump trucks, concrete mixers, and paving machines. It is anticipated the construction crews would operate 8 to 10 hours a day, 5 days a week. It is assumed that simultaneous construction activities would occur during the construction period of Alternative 2. Typical BMPs would include equipment maintenance, limiting hours of operation, and covering haul vehicles.

Construction activities for the roadway widening/extension would most likely occur over two to three years to minimize the impact on area schools, similar to the proposed project. It is anticipated that the removal of the existing Baseline Road/Cook-Riolo Road intersection through-movement restriction, including re-striping, removal of the raised median, modification of signal facilities and re-programming of signals, could be accomplished in two to four weeks. Modification of this intersection would be coordinated with the City of Roseville.

Analysis of the Alternative's Ability to Reduce Significant Unavoidable Project Impacts

Alternative 2 would produce substantial roadway configuration changes within the *Community Plan* area. Keeping PFE Road open, widening/extending *Community Plan* area roadways, and removing the Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection restriction would result in a redistribution of traffic. Operation of Alternative 2 would result in significant and unavoidable impacts to noise-sensitive land uses due to the redistribution of traffic within the *Community Plan* area. Alternative 2 would result in increases in traffic noise levels ranging between 0.1 and 20.7 dBA L_{dn} , while decreases in traffic noise levels are predicted to range between -0.1 and -1.8 dBA L_{dn} . The largest increases in traffic noise are predicted on PFE Road from Pinehurst to Cook-Riolo Road at 20.7 dBA L_{dn} , and on Woodcreek Oaks Boulevard north of Baseline Road at 4.7 dBA L_{dn} . The increase at these locations is considered to be significant under the 4 dB threshold of significance, and would be greater in area and intensity than for the proposed project, under which noise impacts would also be significant. With respect to noise impacts on sensitive land uses, Alternative 2 would not reduce significant and unavoidable project impacts.

Under Alternative 2, 10 intersections would experience an impact, as compared to six under the proposed project. No benefits to intersections were identified under Alternative 2, as compared to benefits to five intersections under the proposed project. The intersections are adjacent to the widened roadways proposed under Alternative 2. Only one intersection, Atkinson Street/Foothills Boulevard Northbound Ramps, would worsen from LOS D or better conditions to LOS E or F conditions. The impact at four of the 10 intersections would result from an increase in the v/c ratio of less than 0.05. Despite the additional capacity provided along PFE Road and Cook-Riolo Road, no intersections would improve from LOS E or F to LOS D or better. With respect to traffic impacts on *Community Plan* area intersections in Placer County, the City of Roseville, and Sacramento County, Alternative 2 would introduce new significant and unavoidable impacts not attributable to the proposed project, and would not reduce significant and unavoidable project impacts.

4. **Alternative 3: PFE Road to Remain Open, Construct Speed Reduction Treatments, and Remove Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard Intersection Restriction**

Description

The intent of Alternative 3 is primarily to preserve the rural character of PFE Road and Cook-Riolo Road. *Community Plan* area roadways would not be widened. Under Alternative 3, the existing *Community Plan – Transportation/Circulation Element* would be updated. The transportation goals and policies would include the same modifications as the proposed project. Unlike Alternative 2 and similar to the proposed project, Alternative 3 proposes to keep PFE Road open and construct speed reduction treatments on PFE Road and Cook-Riolo Road. The existing Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection through-movement restriction would be removed. Components related to Alternative 3 include:

- Community Plan – Transportation Element Update – Similar to the proposed project, the County has reviewed the existing *Community Plan – Transportation/Circulation Element's* goals and policies for relevance to today's community environment and to ensure applicability in the future. Alternative 3 would update/modify Purpose E, Goal 6, Goal 10, Policy 2, Policy 4, Policy 6, Policy 9, and Policy 17.
- PFE Road to Remain Open – Similar to the proposed project, this component of Alternative 3 includes not closing PFE Road at Cook-Riolo Road as directed by the current *Community Plan*, but instead leaves PFE Road open in its current two-lane configuration. PFE Road would continue to perform the same function as it does today.
- Construct Speed-Reduction Treatments – Similar to the proposed project, this component of Alternative 3 includes the construction of speed-reduction treatments on PFE Road and Cook-Riolo Road. These speed-reduction treatments are assumed to be located at Billy Mitchell Boulevard and Pinehurst Drive on PFE Road; and Central Avenue², Vineyard Road; and Jimmy Way on Cook-Riolo Road. Speed-reduction treatments could take many forms, including roundabouts, neckdowns, center islands, and/or lateral shifts at mid-block locations to reduce through speeds. Should roundabouts be selected for construction at the five intersections identified above, a worst-case total temporary ground disturbance of approximately 1.03 acres and total permanent disturbance of approximately 1.94 acres would result, for a total disturbance of approximately 2.97 acres. All ground disturbance would be within 100 feet of the existing centerline on Cook-Riolo Road and PFE Road.
- Remove Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard Intersection Restriction – Similar to the proposed project, this component of Alternative 3 assumes the removal of the Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection through-movement restriction. No ground disturbance is assumed for this component of Alternative 3, as the existing traffic lanes would be reconfigured to accommodate the through-movement.

Construction-related activities associated with Alternative 3 would be of short duration due to the limited scope, nature, and size of impact areas. Construction activities associated with Alternative 3 would primarily consist of grading, paving, and placement of traffic signing. Typical construction equipment would include bulldozers, backhoes, graders, rollers, dump trucks, concrete mixers, and paving machines. It is anticipated the construction crews would operate 8 to 10 hours a day, 5 days a week. It is assumed that simultaneous construction activities would occur during the construction period of Alternative 3. Typical BMPs would include equipment maintenance, limiting hours of operation, and covering haul vehicles. No construction activities are associated with leaving PFE Road open in its current two-lane configuration.

Construction of speed-reduction treatments could be completed in approximately 2 months per site (10 months total for all five sites), similar to the proposed project. It is anticipated that the removal of the existing Baseline Road/Cook-Riolo Road intersection through-movement restriction, including re-striping, removal of the raised median, modification of signal facilities and re-programming of signals, could be accomplished in two to four

² For evaluation purposes, a roundabout was studied at the northern Central Avenue/Cook-Riolo Road intersection. This roundabout could also achieve the same desired speed reduction if constructed at the southern Central Avenue/Cook-Riolo Road intersection.

weeks, similar to the proposed project. Modification of this intersection would be coordinated with the City of Roseville.

Analysis of the Alternative's Ability to Reduce Significant Unavoidable Project Impacts

Alternative 3 would produce minimal roadway configuration changes within the *Community Plan* area. Keeping PFE Road open, constructing speed reduction treatments, and removing the Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection restriction would result in a redistribution of traffic. Operation of Alternative 3 would result in significant and unavoidable impacts to noise-sensitive land uses due to the redistribution of traffic within the *Community Plan* area. Alternative 3 would result in increases in traffic noise levels ranging between 0.1 and 16.0 dBA L_{dn} , while decreases in traffic noise levels are predicted to range between -0.2 and -4.4 dBA L_{dn} . The largest increases in traffic noise are predicted on PFE Road from Pinehurst to Cook-Riolo Road at 16.0 dBA L_{dn} . The increase at this location PFE Road is considered to be significant under the 4 dB threshold of significance. These noise levels would affect numerous single-family residential uses throughout the *Community Plan* area, and would be slightly greater in intensity than for the proposed project, under which noise impacts would also be significant. With respect to noise impacts on sensitive land uses, Alternative 3 would not reduce significant and unavoidable project impacts.

Under Alternative 3, nine intersections would experience an impact, as compared to six under the proposed project. No benefits to intersections were identified under Alternative 3, as compared to benefits to five intersections under the proposed project. No intersections would worsen from LOS D or better conditions to LOS E or F conditions. The impact at four of the nine intersections would result in an increase in the v/c ratio of less than 0.05. With respect to traffic impacts on *Community Plan* area intersections in Placer County, the City of Roseville, and Sacramento County, Alternative 3 would introduce new significant and unavoidable impacts not attributable to the proposed project, and would not reduce significant and unavoidable project impacts.

5. **Alternative 4: PFE Road to Remain Open, Construct Speed Reduction Treatments, Widen Community Plan Area Roadways, and Remove Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard Intersection Restriction**

Description

The intent of Alternative 4 is to preserve the rural character of PFE Road and Cook-Riolo Road, while also providing enhanced connections through the *Community Plan* area, similar to the proposed project. Under Alternative 4, the existing *Community Plan – Transportation/Circulation Element* would be updated. The transportation goals and policies would include similar modifications as the proposed project. The primary difference between the proposed project and Alternative 4 is the level of service (LOS) standard that would dictate future development within the *Community Plan* area. Alternative 4 uses LOS C to determine significant impacts as identified in the 1990 *Community Plan – Transportation/Circulation Element*, while the proposed project uses the updated/modified LOS standard to determine significant impacts as identified in Goal 6 and Policy 9 in the *Community Plan – Transportation Element* update.

Similar to the proposed project, Alternative 4 proposes to keep PFE Road open and construct speed reduction treatments on PFE Road and Cook-Riolo Road. Also similar to the proposed project, selected *Community Plan* area roadways would be widened and the existing Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection through-movement restriction would not be retained. Alternative 4 consists of the following components:

- Community Plan – Transportation Element Update – Similar to the proposed project, the County has reviewed the existing *Community Plan – Transportation/Circulation Element's* goals and policies for relevance to today's community environment and to ensure applicability in the future. Alternative 4 would update/modify Purpose E, Goal 10, Policy 2, Policy 4, Policy 6, and Policy 17. Unlike the proposed project, Goal 6 and Policy 9 would not be updated/modified under Alternative 4.

- PFE Road to Remain Open – Similar to the proposed project, this component of Alternative 4 includes not closing PFE Road at Cook-Riolo Road as directed by the current *Community Plan*, but instead leaves PFE Road open in its current two-lane configuration. PFE Road would continue to perform the same function as it does today.
- Construct Speed-Reduction Treatments – Similar to the proposed project, this component of Alternative 4 includes the construction of speed-reduction treatments on PFE Road and Cook-Riolo Road. These speed-reduction treatments are assumed to be located at Billy Mitchell Boulevard and Pinehurst Drive on PFE Road; and Central Avenue,³ Vineyard Road, and Jimmy Way on Cook-Riolo Road. Speed-reduction treatments could take many forms, including roundabouts, neckdowns, center islands, and/or lateral shifts at mid-block locations to reduce through speeds. Should roundabouts be selected for construction at the five intersections identified above, a worst-case total temporary ground disturbance of approximately 1.03 acres and total permanent disturbance of approximately 1.94 acres would result, for a total disturbance of approximately 2.97 acres. All ground disturbance would be within 100 feet of the existing centerline on Cook-Riolo Road and PFE Road.
- Widen Community Plan Area Roadways – Similar to the proposed project, this component of Alternative 4 includes widening PFE Road, Watt Avenue, and Walerga Road. Additional detail is provided below.
 - Widen Watt Avenue from four to six lanes from PFE Road south to Sacramento County line.
 - Widen Walerga Road⁴ from four to six lanes from Baseline Road south to the Sacramento County line.
 - Widen PFE Road from two to four lanes from Watt Avenue east to Walerga Road.

Widening of these three roadways (Watt Avenue, Walerga Road, and PFE Road) would be designed to minimize the temporary and permanent impact area, which would limit the disturbance of the existing road right-of-way. Additional 12-foot traffic lanes with approximately 4-foot shoulders would be constructed on both sides of Watt Avenue, Walerga Road, and PFE Road. The additional travel lanes and shoulders would be added directly to the northbound/southbound travel lanes of Watt Avenue and Walerga Road, while on PFE Road the additional travel lanes and shoulders would be added directly to the eastbound/westbound travel lanes. Construction of the additional travel lanes on Watt Avenue, Walerga Road, and PFE Road would result in a worst-case total temporary ground disturbance of approximately 12.12 acres and total permanent disturbance of approximately 12.21 acres, for a total disturbance of approximately 24.33 acres. All ground disturbance would be within 100 feet of the existing centerline of PFE Road, Cook-Riolo Road, and Walerga Road. A 15-foot construction right-of-way has been assumed with this alternative.
- Remove Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard Intersection Restriction – Similar to the proposed project, this component of Alternative 4 assumes the removal of the Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection through-movement restriction. No ground disturbance is assumed for this component of Alternative 4, as the existing traffic lanes would be reconfigured to accommodate the through-movement.

Construction-related activities associated with Alternative 4 would be of short duration due to the limited scope, nature, and size of impact areas. Construction activities associated with Alternative 4 would primarily consist of grading, paving, and placement of traffic signing. Typical construction equipment would include bulldozers, backhoes, graders, rollers, dump trucks, concrete mixers, and paving machines. It is anticipated the construction crews would operate 8 to 10 hours a day, 5 days a week. It is assumed that simultaneous construction activities would occur during the construction period of Alternative 4. Typical BMPs would include equipment maintenance, limiting hours of operation, and covering haul vehicles. No construction activities are associated with leaving PFE Road open in its current two-lane configuration.

Construction of speed reduction treatments could be completed in approximately 2 months per site (10 months total for all five sites). Construction activities for the roadway widening would most likely occur over a period of two to

³ For evaluation purposes, a roundabout was studied at the northern Central Avenue/Cook-Riolo Road intersection. This roundabout could also achieve the same desired speed reduction if constructed at the southern Central Avenue/Cook-Riolo Road intersection.

⁴ Currently, Walerga Road from Baseline Road south to PFE Road is partially a two-lane road and partially a four-lane road. As a part of the planned roadway projects, Placer County intends to widen Walerga Road to four lanes from Baseline Road south to the Sacramento County line in the future. The widening to six lanes will be developer-driven along the existing two-lane section and County-driven along the existing four-lane section. This planned project is not a component of Alternative 4.

three years to minimize the impact on area schools. It is anticipated that the removal of the existing Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection through-movement restriction, including re-striping, raised median removal, modification of signal facilities and re-programming of signals, could be accomplished in two to four weeks. Modification of this intersection would be coordinated with the City of Roseville.

Analysis of the Alternative's Ability to Reduce Significant Unavoidable Project Impacts

Alternative 4 would produce substantial roadway configuration changes within the *Community Plan* area. Keeping PFE Road open, constructing speed reduction treatments, widening *Community Plan* area roadways, and removing the Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection restriction would result in a redistribution of traffic. Operation of Alternative 4 would result in significant and unavoidable impacts to noise-sensitive land uses due to the redistribution of traffic within the *Community Plan* area. Alternative 4 would result in increases in traffic noise levels ranging between 0.1 and 15.7 dBA L_{dn} , while decreases in traffic noise levels are predicted to range between -0.2 and -4.9 dBA L_{dn} . The largest increases in traffic noise are predicted on PFE Road from Pinehurst to Cook-Riolo Road at 15.7 dBA L_{dn} . The increase at this location on PFE Road is considered to be significant under the 4 dB threshold of significance. These noise levels would affect numerous single-family residential uses throughout the *Community Plan* area, and would be slightly greater in intensity than for the proposed project, under which noise impacts would also be significant. With respect to noise impacts on sensitive land uses, Alternative 4 would not reduce significant and unavoidable project impacts.

Under Alternative 4, eight intersections would experience an impact, as compared to six under the proposed project. Five intersections were identified with benefits under Alternative 4, as compared to benefits to five intersections under the proposed project. No intersections would worsen from LOS D or better conditions to LOS E or F conditions. The impact at six of the eight intersections would result in an increase in the v/c ratio of less than 0.05. With respect to traffic impacts on *Community Plan* area intersections in Placer County, the City of Roseville, and Sacramento County, Alternative 4 would introduce new significant and unavoidable impacts not attributable to the proposed project, and would not reduce significant and unavoidable project impacts.

6. Alternative 5: PFE Road to Remain Open, Keep Intersection Restriction, Widen Community Plan Area Roadways, and Construct Speed Reduction Treatments

Description

The intent of Alternative 5 is to serve more regional traffic on selected roadways by providing enhanced connections through the *Community Plan* area, while calming traffic along PFE Road to preserve its rural character. Under Alternative 5, the existing *Community Plan – Transportation/Circulation Element* would be updated. The transportation goals and policies would include the same modifications as the proposed project. Similar to the proposed project, Alternative 5 proposes to keep PFE Road open and construct speed reduction treatments on PFE Road. Unlike the proposed project, speed reduction treatments on Cook-Riolo Road would not be constructed, and the existing Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection through-movement restriction would be retained. Similar to the proposed project, selected *Community Plan* area roadways would be widened. Alternative 5 consists of the following components:

- Community Plan – Transportation Element Update – Similar to the proposed project, the County has reviewed the existing *Community Plan – Transportation/Circulation Element's* goals and policies for relevance to today's community environment and to ensure applicability in the future. Alternative 5 would update/modify Purpose E, Goal 6, Goal 10, Policy 2, Policy 4, Policy 6, Policy 9, and Policy 17.
- PFE Road to Remain Open – Similar to the proposed project, this component of Alternative 5 includes not closing PFE Road at Cook-Riolo Road as directed by the current *Community Plan*, but instead leaves PFE Road open in its current two-lane configuration. PFE Road would continue to perform the same function as it does today.
- Widen Community Plan Area Roadways – Similar to the proposed project, this component of Alternative 5 includes widening Watt Avenue, Walerga Road, and PFE Road. Additional detail is provided below.

- Widen Watt Avenue from four to six lanes from PFE Road south to Sacramento County line.
- Widen Walerga Road⁵ from four to six lanes from Baseline Road south to the Sacramento County line.
- Widen PFE Road from two to four lanes from Watt Avenue east to Walerga Road.

Widening of these three roadways (Watt Avenue, Walerga Road, and PFE Road) would be designed to minimize the temporary and permanent impact area, which would limit the disturbance of the existing road right-of-way. Additional 12-foot traffic lanes with approximately 4-foot shoulders would be constructed on both sides of Watt Avenue, Walerga Road, and PFE Road. The additional travel lanes and shoulders would be added directly to the northbound/southbound travel lanes of Watt Avenue and Walerga Road, while on PFE Road the additional travel lanes and shoulders would be added directly to the eastbound/westbound travel lanes. Construction of the additional travel lanes on Watt Avenue, Walerga Road, and PFE Road would result in a worst-case total temporary ground disturbance of approximately 12.12 acres and total permanent disturbance of approximately 12.21 acres, for a total disturbance of approximately 24.33 acres. All ground disturbance would be within 100 feet of the existing centerline of PFE Road, Cook-Riolo Road, and Walerga Road. A 15-foot construction right-of-way has been assumed with this alternative.

- Construct Speed-Reduction Treatments – Unlike the proposed project, this component of Alternative 5 includes the construction of speed-reduction treatments on PFE Road. These speed-reduction treatments are assumed to be located at Billy Mitchell Boulevard and Pinehurst Drive on PFE Road. Speed-reduction treatments could take many forms, including roundabouts, neckdowns, center islands, and/or lateral shifts at mid-block locations to reduce through speeds. Should roundabouts be selected for construction at the two intersections identified above, a worst-case total temporary ground disturbance of approximately 0.43 acre would result, and total permanent disturbance of approximately 0.49 acre would result. The total disturbance would be approximately 0.92 acre. All ground disturbances would be within approximately 100 feet of the existing centerline on PFE Road. A 10-foot construction right-of-way has been assumed with this alternative.

Construction-related activities associated with Alternative 5 would be of short duration due to the limited scope, nature, and size of impact areas. Construction activities associated with Alternative 5 would primarily consist of grading, paving, and placement of traffic signing. Typical construction equipment would include bulldozers, backhoes, graders, rollers, dump trucks, concrete mixers, and paving machines. It is anticipated the construction crews would operate 8 to 10 hours a day, 5 days a week. It is assumed that simultaneous construction activities would occur during the construction period of Alternative 5. Typical BMPs would include equipment maintenance, limiting hours of operation, and covering haul vehicles. No construction activities are associated with leaving PFE Road open in its current two-lane configuration.

Construction activities for the roadway widening/extension would most likely occur over two to three years to minimize the impact on area schools, similar to the proposed project. Construction of speed-reduction treatments could be completed in approximately 2 months per site (4 months total for both sites). Modification of this intersection would be coordinated with the City of Roseville.

Analysis of the Alternative's Ability to Reduce Significant Unavoidable Project Impacts

Alternative 5 would produce substantial roadway configuration changes within the *Community Plan* area. Keeping PFE Road open, constructing speed reduction treatments, widening *Community Plan* area roadways, and keeping the Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection restriction would result in a redistribution of traffic. Operation of Alternative 5 would result in significant and unavoidable impacts to noise-sensitive land uses due to the redistribution of traffic within the *Community Plan* area. Alternative 5 would result in increases in traffic noise levels ranging between 0.1 and 16.1 dBA L_{dn} , while decreases in traffic noise levels are predicted to range between -0.1 and -4.9 dBA L_{dn} . The largest increases in traffic noise are predicted on PFE Road

⁵ Currently, Walerga Road from Baseline Road south to PFE Road is partially a two-lane road and partially a four-lane road. As a part of the planned roadway projects, Placer County intends to widen Walerga Road to four lanes from Baseline Road south to the Sacramento County line in the future. The widening to six lanes will be developer-driven along the existing two-lane section and County-driven along the existing four-lane section. This planned project is not a component of Alternative 4.

from Pinehurst to Cook-Riolo Road at 16.1 dBA L_{dn}. The increase at this location on PFE Road is considered to be significant under the 4 dB threshold of significance. These noise levels would affect numerous single-family residential uses throughout the *Community Plan* area, and would be slightly greater in intensity than for the proposed project, under which noise impacts would also be significant. With respect to noise impacts on sensitive land uses, Alternative 5 would not reduce significant and unavoidable project impacts.

Under Alternative 5, five intersections would experience an impact, as compared to six under the proposed project. Four intersections were identified with benefits under Alternative 5, as compared to benefits to five intersections under the proposed project. No intersections would worsen from LOS D or better conditions to LOS E or F conditions. The impact at all five intersections would result in an increase in the v/c ratio of less than 0.05. With respect to traffic impacts on *Community Plan* area intersections in Placer County, the City of Roseville, and Sacramento County, Alternative 5 would not reduce significant and unavoidable project impacts.

7. Comparative Evaluation of the Project and Alternatives to Satisfy Proposed Project Objectives

This section of the Findings examines whether (or to what extent) each of the alternatives selected for more detailed analysis meets the proposed project's objectives. As described earlier in these Findings, the concept of "feasibility" encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project (*Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704,715.). "[F]easibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors" (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417).

1. **Conform to the policies of *Placer County's General Plan* and the *Dry Creek/West Placer Community Plan* that designate the *Community Plan* area for urban development.** As currently written, only the No Project Alternative would fully comply with the *Community Plan*, as the *Community Plan* calls for the closure of PFE Road. While the proposed project, Alternative 1, Alternative 2, Alternative 3, Alternative 4, and Alternative 5 would require amendments to the *Community Plan* to be implemented, these amendments would better accommodate future development in the project vicinity. Cumulative land use assumptions and roadway assumptions would occur in the *Community Plan* area regardless of the proposed project or alternatives.
2. **Provide a comprehensively planned project that minimizes the need to acquire new rights-of-way, while providing maximum protection of sensitive environmental habitat and resources.** Alternative 1 would provide the maximum protection for sensitive environmental habitat and resources because no ground disturbance would occur. The proposed project would result in a worst-case total disturbance of approximately 27.30 acres. The No Project Alternative would result in a worst-case total disturbance of approximately 0.18 acres. Alternative 2 would result in a worst-case total disturbance of approximately 51.90 acres. Alternative 3 would result in a worst-case total disturbance of approximately 2.97 acres. Alternative 4 would result in a worst-case total disturbance of approximately 27.30 acres. Alternative 5 would result in a worst-case total disturbance of approximately 25.22 acres. All alternatives have been designed to minimize the required amount of new rights-of-way, with ground disturbances occurring within approximately 100 feet of the existing roadway centerlines.

Special-status species with suitable marginal habitat exist in the *Community Plan* area. Construction of either the proposed project, Alternative 2, Alternative 3, Alternative 4, or Alternative 5 could result in impacts to special-status species. Impacts could include displacement and possible mortality to special-status species. These impacts would be fully mitigated.

Numerous man-made drainage ditches were identified along roadways in the *Community Plan* area. Many of these ditches support species that are common to wetlands, indicating that subsurface water is present in some of these ditches year-round. It is likely that these features convey water through a system of culverts

to Dry Creek, a navigable water of the United States. Construction of the proposed project, Alternative 2, Alternative 3, Alternative 4, or Alternative 5 could result in impacts to jurisdictional waters of the United States in the *Community Plan* area.

Construction of the proposed project, Alternative 2, Alternative 3, Alternative 4, or Alternative 5 could result in direct loss of native trees. Native trees could also be indirectly impacted through damage to roots and limbs during construction.

3. **Retain the rural character of the *Community Plan* area.** The No-Project Alternative and Alternative 1 would best preserve the rural character of the *Community Plan* area. Alternative 3 was designed to preserve the rural character of PFE Road and Cook-Riolo Road with minor roadway improvements. The proposed project and Alternative 4 were also designed to preserve the rural character of the *Community Plan* area but provide enhanced connections through the *Community Plan* area. Alternative 2 and Alternative 5 were designed to serve more regional traffic.
4. **Provide a planned infrastructure system to meet the needs of development within the *Community Plan* area to address forecasted increases in vehicle trips on local roadways in a safe and efficient manner.** All alternatives except for the No Project Alternative and Alternative 1 would address the forecasted increase in vehicle trips on *Community Plan* area roadways. The proposed project and Alternative 4, and Alternative 5 have been designed to preserve the rural character of the *Community Plan* area, and provide enhanced connections through the *Community Plan* area. The intent of Alternative 2 is to serve more regional traffic and to provide enhanced connections through the *Community Plan* area, while Alternative 3 would only preserve the rural character of PFE Road and Cook-Riolo Road. Alternative 2 would best address the forecasted increase, followed by the proposed project, Alternative 4, and Alternative 5, in a safe and efficient manner as these alternatives seek to add lane capacity.
5. **Implement financially feasible roadway improvements to provide a reliable transportation network that manages congestion on roadways and intersections to assist the County in maintaining LOS D or E, except in those highly urbanized areas where a lower LOS may be appropriate.** Alternative 2 would be the most expensive alternative to implement based on the amount of disturbance (approximately 51.90 acres) and amount of additional pavement that would need to be constructed. The proposed project, Alternative 4, and Alternative 5 substantially decrease the amount of disturbance (approximately 27.30 acres, 27.30 acres, and 25.22 acres, respectively) and amount of additional pavement that would need to be constructed, but do not provide the same LOS benefits within the *Community Plan* area. Alternative 3 further decreases the amount of disturbance (approximately 2.97 acres) and amount of additional pavement that would need to be constructed, but does not provides a similar LOS benefit within the *Community Plan* area as the proposed project, Alternative 2, Alternative 4, or Alternative 5. Neither the No Project Alternative nor Alternative 1 provides a measurable LOS benefit within the *Community Plan* area.

8. Environmentally Superior Alternative

Basis for Identifying Environmentally Superior Alternative

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. Section 15126.6(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be designated, and states that “if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” Table 7-18 in the Draft EIR compares the six alternatives to the proposed project in terms of the impact areas that were analyzed in the IS/NOP and Draft EIR. The conclusions contained in the table are subjective and required that judgments be made on emphasis in some areas of analysis.

Identification of Environmentally Superior Alternative

The analysis above indicates that Alternative 1 (PFE Road to Remain Open) would be the Environmentally Superior Alternative. However, it is the “No-Build” Alternative, and would not meet the project objectives. Among the “build” Alternatives, Alternative 3 (PFE Road to Remain Open, Construct Speed Reduction Treatments, and Remove Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard Intersection Restriction) was determined to be the Environmentally Superior Alternative.

The proposed project would result in less-than-significant impacts regarding air quality, significant unavoidable impacts regarding noise, and potentially significant impacts regarding traffic and circulation.

Under the **No Project Alternative** (Closure of PFE Road Just West of Cook-Riolo Road) roadways and intersections would remain in their existing condition, except for the construction of two cul-de-sacs with the closure of PFE Road at Cook-Riolo Road. This alternative would restrict the movement of vehicles within the *Community Plan* area, forcing a redistribution of traffic. All significant and unavoidable impacts of the proposed project would still occur under the No Project Alternative. This alternative’s smaller construction footprint would reduce the severity of impacts to aesthetics, agricultural resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, and hydrology and water quality relative to the proposed project. The impacts related to land use and planning would be similar to the proposed project as cumulative land use assumptions and roadway assumptions would occur in the *Community Plan* area regardless of the proposed project or alternatives. Impacts related to noise would be substantially less than the proposed project as traffic near the PFE Road/Cook-Riolo Road intersection would be reduced. Similar to the proposed project, the No Project Alternative would not result in impacts to mineral resources, population and housing, public services, recreation, or utilities and service systems. This alternative would have the most severe impacts on traffic, having significant impacts at more locations than the proposed project or any other alternative.

Under **Alternative 1** (PFE Road to Remain Open) roadways and intersections would remain in their existing condition. No ground disturbance or construction is a part of this alternative. All significant and unavoidable impacts of the proposed project would still occur under Alternative 1. Since there is no construction footprint associated with this alternative, the severity of impact regarding aesthetics, agricultural resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, and hydrology and water quality relative to the proposed project would be reduced. The impacts related to land use and planning would be similar to the proposed project because cumulative land use assumptions and roadway assumptions would occur in the *Community Plan* area regardless of the proposed project or alternatives. Impacts related to noise would be greater than the proposed project as traffic near the PFE Road/Cook-Riolo Road intersection would be increased. Similar to the proposed project, Alternative 1 would not result in impacts to mineral resources, population and housing, public services, recreation, or utilities and service systems. Significant traffic impacts would be greater than under the proposed project but would be less than under the No Project Alternative. This alternative would be the Environmentally Superior Alternative.

Under **Alternative 2** (PFE Road to Remain Open, Widen/Extend *Community Plan* Area Roadways, and Remove Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard Intersection Restriction) three roadway widenings would be constructed to accommodate additional travel lanes and one roadway extension. The intent of Alternative 2 is to serve more regional traffic and to provide enhanced connections through the *Community Plan* area. All significant and unavoidable impacts of the proposed project would still occur under Alternative 2. Since there is a larger construction footprint associated with this alternative, the severity of impact regarding aesthetics, agricultural resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, and hydrology and water quality relative to the proposed project would be increased, but not to a significant level. Also, a longer construction schedule is required to implement Alternative 2 as compared to the proposed project, thus increasing the chances for soil erosion and the potential for hazardous waste accidents. Finally, more pavement would be constructed under Alternative 2 compared to the proposed project, thus increasing the amount of surface water runoff. The impacts related to land use and planning would be greater than the proposed project for similar reasons. Impacts related to noise would be significantly greater than the proposed project as traffic near the PFE Road/Cook-Riolo Road intersection would be increased. Similar to the proposed project, Alternative 2 would result in no impacts to mineral resources, population and housing, public services, recreation, or utilities and service

systems. Significant traffic impacts would be greater than under the proposed project but would be less than under the No Project Alternative or Alternative 1. Significant traffic impacts would be similar to Alternative 3.

Under **Alternative 3** (PFE Road to Remain Open, Construct Speed Reduction Treatments, and Remove Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard Intersection Restriction) five speed-reduction treatments would be constructed to control the flow of traffic along PFE Road and Cook-Riolo Road. Alternative 3 has been designed to preserve the rural character of PFE Road and Cook-Riolo Road. All significant and unavoidable impacts of the proposed project would still occur under Alternative 3. Since there is a much smaller construction footprint associated with this alternative the severity of impacts regarding aesthetics, agricultural resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, and hydrology and water quality relative to the proposed project would be decreased. Because of the decreased amount of earthwork associated with Alternative 3 over the proposed project, the disturbance of aesthetic, agricultural, biological, and cultural resources substantially decreases. Also, a shorter construction schedule is required to implement Alternative 3 compared to the proposed project, thus decreasing the chances for soil erosion and the potential for hazardous waste accidents. Finally, less pavement would be constructed under Alternative 3 compared to the proposed project, thus decreasing the amount of surface water runoff. The impacts related to land use and planning would be similar to the proposed project as cumulative land use assumptions and roadway assumptions would occur in the *Community Plan* area regardless of the proposed project or alternatives. Impacts related to noise would be similar to the proposed project, as traffic volumes near the PFE Road/Cook-Riolo Road intersection are nearly the same. Similar to the proposed project, Alternative 3 would result in no impacts to mineral resources, population and housing, public services, recreation, or utilities and service systems. Significant traffic impacts would be greater than the proposed project, and less than the No Project Alternative or Alternative 1.

Under **Alternative 4** (PFE Road to Remain Open, Construct Speed Reduction Treatments, Widen *Community Plan* Area Roadways, and Remove Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard Intersection Restriction) three roadway widenings would be constructed to accommodate additional travel lanes and five speed-reduction treatments would be constructed to control the flow of traffic along PFE Road and Cook-Riolo Road. The intent of Alternative 4 is to preserve the rural character of PFE Road and Cook-Riolo Road, while also providing enhanced connections through the *Community Plan* area, similar to the proposed project. All significant and unavoidable impacts of the proposed project would still occur under Alternative 4. Since there is a similar construction footprint associated with this alternative, the severity of impact regarding aesthetics, agricultural resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, and hydrology and water quality relative to the proposed project would be nearly the same. Also, a similar construction schedule is required to implement Alternative 4 as compared to the proposed project, thus decreasing the chances for soil erosion and the potential for hazardous waste accidents would be similar. Finally, a similar amount of pavement would be constructed under Alternative 4 compared to the proposed project, thus the amount of surface water runoff would nearly be the same. The impacts related to land use and planning would be similar to the proposed project as cumulative land use assumptions and roadway assumptions would occur in the *Community Plan* area regardless of the proposed project or alternatives. Impacts related to noise would be similar to the proposed project, Alternative 3, and Alternative 5, as traffic volumes near the PFE Road/Cook-Riolo Road intersection are nearly the same. Similar to the proposed project, Alternative 4 would result in no impacts to mineral resources, population and housing, public services, recreation, or utilities and service systems. Significant traffic impacts would be greater than under the proposed project but would be less than under the No Project Alternative, Alternative 1, Alternative 2, and Alternative 5. Significant traffic impacts would be less than Alternative 3.

Under **Alternative 5** (PFE Road to Remain Open, Keep Intersection Restriction, Widen *Community Plan* Area Roadways, and Construct Speed Reduction Treatments) three roadway widenings would be constructed to accommodate additional travel lanes and two speed-reduction treatments would be constructed to control the flow of traffic along PFE Road. The intent of Alternative 5 is to serve more regional traffic on selected roadways by providing enhanced connections through the *Community Plan* area, but calm traffic along PFE Road to preserve its rural character. All significant and unavoidable impacts of the proposed project would still occur under Alternative 5. Since there is a slightly smaller construction footprint associated with this alternative, the severity of impact regarding aesthetics, agricultural resources, biological resources, cultural resources, geology and soils, hazards and

hazardous materials, and hydrology and water quality relative to the proposed project would be slightly decreased. Also, a slightly smaller construction schedule is required to implement Alternative 5 as compared to the proposed project, thus decreasing the chances for soil erosion and the potential for hazardous waste accidents. Finally, a slightly smaller amount of pavement would be constructed under Alternative 5 compared to the proposed project, thus decreasing the amount of surface water runoff. The impacts related to land use and planning would be similar to the proposed project as cumulative land use assumptions and roadway assumptions would occur in the *Community Plan* area regardless of the proposed project or alternatives. Impacts related to noise would be similar to the proposed project and Alternative 3, as traffic volumes near the PFE Road/Cook-Riolo Road intersection are nearly the same. Similar to the proposed project, Alternative 5 would result in no impacts to mineral resources, population and housing, public services, recreation, or utilities and service systems. Significant traffic impacts would be greater than under the proposed project but would be less than under the No Project Alternative, Alternative 1, and Alternative 2. Significant traffic impacts would be less than Alternative 3.

XII. FINDINGS RELATED TO THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF THE ENVIRONMENT AND MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY.

Based on the EIR and the entire record before the Board of Supervisors, the Board of Supervisors makes the following findings with respect to the project's balancing of local short term uses of the environment and the maintenance of long term productivity:

- a. As the proposed project is implemented, certain impacts would occur on a short-term level. Such short term impacts are discussed fully above, as well as in the EIR document. Such short term impacts may include, without limitation, impacts on traffic and circulation, air quality and noise, although measures have been and will be incorporated to mitigate these impacts to the extent feasible.
- b. The long-term implementation of the proposed project would serve to enhance traffic and circulation to the County of Placer. Notwithstanding the foregoing, some long term impacts would result. These impacts include, without limitation, impacts on transportation and circulation and noise. However, implementation of the proposed project would provide many benefits, as set forth in the Statement of Overriding Considerations, below.
- c. Although there are short term adverse impacts from the proposed project, the short and long-term benefits justify its implementation.

XIII. STATEMENT OF OVERRIDING CONSIDERATIONS

As set forth in the preceding sections, the Placer County Board of Supervisors' approval of the *Community Plan – Transportation/Circulation Element Update* will result in significant adverse environmental effects that cannot be avoided even with the adoption of all feasible mitigation measures, and there are no feasible project alternatives which would mitigate or substantially lessen the impacts. Despite the occurrence of these effects, however, the Board chooses to approve the proposed project because, in its view, the economic, social, and other benefits that the proposed project will produce will render the significant effects acceptable.

In making this Statement of Overriding Considerations in support of the Findings for the proposed project, the Board of Supervisors has considered the information contained in the Final EIR for the proposed project as well as the public testimony and record in proceedings in which the proposed project was considered. The Board has balanced the proposed project's benefits against the unavoidable adverse impacts identified in the Final EIR. The Board hereby determines that the proposed project's benefits outweigh the significant unmitigated adverse impacts.

A. SIGNIFICANT AND UNAVOIDABLE IMPACTS

As discussed in Section IX above, the *Community Plan – Transportation/Circulation Element Update* will result in the following significant and unavoidable impacts, even with the implementation of all feasible mitigation:

Proposed Project-Specific 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 (i.e., increased traffic resulting from roadway extensions, addition of through lanes, or modification of existing alignments).

Cumulative Impacts

- Cumulative noise impacts related to increased traffic from land use development and new roadways throughout the Community Plan area.
- Cumulative traffic impacts related to increased traffic from land use development.
 - The PFE Road/Cook-Riolo Road intersection would experience a decrease in the v/c ratio at a substandard LOS condition;
 - The Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection would experience a decrease in the v/c ratio at a substandard LOS condition;
 - The Baseline Road/Main Street/Foothills Boulevard intersection would experience a decrease in the v/c ratio at a substandard LOS condition;
 - The Foothills Boulevard/Vineyard Road intersection would experience a decrease in the v/c ratio at a substandard LOS condition;
 - The Watt Avenue/Elverta Road intersection would experience a decrease in the v/c ratio at a substandard LOS condition; and
 - The Watt Avenue/Antelope Road intersection would experience a decrease in the v/c ratio at a substandard LOS condition.

B. OVERRIDING CONSIDERATIONS

In the Board's judgment, the proposed project and its benefits outweigh its unavoidable significant effects. The following statement identifies the reasons why, in the Board's judgment, the benefits of the proposed project as approved outweigh its unavoidable significant effects. Any one of these reasons is sufficient to justify approval of the proposed project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the Board would stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this section (Section XIII), and in the documents found in the Record of Proceedings, as defined in Section V.

Some of the proposed project's benefits include the following principles:

1. Conform to the policies of *Placer County's General Plan* and the *Dry Creek/West Placer Community Plan* that designate the *Community Plan* area for rural/urban development.
2. Provide a comprehensively planned project that minimizes the need to acquire new rights-of-way, while providing maximum protection of sensitive environmental habitat and resources.
3. Retain the rural character of the *Community Plan* area.
4. Provide a planned infrastructure system to meet the needs of development within the *Community Plan* area to address forecasted increases in vehicle trips on local roadways in a safe and efficient manner, while preserving its rural character at the same time.
5. Implement financially feasible roadway improvements to provide a reliable transportation network which manages congestion on roadways and intersections to assist the County in maintaining the desired level of service (LOS) in the *Community Plan* area.

C. CONCLUSION

The Board has balanced these benefits and considerations against the potentially significant unavoidable environmental effects of the proposed project, and has concluded that the impacts are outweighed by these benefits, among others. After balancing environmental costs against proposed project benefits, the Board has concluded that the benefits that Placer County will derive from the proposed project, as compared to existing and planned future conditions, outweigh the risks. The Board believes the proposed project benefits outlined above override the significant and unavoidable environmental costs associated with the proposed project.

In sum, the Board adopts the mitigation measures in the final Mitigation Monitoring and Reporting Program, attached to and incorporated by reference into the *Community Plan – Transportation/Circulation Element Update*, and finds that any residual or remaining effects on the environment resulting from the proposed project, identified as significant and unavoidable in the preceding Findings of Fact, are acceptable due to the benefits set forth in this *Statement of Overriding Considerations*.

Before the Board of Supervisors
County of Placer, State of California

In the matter of: A RESOLUTION AMENDING THE DRY
CREEK/WEST PLACER COMMUNITY PLAN AND
UPDATING THE TRANSPORTATION/CIRCULATION
ELEMENT.

Resolution No. 2011-

The following resolution was duly passed by the Board of Supervisors
of the County of Placer at a regular meeting held August 9, 2011,
by the following vote:

Ayes:

Noes:

Absent:

Signed by me after its passage.

Robert Weygandt, Chairman

Attest:

Ann Holman
Clerk of said Board

WHEREAS, on October 28, 2010, the Placer County Planning Commission ("Planning Commission") held public hearings to consider the update to the Transportation/Circulation Element of the Dry Creek West Placer Community Plan, and the Planning Commission has made recommendations to the Board of Supervisors of Placer County ("Board") related thereto, and

WHEREAS, on August 9, 2011, the Board held a public hearing to consider the recommendations of the Planning Commission and to receive public input regarding the proposed update of the Transportation/Circulation Element of the Dry Creek West Placer Community Plan, and

WHEREAS, the Board has reviewed the proposed update of the Transportation/Circulation Element of the Dry Creek West Placer Community Plan, considered the recommendations of the Planning Commission, received and considered the written and oral comments submitted by the public thereon, and has adopted Resolution No. 2011-____ certifying the Final Environmental Impact Report for the update of the Transportation/Circulation Element, and

WHEREAS, the Board finds the updated Transportation/Circulation Element will serve to protect and enhance the health, safety and general welfare of the residents of the Plan area and the County as a whole, and

WHEREAS, the Board further finds the proposed updated Transportation/Circulation Element is consistent with the provisions of the Dry Creek West Placer Community Plan, the General Plan and in compliance with applicable requirements of State law, and

WHEREAS, notice of all hearings required has been given and all hearings have been held as required by County ordinance and State law, and

WHEREAS, the Board finds that the foregoing recitals setting forth the actions of the County are true and correct,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF THE COUNTY OF PLACER that the update of the Transportation/Circulation Element of the Dry Creek Community Plan, as shown and described in the documents on file with the Clerk of the Board of Supervisors, and incorporated herein by reference, is hereby adopted and supersedes and replaces in all respects the Transportation/Circulation Element in the Dry Creek Community Plan as adopted in 1990, and

BE IT FURTHER RESOLVED, that this Resolution and the amendment of the Dry Creek Community Plan shall take force and become effective immediately.

