COUNTY OF Placer

MEMORANDUM
PUBLIC WORKS AND FACILITIES
TRANSPORTATION DIVISION
County of Placer

TO: Board of Supervisors DATE: July 12, 2016

FROM: Ken Grehm, Director of Public Works and Facilities

SUBJECT: Transportation / Proposed Locust Road Closure

ACTION REQUESTED
Adopt a Resolution to adopt an Addendum to the Placer Vineyards Specific Plan Final Environmental Impact Report, adopt a Resolution to approve the closure of Locust Road at the northern and southern boundary of the Placer Vineyards Specific Plan boundaries, and approve the plans and specifications for construction.

BACKGROUND
Your Board considered a presentation from staff on the Locust Road Circulation Study and conducted an associated public hearing to receive comments related to the Study on January 5, 2016. As the Board recalls, the interest in the future closure of Locust Road was raised by residents of the Special Planning Area (SPA) adjacent to the project along Locust Road during the 2007 hearings on the Placer Vineyards Specific Plan project. A requirement to study that closure was included in the Development Agreement that was approved at the same time as the project approvals on July 16, 2007.

The Locust Road Circulation Study was subsequently prepared by Fehr and Peers and the findings of the report presented to your Board at the January 5, 2016 hearing. At the conclusion of the hearing, the Board provided the following recommendations:

1. Proceed with Two-Closure Option
    - North closure at Placer Vineyards Specific Plan North Boundary on Locust Road
    - South closure near Sacramento County Line
    - North closure could be installed immediately after environmental clearance
    - South closure would be installed when a new road is connected to Locust Road within Placer Vineyards
2. Placer Vineyards Specific Plan Property Owners to fund environmental review processing
3. Improvement Funding
    - Placer Vineyards Specific Plan to pay for applicable mitigations within the Specific Plan Area
    - Impact Fee Program to pay for closure(s) installation
4. Road closure to be processed as a separate project under CEQA
5. Other Connector Roads – 16th St. and Palladay Road to be encouraged as alternative connections to/from Sacramento County.

Staff proceeded with environmental review of the two-closure option and concluded that an addendum to the Placer Vineyards Specific Plan Final Environmental Impact Report was appropriate under CEQA. Specifically, no additional impacts have been identified as resulting from the proposed the closure of Locust Road or the proposed installation of a barricade/gate at the northern and southern border with the Placer Vineyards development.

The response from the adjacent property owners has consistently been in support of a northern and southern closure. Comments received indicate support for the closure request from the representatives of the Placer Vineyards owners group. Law enforcement, fire and emergency personnel will continue to have the capability to enter and exit this barrier/gate.

At the July 16, 2007, Board of Supervisors hearing on the Placer Vineyards project, there was an interest by residents of the Special Planning Area (SPA) adjacent to the project along Locust Road to consider the future closure of Locust Road between the project boundary and the SPA area to the north. At the 2007 hearing, your Board requested further study of the impacts and feasibility of a closure of Locust Road. Environmental review has been prepared for the closure of Locust Road for your Board's review and consideration.

ENVIRONMENTAL IMPACT
A Final Environment Impact Report (FEIR) was prepared for the Placer Vineyards development and approved by the Board on July 16, 2007. The Placer Vineyards FEIR included an analysis of the transportation related impacts of the Placer Vineyards project, including estimates of how much traffic the project would generate and how those vehicle trips would be distributed on area roadways. The Department of Public Works and Facilities has reviewed and recommends your Board consider and approve an Environmental Checklist and Addendum to the Placer Vineyards FEIR recognizing the proposed closure of Locust Road at the Placer Vineyards Specific Plan area boundaries and determining that the closure of the public roadway for regional north south travel thru the area complies with the California Environmental Quality Act, and, further, that the proposed action would not create new impacts or increase previously disclosed impacts. The attached Resolution concerning the Environmental Checklist and Addendum to the Placer Vineyards FEIR is presented for your Board's consideration and adoption.

FISCAL IMPACT
The County would continue to be financially responsible for maintenance of the roadway on either side of the closure(s). There would be no compensation to the County for the closure from the Placer Vineyards owners group. The cost to construct the necessary barricades/gates and vehicle turnarounds will be funding by the County Road Fund. Continued maintenance of these improvements will be absorbed by the Road Fund.

ATTACHMENTS
Resolution w/Exhibit A
Resolution
Locust Road Closure Plan
Location Map

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

In the matter of: A Resolution adopting an Addendum to the Placer Vineyards Final Environmental Impact Report

Resolution No:_____

The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held_____, by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

_____
Chair, Board of Supervisors

Attest:

_____
Clerk of said Board

WHEREAS, in July 16, 2007, the County of Placer certified a Final Environmental Impact Report ("Placer Vineyards EIR") and adopted the Placer Vineyards Mitigation Monitoring and Reporting Program ("MMRP") and approved the Placer Vineyards Project.

WHEREAS, in accordance with the California Environmental Quality Act ("CEQA"), the County of Placer has prepared an Environmental Checklist analyzing the proposed closure of Locust Road at the northern and southern boundaries of the Placer Vineyards Specific Plan Area.

WHEREAS, the County of Placer has determined based on the Environmental Checklist supported by substantial evidence in light of the whole record that no subsequent or supplement to the Placer Vineyards FEIR is required pursuant to Public Resources Code section 21166 and CEQA Guidelines section 15162.

WHEREAS, the County of Placer has concluded that an addendum to the Placer Vineyards FEIR ("Locust Road Closure") pursuant to CEQA Guidelines section 15164 is appropriate as the road closure project analyzed by the Locust Road Closure Addendum to the Placer Vineyards FEIR is a modification of the previously approved Placer Vineyards project.

WHEREAS, the Locust Road Closure Addendum to the Placer Vineyards FEIR concludes that the road closure, if approved, will not result in new significant impacts, or substantially more severe impacts, than those disclosed in the Placer Vineyards FEIR.

WHEREAS the Locust Road Closure Addendum to the Placer Vineyards FEIR concludes no new information of substantial importance has been identified which was not known and could not have been known with the exercise of reasonable diligence at the time the Placer Vineyards FEIR was certified.

WHEREAS, the Locust Road Closure Addendum to the Placer Vineyards FEIR also finds that all mitigation measures adopted and incorporated into the MMRP can be carried out without alteration, and that no new mitigation measures are required.

WHEREAS, the Board of Supervisors has duly considered the Locust Road Closure Addendum to the Placer Vineyards FEIR, together with the Placer Vineyards FEIR pursuant to CEQA Guidelines, section 15164 subd. (d), prior to making a decision on the Locust Road Closure Project.

WHEREAS, the Board of Supervisors has considered the comments of the public, both oral and written and all written materials in the record connected therewith, and finds as follows:

1. The Locust Road Closure Project will not result in substantial changes that would lead to the identification of new or previous unidentified significant environmental effects that would require major revisions of the previously certified Placer Vineyards FEIR.

2. No new information of substantial importance which was not known, and could not have been known with the exercise of reasonable diligence at the time the Placer Vineyards FEIR was certified, has been discovered which would require major revisions of the previously certified Environmental Impact Report.

3. Based on substantial evidence in the record as a whole, the Locust Road Closure Project will not have a significant effect on the environment or result in any new or additional significant adverse impacts.

4. The Locust Road Closure Addendum to the Placer Vineyards FEIR has been prepared as required by law and in accordance with all requirements of CEQA and the CEQA Guidelines and the document as adopted reflects the independent judgment and analysis of the County of Placer, which has exercised overall control and direction of the preparation of the Locust Road Closure Addendum to the Placer Vineyards FEIR. The Board has reviewed the Locust Road Closure Addendum to the Placer Vineyards FEIR, and bases its findings on such review and other substantial evidence in the record.

5. The custodian of records for the proposed Project is the Placer County Department of Public Works Director, 3091 County Center Drive, Auburn CA, 95603.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Placer, State of California as follows:

1. The Board of Supervisors hereby adopts the Locust Road Closure Addendum to the Placer Vineyards Final Environmental Impact Report as set forth in Exhibit A and hereby incorporated herein, and

2. This Resolution shall become effective immediately upon adoption.

NOW, THEREFORE, BE IT FURTHER RESOLVED by the Board of Supervisors that the Board of Supervisors hereby directs County staff to prepare and file a "Notice of Determination" reflecting these findings and conclusions.

Exhibit A

COUNTY OF PLACER
Community Development Resource Agency

Michael J. Johnson, AICP
Agency Director

ENVIRONMENTAL COORDINATION SERVICES

Crystal Jacobsen, Coordinator

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ADDENDUM AND INITIAL STUDY OF ENVIRONMENTAL SIGNIFICANCE

Project Title/File Number **LOCUST ROAD CLOSURE**

Project Location Placer Vineyards Specific Plan area west of City of Roseville

Project Description The Department of Public Works and Facilities ("DPWF") at the County of Placer is proposing to close Locust Road in two locations. Locust Road is a County maintained, north-south roadway in western Placer County that stretches from Sacramento County to Baseline Road and then continues 2.0 miles north where it terminates at Sankey Road. The first (northerly) of two closures would occur roughly three quarters of a mile south of Baseline Road, south of the eastern 90 degree curve in the existing roadway. This closure, located within the Placer Vineyards Specific Plan (PVSP) area, would be accomplished with a fire accessible gate/barricade and associated roadway signage. A standard vehicle turnaround, compliant with Placer County Standard Plate 101, would be included with the closure of the roadway. The gate/barricade and turnaround would be designed with input from both the Placer County Fire Department and the Placer County Sheriff's Department, and would be accomplished within the County's road right of way or on adjacent properties within the PVSP area with, if necessary, additional right of way dedication to Placer County.

The second closure of Locust Road would also include a gate/barricade, two vehicle turnarounds, and associated roadway signage. These would be designed with input from both the Placer County Fire Department and the Placer County Sheriff's Department. The location of this closure would be on Locust Road on the southern boundary of the PVSP just north of where Colburn Street dead-ends into Locust Road from the east. One turnaround would be located within the PVSP area and the other will be located just south of the PVSP plan boundary, where Colburn Street meets Locust Road. This closure would be constructed at such time that the Placer Vineyards development provides for connection of Locust Road, south of the first closure, from West Dyer Lane within the PPVSP.

The proposed project also includes two proposed roadway improvements that would ensure the avoidance of any new potential significant environmental effects associated with these two closures. Both of these would occur within the Placer Vineyards Specific Plan area. The first improvement would be the installation of a second right-turn lane at the eastbound approach to the intersection of Watt Avenue and Dyer Lane. The second improvement would be the expansion of West Dyer Lane from four to six lanes from a point approximately 430 feet west of the West Dyer/Watt Avenue intersection all the way to that intersection.

Graphic depictions of the proposed improvements are shown in Exhibit A attached hereto, "Locust Road Closure," prepared by Mackay and Somps.

Project Applicant Placer County Department of Public Works

Lead Agency Contact Person

County of Placer
Stephanie Holloway, Senior Civil Engineer
Phone (530) 745-7551
SHollow@placer.ca.gov

I. BACKGROUND INFORMATION

A. Approval of the Placer Vineyards Specific Plan in July 2007

On July 16, 2007, after certifying a multi-volume Environmental Impact Report ("EIR"), the Placer County Board of Supervisors ("Board") approved the Placer Vineyards Specific Plan ("the Specific Plan" or "PVSP"). The area subject to the Specific Plan is located in the southwest corner of Placer County, approximately 15 miles north of Sacramento, and is bounded on the north by Baseline Road, on the south by the Sacramento/Placer County line, on the west by the Sutter/Placer County line and Pleasant Grove Road, and on the east by Dry Creek and Walerga Road. The Specific Plan area encompasses approximately eight square miles of land. Although the overall Specific Plan area includes 5,230± acres, only 4,251 acres are planned for urban development. The remaining 979 acres are reserved as a Special Planning Area ("SPA") and will continue to be used for large lot rural residential development, consistent with current low-density zoning under the Specific Plan, unless individual landowners apply for zone changes in the future.

As approved in 2007, the Specific Plan contemplates the development of a mixed-use planned community, including 14,132 residential units, 274 acres of commercial uses (with an estimated 3,553,080 square feet of floor area), 919 acres of park and open space land, and 641acres of quasi-public (i.e., public facilities/services, religious facilities, schools and major roadways) land uses. To implement this expansive development project, the Specific Plan defines a comprehensive set of rules and policies to govern future urban development in the 5,230-acre Placer Vineyards Specific Plan area.

The EIR certified by the Board of Supervisors in July 2007 included the following components: Revised Draft EIR ("RDEIR") (March 2006); Partially Recirculated Revised Draft EIR ("PRRDEIR") (July 2006); Final EIR ("FEIR") (October 2006); Second Partially Recirculated Revised Draft EIR ("SPRRDEIR"); and Supplement to the Final EIR ("SFEIR") (June 2007). These documents looked not only at the impacts of developing the area within the PVSP, but also looked at the impacts of constructing the off-site infrastructure necessary to serve the PVSP area. The original Draft EIR was not a part of the official Final EIR because the Draft EIR was completely superseded by the Revised Draft EIR.

1. The PVSP Circulation Network

The circulation network for the Specific Plan is designed to accommodate the expected Specific Plan area traffic and to provide logical connections and extensions of pedestrian, bikeway, and transit facilities. The Specific Plan area will be served by a network of public streets organized in a hierarchy of functional classifications. The Specific Plan also includes a system and facilities to promote public transportation use including one transit center, bus turnouts and incentives to use public transit. A lane for a future streetcar route is reserved along Town Center Drive. The Specific Plan also provides that a Transportation System Management ("TSM") plan will be prepared and adopted for the Specific Plan area for each group of projects at the time of building permit issuance. A TSM plan for the Specific Plan area may include ridesharing/carpooling/vanpooling, preferred parking for carpooling, preferred transit access, transit use incentives, and telecommuting/satellite work centers. The Specific Plan will also provide a system of on-street bikeways, off-street bicycle/pedestrian trails, equestrian linkages, and street side pedestrian walkways.

The March 2006 Revised Draft EIR (RDEIR) for the Specific Plan described the pre-project circulation network in the project area as follows:

- **Baseline Road** is an east-west rural arterial that runs along the northern boundary of the Specific Plan area. This roadway extends from the Sutter County line to Foothills Boulevard in the city of Roseville. Within Sutter County, this roadway becomes Riego Road, while east of Foothills Boulevard this roadway becomes Main Street. Baseline Road and Riego Road connect Roseville, west Placer County and south Sutter County with Hwy 70/99. At the time of EIR preparation, East of Watt Avenue, Baseline Road carried about 12,600 vehicles per day, while west of Watt Avenue, Baseline Road carried 10,400 vehicles per day.

- **Watt Avenue** is a north-south arterial that crosses the Specific Plan area. This roadway runs from Baseline Road south to Florin Road in Sacramento County. Watt Avenue connects west Placer County with Interstate 80 and extends across the American River to provide access to U.S. 50. The roadway becomes South Watt Avenue at Jackson Road (Hwy 16), and becomes Elk Grove-Florin Road at Florin Road. Elk Grove-Florin Road continues south to Stockton Boulevard at Hwy 99 in the community of Elk Grove. Within Placer County, Watt Avenue has two travel lanes and, at the time of EIR preparation, carried about 7,100 vehicles per day.

- **PFE Road** is an east-west rural arterial that extends from Watt Avenue west to the city of Roseville, where it becomes Atkinson Street. East of Watt Avenue, this roadway carried about 4,700 vehicles per day at the time of EIR preparation.

- **Walerga Road** is a two-lane rural arterial that extends from Baseline Road south to Roseville Road in Sacramento County. It provides access between western Placer County and the Antelope area of Sacramento County. At the time of EIR preparation, Walerga Road carried about 14,900 vehicles per day near Baseline Road.

- **Fiddyment Road** is a two-lane north-south rural arterial that extends north from Baseline Road along the western boundary of the city of Roseville to Moore Road, southwest of the city of Lincoln. North of Baseline Road, Fiddyment Road carried about 19,600 vehicles per day , at the time of EIR preparation.

- **Brewer Road** is a two-lane north-south rural collector that extends from Baseline Road north across western Placer County. It terminates just south of the Bear River, which is the Yuba County line.

- **Locust Road** is a two-lane north-south rural collector that extends from the Sacramento County line north to Sunset Boulevard West. In Sacramento County this roadway becomes Elwyn Avenue.

- **Pleasant Grove Road** is a two-lane north-south rural arterial that runs along the Placer County/Sutter County line from Baseline Road south to the Sacramento County line, where it becomes Sorrento Road. Pleasant Grove Road also extends north of Riego Road, beginning about one-quarter mile west of its southern section, and runs north to the Yuba County line where it becomes Forty Mile Road. At the time of EIR preparation, Pleasant Grove Road carried about 1,600 vehicles per day south of Baseline Road.

Palladay Road, 16th Street, Dyer Lane, Tanwood Avenue, Colburn Street, Newton Street, and Straight Road are two-lane rural local roadways that provide access to private properties within the Specific Plan area.

(RDEIR, vol. 2, pp. 4.7-3 – 4.7-4.)

The March 2006 RDEIR described the then-proposed changes to the circulation system in the Specific Plan area as follows:

- Expand capacity on the Baseline Road east-west thoroughfare to serve local and regional traffic needs, initially to four lanes and ultimately to six lanes.

- Improve the following intersections:

    - Riego Road and East Natomas Road;
    - Riego Road and Pleasant Grove Road;
    - Baseline Road and Pleasant Grove Road; and
    - Baseline Road and Locust Road.

- Expand capacity of Watt Avenue initially to four lanes and ultimately to six lanes from Baseline Road to approximately 1,000 feet south of the Placer County line. An additional two lanes of right of way access is reserved on Watt Avenue for a BRT lane on each side of the roadway.

- Construct Dyer Lane to four lanes from Baseline Road east of Watt Avenue to Watt Avenue and easterly looping back to Baseline Road.

- Construct 16th Street as a four-lane roadway.

- Construct new signals on Baseline Road at the intersections of Locust Road, Dyer Lane (east and west), Palladay Road, 16th Street, 14th Street, 12th Street and Park Street; on Watt Avenue at the intersections of A Street, East Town Center Drive, Oak Street and Dyer Lane; and on Dyer Lane at the intersections of A Street (east and west), Town Center Drive (east and west), 18th Street, Palladay Road, 16th Street, Tanwood Avenue and 11th Street.

- Construct traffic signals into proposed commercial properties on A Street at the intersections of Palladay Road and 12th Street.

- Construct two traffic signals at the proposed Town Center on A Street at the intersections of 16th Street and 14th Street.

(RDEIR, vol. 1, p. 2-5.)

2. Significant Unavoidable Effects of PVSP

The EIR for the project identified a substantial number of significant, unavoidable environmental effects, as follows:

- Agricultural land, including "Important Farmland" will be converted to non-agricultural uses.

- Acquisition of existing off-site structures and alteration of existing off-site land uses will occur due to the widening of Baseline/Riego Road and Watt Avenue.

- Potential impacts may occur as a result of compliance with Standard 8 (Agricultural Water Supply) of Exhibit 1 of the *Dry Creek /West Placer Community Plan.*

- The Specific Plan will contribute to the loss of agricultural and open space land throughout Placer County, the region and the state.

- Urbanization of the Specific Plan area will alter views from surrounding roadways and properties.

- Urbanization of the Specific Plan area will alter views for those currently residing within the Specific Plan area.

- The Specific Plan will contribute to cumulative alteration of views in rural west Placer County.
- Cumulative impacts may occur that are related to introduction of new sources of light and glare.
- The Specific Plan area could contribute to cumulative effects on water quality due to the introduction of urban pollutants, including vehicle oils and greases; heavy metals on roads, parking lots, and driveways; fertilizers and pesticides used on site landscaping; and toxic compounds released from auto maintenance areas into surface runoff.
- Development will remove the majority of open space in the Specific Plan area.
- Development will remove habitat for potentially occurring listed vernal pool invertebrates.
- Development could result in removal of nesting and foraging habitat for Swainson's hawk, a state-listed species.
- Development could result in removal of individual oak trees.
- Development will fill jurisdictional and non-jurisdictional wetlands, and other jurisdictional waters of the U.S.
- Installation and maintenance of infrastructure within off-site infrastructure areas could remove habitat for special-status plant species potentially occurring there.
- Installation and maintenance of infrastructure within off-site infrastructure areas could result in removal of habitat for listed vernal pool invertebrates potentially occurring there.
- Installation and maintenance of infrastructure within off-site infrastructure areas could remove habitat for valley elderberry longhorn beetle, a federally-listed species.
- Installation and maintenance of infrastructure within off-site infrastructure areas could remove habitat for western pond turtle, a special-status species.
- Installation and maintenance of infrastructure within off-site infrastructure areas could destroy active nests or disturb burrowing owls.
- Installation and maintenance of infrastructure within off-site infrastructure areas could remove habitat for tricolored blackbird.
- Installation and maintenance of infrastructure within off-site infrastructure areas could destroy active raptor nests or disturb nesting raptors.
- Installation and maintenance of infrastructure within off-site infrastructure areas could harm or destroy the California horned lizard.

- Installation and maintenance of infrastructure within off-site infrastructure areas could destroy active roosts or disturb several species of bats.

- Installation and maintenance of infrastructure within off-site infrastructure areas could result in removal of oak trees.

- Installation and maintenance of infrastructure within the off-site infrastructure areas could fill jurisdictional and non-jurisdictional wetlands and other jurisdictional waters of the U.S.

- Installation and maintenance of infrastructure within the off-site infrastructure areas could result in the loss of riparian habitat and disturbance of drainages.

- Installation of infrastructure within the Natomas Basin could affect Giant Garter snake habitat and/or individual snakes.

- Installation and maintenance of infrastructure within off-site infrastructure areas could remove nesting habitat for Loggerhead shrike.

- Cumulative development will contribute to the ongoing loss of natural undisturbed open space in the region, increase human intrusion and activity levels in proximity to habitat areas, and remove potential habitat for federally and state listed and other special-status species.

- Development of the Specific Plan Area could destroy or alter known historic or unique archaeological resources.

- Development of the Specific Plan Area could destroy or alter unknown historical and/or unique archaeological resources.

- Implementation of the Baseline Road widening project could adversely affect the historic archaeological site of "Eagle House," an early inn.

- Implementation of the Watt Avenue widening project could destroy or alter two unique archaeological sites and a portion of one historic cemetery. Implementation of the Long-Term Surface Water Supply line could alter or destroy portions of two historic sites and one historic district.

- Implementation of a sewer force main along Watt Avenue and PFE Road could alter or destroy portions of three unique archaeological sites and one historic cemetery.

- Implementation of Sewer Line (Sacramento Regional County Sanitation District) Alternative "A" could alter or destroy a portion of two historic sites.

- Impacts to undiscovered cultural resources may occur in unsurveyed areas.

- The Specific Plan will contribute to cumulative impacts on historic or prehistoric resources.

- Buildout of the Specific Plan area will increase peak hour traffic volumes on study area intersections in the city of Roseville.

- Buildout of the Specific Plan area will increase daily traffic volumes on study area roadways in Sacramento County.

- Buildout of the Specific Plan area will increase peak hour traffic volumes on study area intersections in Sacramento County.

- Buildout of the Specific Plan area will increase peak hour traffic volumes on study area intersections in Sutter County.

- Buildout of the Specific Plan will increase peak hour traffic volumes on study area roadways and intersections that are part of the state highway system.

- Buildout of the Specific Plan under Cumulative Plus Project conditions will increase daily traffic volumes on roadways in unincorporated Placer County.

- Buildout of the Specific Plan under Cumulative Plus Project conditions will increase peak hour traffic volumes on study area intersections in unincorporated Placer County.

- Buildout of the Specific Plan under Cumulative Plus Project conditions will increase peak hour traffic volumes on study area intersections in the City of Roseville.

- Buildout of the Specific Plan under Cumulative Plus Project conditions will increase daily traffic volumes on study area roadways in Sacramento County.

- Buildout of the Specific Plan under Cumulative Plus Project conditions will increase peak hour traffic volumes on study area intersections in Sacramento County.

- Buildout of the Specific Plan under Cumulative Plus Project conditions would increase peak hour traffic volumes on study area roadways in Sutter County.

- Buildout of the Specific Plan under Cumulative Plus Project conditions will increase peak hour traffic volumes on study area intersections in Sutter County.

- Buildout of the Specific Plan under Cumulative Plus Project conditions will increase peak hour traffic volumes on study area roadways that are part of the state highway system.

- Mitigation measures implemented to reduce traffic impacts could adversely affect traffic in other jurisdictions.

- Mitigation measures implemented to reduce traffic impacts could adversely affect the environment.

- Exhaust and fugitive dust emissions will be generated by construction activities in the Specific Plan area, such as excavation and grading, construction vehicle traffic, and wind blowing over exposed earth.

- Exhaust and fugitive dust emissions will be generated by construction activities in off-site infrastructure areas, such as excavation and grading, construction vehicle traffic, and wind blowing over exposed earth.

- Activity within the Specific Plan area will result in the generation of both mobile and stationary source air pollutants, increasing total air pollution emissions.

- Increased volumes of wastewater requiring treatment could cause odors and air quality degradation due to pump station and wastewater treatment plant operations.

- Cumulative air quality impacts will result from Specific Plan development.

- Off-site noise levels due to traffic generated by development of the Specific Plan area could be substantial, resulting in noise levels that adversely affect sensitive receptors at one or more locations.

- The proposed Specific Plan will contribute to cumulative increases in off-site noise levels due to traffic.

- Buildout of the proposed Specific Plan could promote an imbalance of jobs and housing in both the regional and project level context.

- Residential and commercial development in the Specific Plan area will increase the waste stream that will be delivered to the Materials Recovery Facility ("MRF") and disposed of at the Western Regional Landfill.

- The Specific Plan will contribute to cumulative increases in the waste stream that will be delivered to the MRF and disposed of at the Western Regional Landfill.

- The Specific Plan will contribute to cumulative water quality degradation due to increased discharge of treated effluent to Dry Creek and/or the Sacramento River.

- The recycled water demand could exceed available recycled water supply for the Specific Plan area.

(RDEIR, vol. 3, pp. 5-95 - 5-99.)

The Second Partially Recirculated Revised Draft EIR (SPRRDEIR) added two more significant unavoidable impacts:

- Impacts resulting from permanent water supply curtailment are potentially significant on regional infrastructure, and on patterns of development within the Placer Vineyards Specific Plan and regionally.

- The project will result in a cumulatively considerable incremental contribution to the significant cumulative impact of global climate change.

(SPRRDEIR, pp. 4.3-39, 4.13-17.)

B. The 2012 Addendum to the PVSP EIR

Within 30 days after project approval in July 2007, three lawsuits were filed against the County, in which the petitioners alleged that the multi-volume EIR had been approved in violation of the California Environmental Quality Act ("CEQA") (Pub. Resources Code, § 21000 et seq.). All three of the cases settled. The settlement for two of the lawsuits, filed by the Sierra Club and two labor union members respectively, involved the changes to adopted mitigation measures for biological resources. These changes were requested by the Sierra Club, and all parties agreed represented a *strengthening* of the originally-adopted mitigation measures. The Board of Supervisors approved these changes in September 2012. These changes did not adversely affect the adopted land use plan or any aspect of the circulation system. Indeed, the changes were environmentally beneficial.

C. The 2014 Addendum to the PVSP EIR

The County prepared another addendum in October 2014 in connection with proposed Specific Plan amendments and proposed modifications to funding of capital facilities. The amendments, which the Board approved in January 2015, included changes to land use designations, reductions in park and open space acreages, the mix and size of capital facilities, and the funding mechanisms for capital facilities.

These amendments reflected a change in the project proponents' assumptions about the long-term vision for the Specific Plan area. As originally envisioned, the Specific Plan as approved in 2007 would develop as a full-service/stand-alone unincorporated community that could become a city if steps were taken to incorporate the area. Therefore, the mixture of capital facilities and parks amenities embodied in the 2007 Specific Plan reflected the amenities appropriate for a self-contained city, including allowances for a city hall and a large stand-alone city corporation yard. As of 2014, however, the proponents had concluded that it was unlikely that the Specific Plan area will become a free standing city, after all. The amendments approved in early 2015 therefore related to the goal of having the Specific Plan area develop as a project within the County and assuming urban service levels. The amendments reflected this change in assumptions and the corresponding reduction in the mixture and size of capital facilities and parks.

The Board of Supervisors approved the following land use changes:

- Change the parkland to population ratio from the approved 6.2 acres/1,000 to 5.0 acres/1,000 as required by the Placer County General Plan Policy 5.A.1, resulting in a reduction of park land from 211 acres (corrected from 210) to 159 acres.

- Eliminate designated mini-parks from the 2007 Specific Plan and instead provide a combination of neighborhood and community parks. Change the land use designations accordingly.

- Change the land use designation of the 5 acre Recreation Center ("RC") in the Town Center to High Density Residential ("HDR"). Although the total Specific Plan HDR area increased, the number of units will remain the same.

- Eliminate portions of linear open space from the 2007 Specific Plan, resulting in a decrease of open space from 709 acres to 698 acres.

- Change the land use designations from Open Space to adjacent Residential designations.

- Revise the residential and commercial acres shown in the 2007 Specific Plan. Despite this reduction in open space and the increased acreage for residential areas, the number of units will remain the same. The resulting decrease in densities will be as follows:

    - Low Density Residential ("LDR") density decrease from 3.52 to 3.46 dwelling units per acre (Du/Ac) (allowed range 2 to 6 Du/Ac);
    - Medium Density Residential ("MDR") density decrease from 5.51 to 5.33 Du/Ac (allowed range 4 to 8 Du/Ac); and
    - HDR density decrease from 15.08 To 13.96 Du/Ac (allowed range 7 to 21 Du/Ac).

- The Business Park area was increased by one acre, but the allocated gross square footage remains the same and the intensity used for purposes of distributing Commercial intensity to individual properties of record was reduced slightly to 0.246. The changes in Residential and Business Park area (acres) will not affect Density Transfer for Housing Units as outlined in Section 9.2.7 of the 2007 Specific Plan.

- Because the 2007 Specific Plan showed a total area of 5,230 acres while the sum of the individual land uses equaled 5,229 acres (due to undercounting park acreage by one acre), this one-acre discrepancy was eliminated. (Park acreage had been shown as 210 acres; it was changed to 211 before being reduced, as indicated above.)

The Board of Supervisors also made the following changes related to the circulation system:

- Reduce the median width of Base Line Road and Watt Avenue from 20 feet to 14 feet and the right-of-way width from 106 feet to 100 feet to conform to the City of Roseville standards for future extensions of these roads into the City.

- Delete the requirement for the construction of a bicycle/pedestrian crossing over or under Base Line Road.

- Reduce the length of Class I Trails from approximately 43.6 miles to approximately 35.1 miles. Of these trails, the combined length of the proposed Class I bikeway and multi-purpose trails is

approximately 42.3 miles (35.1 miles of Class I Trails and 7.2 miles of multi-purpose trails). Of the modified Class I Trails, which total 32.9 miles, the width of 28.2 of those miles would be 8 feet; the width of 4.7 of those miles would be 10 feet; and the width of the remaining 2.2 miles would be 12 feet.

The Board of Supervisors also made the following changes related to parks and open space:

- Delete the following stand-alone park facilities: 28,000 square foot community center, 8,000 square foot senior center, 8,000 square foot youth center and 12,000 square foot gymnasium.
- Instead, provide one combined 34,000 square foot center to include space for a senior center and youth center to be constructed at the West Community Park.

Finally, the Board made the following changes related to public utilities and services:

- Reduce the size of the permanent sheriff's facility from 19,000 square feet to 15,000 square feet.
- Reduce the size of the permanent library from 25,000 square feet to 15,000 square feet.
- Eliminate the stand-alone aquatic center and instead provide $2 million toward the construction of a joint-use aquatic center at the future Specific Plan high school.

II.
THE PROPOSED CLOSURE OF LOCUST ROAD

At the time the Board of Supervisors was considering approval of the Specific Plan in July 2007, residents of the Special Planning Area ("SPA) along Locust Road requested that the Board consider the future closure of Locust Road at a point north of the Specific Plan boundary. In response to this request, the Board directed County staff to conduct further study on the feasibility of such a closure and the resulting impacts. In the public process leading up to the Board's actions in January 2015 approving the Specific Plan changes outlined immediately above, there were additional requests that the County consider a closure of Locust Road to the south of the Specific Plan boundary where Locust Road connects to Elwyn Avenue in Sacramento County.

In response to these requests, the County commissioned the transportation engineering firm of Fehr and Peers to undertake a Traffic Circulation Study to address two alternative roadway closures on Locust Road. The first analysis, dated December 15, 2015, examined the ramifications of a northern closure of Locust Road within the Plan area roughly three quarters of a mile south of Baseline Road, south of the eastern 90 degree curve in the existing roadway, and a second, southern closure on Locust Road on the southern boundary of the PVSP just north of where Colburn Street dead-ends into Locust Road from the east. At the northerly location, the closure would be accomplished with a fire accessible gate and associated roadway signage. A standard vehicle turnaround, compliant with Placer County Standard Plate R-2, would be included with the closure of the roadway. The gate and turnaround would be accomplished within the County's road right of way or on adjacent properties within the PVSP area with additional right of way dedication to Placer County. At the southerly location, the closure structure would also be a gate. One turnaround would be located within the PVSP area and the other would be located just south of the plan

boundary, where Colburn Street meets Locust Road. Fehr and Peers' second analysis, dated February 22, 2016, followed up the first one and focused on mitigation to address the significant traffic-related impacts identified in the first analysis. Both of these Fehr and Peers memoranda are attached as Exhibits (B and C) to this Initial Study/Addendum.

Taken together, the two Fehr and Peers memoranda reached the following conclusions with respect to the two-closure scenario: first, that it would result in two new potential significant traffic effects at the intersection of Watt Avenue and Dyer Lane and on the portion of Dyer Lane from Watt Avenue to 11th Street; and second, that these two new significant effects could be mitigated to less than significant levels with proposed mitigation measures. The first proposed mitigation measure would be the installation of a second right-turn lane at the eastbound approach to the intersection of Watt and Dyer. And the second mitigation measure would be the expansion of West Dyer Lane from four to six lanes from a point approximately 430 feet west of the West Dyer/Watt Avenue intersection all the way to that intersection. County staff considers both of these improvements to be feasible. Except for these two potential significant effects that can be mitigated to less than significant levels, Fehr and Peers found that no other potential significant traffic-related effects would occur under the two-closure scenario.

DPWF staff presented the concept of the double closure of Locust Road to the West Placer Municipal Advisory Committee (MAC) in October of 2015. The MAC voted unanimously to recommend to the Board of Supervisors that it authorize further environmental processing of the two closure alternative. DPWF staff subsequently facilitated a community meeting to solicit local input on the closure alternatives. The adjacent property owners consistently responded by expressing their support for both a northern and southern closure. The County has also received correspondence from Sacramento County Supervisor Roberta MacGlashan in support of the two-closure scenario, citing her constituents' desire to continue to enjoy a semi-rural lifestyle unaffected by through-traffic associated with the PVSP. County staff also supports this alternative, and is unaware of any opposition.

III.
AVAILABILITY OF PRIOR DOCUMENTS FOR PUBLIC INSPECTION

Copies of all volumes of the Placer Vineyard Specific Plan EIR, as well as the Specific Plan itself, the two addenda described above, and other supporting documentation referenced herein, are available for review Monday through Friday, 8am to 5pm, at the Placer County Community Development Resource Agency, 3091 County Center Drive, Auburn, CA 95603.

IV.
RELEVANT LEGAL PRINCIPLES UNDER CEQA

Under CEQA generally, the nature of rules for processing proposed projects depends on whether a lead agency is considering a proposed project for the first time or whether, instead, the agency is considering a change to a previously-approved project for which an environmental document of some kind (e.g., an EIR) has already been prepared. While the rules for processing projects for the first time focus on the effects of the projects compared to existing conditions, the special rules for processing changes to previously-approved projects focus on the incremental difference between the impacts of the prior

project and those of the current proposal. Because of the environmental benefits achieved as well as the costs endured through a first round of environmental review, the Legislature has set a considerably higher trigger for preparation of a second EIR (that is, for a subsequent or supplemental EIR). Thus, although there is a "low threshold" for having to prepare an EIR in the first instance, "the statutory presumption flips in favor of the developer and against further review" where an earlier version of a project has already "been subjected to environmental review." (*Citizens Against Airport Pollution v. City of San Jose* (2014) 227 Cal.App.4th 788, 805 (*Citizens Against Airport Pollution.*)

In general, in the latter situation, no new EIR is required for proposed modifications to a previously-approved project unless the proposed project changes or changed circumstances create the need for major revisions to the previously-certified EIR due to new significant environmental effects or substantial increases in the severity of previously-identified significant effects. (See CEQA Guidelines, §§ 15162, 15163.) Where no such worsened environmental effects will occur, an addendum to the prior EIR is the proper CEQA document. (*Id.*, § 15164, subd. (a).) Notably, "[a]n addendum need not be circulated for public review[.]" (*Id.*, subd. (c).)

More specifically, under section 15162 of the CEQA Guidelines, when an EIR has been previously prepared for a project and there are changes to the project or to the circumstances surrounding the project, an evaluation is required to determine whether certain thresholds are exceeded that require preparation of a Subsequent EIR or EIR Supplement. Those thresholds generally involve whether the project revisions or changed circumstances would create the need for major revisions to the previous EIR due to: (1) new significant impacts not disclosed in the previous EIR, (2) significant impacts substantially more severe than those that were disclosed in the previous EIR, or (3) "new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified[.]" Such "new information of substantial importance" must show one of the following: (a) "[t]he project will have one or more significant effects not discussed in the previous EIR"; (b) "[s]ignificant effects previously examined will be substantially more severe than shown in the previous EIR"; (c) "[m]itigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt" them; or (d) "[m]itigation measures or alternatives . . . considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt" them. (See also CEQA Guidelines, § 15163 [distinguishing situations requiring EIR Supplements from those requiring Subsequent EIRs].)

As is evident from the fact that supplemental review can be triggered by new mitigation measures only if they (i) are considerably different from those analyzed previously, (ii) would substantially reduce one or more significant effects, and (iii) are unacceptable to the project proponent, there is no general prohibition on using mitigation measures to achieve the level of impact reduction necessary to qualify for an addendum rather than a Subsequent EIR or EIR Supplement. Indeed, courts have repeatedly upheld reliance on addenda where such mitigation measures have been integrated into the projects in question. (See, e.g., *River Valley Preservation District v. Metropolitan Transit Development Board* (1995) 37 Cal.App.4th 154, 168 (*River Valley*); *Citizens Against Airport Pollution, supra*, 227 Cal.App.4th at pp. 810-811; and *Snarled Traffic Obstructs Progress v. City and County of San Francisco* (1999) 74 Cal.App.4th 793, 802 (*Snarled Traffic*); see also Kostka & Zischke, *Practice Under the California Environmental Quality Act*, Vol. 2, § 19.12, p. 19-15 (Continuing Education of the Bar

2015) ("[a] line of several cases holds that a further EIR is not required when new significant environmental impacts result from changes in the project but those new impacts will be avoided or reduced through adoption of new mitigation measures").) Here, as noted earlier, Fehr and Peers developed mitigation recommendations to ensure that the two-closure scenario does not result in any new traffic-related impacts, and these recommendations have been incorporated into the project description. (See Exhibits B and C attached hereto.)

Under the CEQA principles governing "supplemental review," a lead agency compares buildout of the project as anticipated in the earlier EIR against buildout of the proposed project as revised in order to see whether there are new "incremental effects" associated with the proposed changes. (*Temecula Band of Luiseno Mission Indians v. Rancho California Water District* (1996) 43 Cal.App.4th 425, 439.) To use colloquial language, as long as the impacts of a modified project are "within the impact envelope" or "within the box" created by the first round of review, no formal second round is required. By focusing on new incremental effects beyond those previously *anticipated*, this approach provides an exception to the general rule applicable to a first round of environmental review under CEQA, by which "existing conditions" are normally the environmental baseline used to determine the significance of impacts (and thus whether an EIR, as opposed to a negative declaration, is necessary). (See CEQA Guidelines, § 15125, subd. (a) [lays out normal rule applicable to first round of environmental review].)

The courts have discerned a clear legislative intent behind the special rules governing supplemental review. In creating a relatively high threshold for a second round of environmental review, the Legislature intended to "provide a balance against the burdens created by the environmental review process and to accord a reasonable measure of finality and certainty to the results achieved." (*Bowman v. City of Petaluma* (1986) 185 Cal.App.3d 1065, 1074.) This high threshold is appropriate "because in-depth review has already occurred, the time for challenging the sufficiency of the original EIR has long since expired, and the question is whether circumstances have *changed* enough to justify *repeating* a substantial portion of the process." (*Id.* at p. 1073 [original italics].) The lack of a second round of formal environmental review should not translate, however, into an absence of stringent mitigation. A first round of formal CEQA review should result in a set of such stringent mitigation requirements that little in the way of additional environmental benefit would result from a second round of CEQA review. If necessary, as noted above, an applicant can agree to new mitigation measures in order to avoid the need for a subsequent EIR or supplemental EIR. (See, e.g., *River Valley*, *supra*, 37 Cal.App.4th at p. 168, and *Snarled Traffic*, *supra*, 74 Cal.App.at p. 802.)

There is no doubt that the special supplemental review rules apply even where, as here, the previously-approved project was a "plan" of some kind. For example, in *Citizens Against Airport Pollution*, *supra*, 227 Cal.App.4th 788, the Court of Appeal upheld the *eighth* addendum, prepared in 2010, to a 1997 EIR for an airport master plan, despite the fairly substantial nature of the proposed changes addressed in the addendum. These included extending the plan's time horizon from 2017 to 2027 to account for slower-than-expected growth in aviation; changing the size and location of planned cargo facilities; revising the plan to switch planned cargo facilities to planned general aviation facilities; and modifying taxiways to accommodate large corporate jets. Notably, the court was not troubled by the fact that the City of San Jose had to adopt new mitigation measures to avoid the occurrence of new significant effects. (*Id.* at pp. 810-811.)

Similarly, in *Latinos Unidos de Napa v. City of Napa* (2013) 221 Cal.App.4th 192, the Court of Appeal upheld general plan amendments supported by a 2009 initial study finding the amendments to be "within the scope" of a 1998 general plan EIR. The general plan amendments affected both the Housing and Land Use Elements of the City of Napa General Plan. Although the amendments authorized an increase in 88 residential units in three areas within the city, this increase did not result in any new or worsened significant effects, compared with those anticipated in the General Plan EIR. The increased densities were offset by two factors: first, many of the development projects approved by the city between 1998 and 2009 had resulted in fewer units than were allowed under the applicable General Plan designations; and second, the city's growth rate during that same period had been slower than was anticipated in the 1998 EIR. Under such circumstances, the court held that the city had properly operated within the special rules governing supplemental review.

ENVIRONMENTAL CHECKLIST

COMPARING CHANGES AND/OR NEW INFORMATION TO PREVIOUS ENVIRONMENTAL DOCUMENTS

The purpose of the checklist is to evaluate the categories in terms of any **"changes"** or **"new information"** that may result in a changed environmental impact evaluation. A "no" answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no relevant change in the condition or status of the impact due to its insignificance or its treatment in a previous environmental document.

Overriding considerations were adopted with project approval following the certification of an EIR that accepted the possibility of certain impacts regardless of whether mitigations could reduce them to a less-than-significant level. Thus, certain environmental categories might be answered with a "no" in the checklist because the proposed project does not introduce changes that would result in a modification to the conclusion of the EIR Findings Document.

EXPLANATION OF CHECKLIST EVALUATION CATEGORIES:

Where Impact was Analyzed in Prior Environmental Documents

This column provides a crosswalk to the pages of the other environmental documents where information and analysis may be found relative to the environmental issue listed under each topic.

Do Proposed Changes Involve New or More Severe Impacts?

Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the proposed project will result in new significant impacts not disclosed in the prior EIR or that the proposed project will result in substantial increases in the severity of a previously identified significant impact. A yes answer is only required if such new or worsened significant impacts will require "major revisions of the previous EIR." If a "yes" answer is given, additional mitigation measures may be needed.

Any New Circumstances Involving New or More Severe Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether changed circumstances affecting the proposed project will result in new significant impacts not disclosed in the prior EIR or will result in substantial increases the severity of a previously identified significant impact. A yes answer is only required if such new or worsened significant impacts will require "major revisions of the previous EIR." If a "yes" answer is given, additional mitigation measures may be needed.

Any New Information of Substantial Importance Requiring New Analysis of Verification?

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether new information "of substantial importance" is available requiring an update to the analysis of a previous EIR to verify that the environmental conclusions and mitigation measures remain valid. Any such information is only relevant if it "was not known and could not have been known with reasonable diligence at the time of the previous EIR." To be relevant in this context, such new information must show one or more of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

This category of new information may apply to any new regulations, enacted after certification of the prior EIR and project approval, that might change the nature of analysis of impacts or the specifications of a mitigation measure. If the new information shows the existence of new significant effects or significant effects that are substantially more severe than were previously disclosed, then new mitigation measures should be considered. If the new information shows that previously rejected mitigation measures or alternatives are now feasible, such measures or alternatives should be considered anew. If the new information shows the existence of mitigation measures or alternatives that are (i) considerably different from those included in the prior EIR, (ii) able to substantially reduce one or more significant effects, and (iii) unacceptable to the project proponents, then such mitigation measures or alternatives should also be considered.

Prior Environmental Document Mitigations Implemented or Address Impacts.

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether other environmental documents provide mitigations to address effects in the related impact category. If NA is indicated, a previous environmental document and this initial study conclude that the impact does not occur with this project, and therefore no mitigation is needed.

ENVIRONMENTAL CHECKLIST

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
1. Aesthetics. Would the project:					
a. Have a substantial adverse effect on a scenic vista?	PVSP RDEIR, vol. 1, pp. 4.2-1 – 4.2-3; 4.2-55 – 4.2-57	No	No	No	None
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	PVSP RDEIR, vol. 1, p. 4.2-50	No	No	No	None
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	PVSP RDEIR, vol. 1, pp. 4.2-55 – 4.2-56; 4.2-59 - 4.2-62	No	No	No	MM 4.2-3; MM 4.2-6a; MM 4.2-6b
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	PVSP RDEIR, vol. 1, pp. 4.2-58; 4.2-61; 4.2-62	No	No	No	None

Discussion: The Revised Draft EIR for the PVSP found the following significant unavoidable effects relating to Visual Quality and Aesthetics:

- Urbanization of the Specific Plan area will alter views from surrounding roadways and properties. (RDEIR, p. 4.2-56.)
- Urbanization of the Specific Plan area will alter views for those currently residing within the Specific Plan area. (RDEIR, p. 4.2-57.)
- The Specific Plan will contribute to cumulative alteration of views in rural west Placer County. (RDEIR, p. 4.2-62.)
- Cumulative impacts may occur that are related to introduction of new sources of light and glare. (RDEIR, p. 4.2-62.)

EIR BACKGROUND

Effects on Scenic Highways

There are no existing or proposed scenic corridors or routes in proximity to the Specific Plan area. The effects of Specific Plan development are therefore ***less than significant***. (RDEIR, vol. 1, p. 4.2-50.)

Effects on Scenic Vistas and the Visual Character of the Project Area

As the RDEIR explained, implementation of the Specific Plan will eliminate approximately 3,520 acres of open space and agricultural views from surrounding roadways and properties, and will replace those views with residential, commercial, business park and light industrial uses. A limited amount of open space (714 acres) would be retained and would be visible from Baseline Road, Watt Avenue and Walerga Road; however, the retained open space would exist in an altered condition within an urban setting. Properties surrounding the Specific Plan area contain few residences; but as development occurs along the east side of the Specific Plan area at Doyle Ranch and other locales, a number of residences would experience a change in their individual viewsheds as the Specific Plan builds out. (RDEIR, pp. 4.2-55 to 4.2-56.)

The Specific Plan area is typical of western Placer County and is not unique in appearance. Similar areas to the east within the City of Roseville and to the south within Sacramento County are undergoing a similar transformation from an open space/agricultural

293

landscape to an urbanized setting. (RDEIR, p. 4.2-56.)

The landscape in western Placer and northern Sacramento counties has changed rapidly since the late 1990s from one of generally rural open space and agriculture to urban. Antelope and the City of Roseville are rapidly building out, contributing to the landscape change. Several land development proposals envisioned by the Placer County and Sacramento County general plans have received their entitlements, or are seeking them. Other areas north of Baseline Road are now proposed for urbanization. In addition, the City of Roseville has adopted the *West Roseville Specific Plan.* Although the urban environment that is ultimately built could be aesthetically pleasing to many, these cumulative changes will significantly degrade the existing visual character and quality of the area. (RDEIR, pp. 4.2-61 to 4.2-62.)

A substantial number of viewers will see changes from Baseline Road, Watt Avenue, Walerga Road, and existing and future residences east of the Specific Plan area. With buildout of the Specific Plan area, changes will occur within the immediate foreground of those traveling on Watt Avenue and Baseline Road, and to a lesser degree Walerga Road. Development within the PVSP will also appear in the foreground of residences to the east of the Specific Plan area. For those viewers, the change will be strong because the landscape will be significantly altered from rural open space to an urbanized setting with urban density housing, commercial and industrial structures, walls, and signs. (RDEIR, p. 4.2-56.) These impacts are ***significant and unavoidable.***

Light and Glare

Although approximately 150 rural residences exist in the Specific Plan area, primarily in the northwest corner, the change in landscapes will predominantly be from an open space and agricultural environment to one that is highly urbanized. This will result in the introduction of significant additional sources of light and potential glare. These include automobile headlights, structure lighting, street lights, signs, park and athletic field lighting, and lighting at the proposed County-owned corporation yard. Because much of the Specific Plan area is essentially devoid of light at the present time, this change will be substantial. The Specific Plan contains significant detail concerning lighting design, including street lighting, pedestrian pathway lighting, recreation areas and athletic facilities lighting, parking lot lighting, landscape lighting, service areas and security lighting, and building identification and street number lighting. Additionally, the Specific Plan contains numerous policies concerning control of light and glare associated with these lighting features in proximity residential and other areas. The Specific Plan also contains a number of design guidelines and standards controlling the use of building materials and painted surfaces, which are intended to control glare from sources such as unpainted metal or other reflective surfaces. (RDEIR, p. 4.2-58.)

Illumination of signs is addressed in the Placer County Zoning Ordinance in Section 17.54.170F. Lighting is also addressed in the *Placer County Design Guidelines Manual,* which provides for the screening of lighting adjacent to residential areas, directing lighting away from roadways, and the minimization of upward lighting. The *Placer County General Plan* also discourages lighting that shines

unnecessarily onto adjacent properties or into the night sky (Policy 1.O.9). (RDEIR, p. 4.2-58.)

The International Dark Sky Association recognizes the necessity for night lighting to maintain security, safety, utility, and an attractive environment and has identified a number of impacts from poor night lighting, including urban sky glow, glare, light trespass, a trashy appearing environment, and energy waste. The Association recommends use of quality lighting designs, shining lights down, use of timing controls, the use of the correct amount of light, and the use of energy efficient light sources. These effects are ***less than significant***. (RDEIR, p. 4.2-58.)

Similar to alteration of views, continued development in western Placer and northern Sacramento counties will lead to an increase of light and glare. Although impacts of individual development projects within the PVSP can be mitigated through good design, the continued addition of more forms of night lighting will lead to the spread and intensification of the already present "sky glow" that blocks out views of the night sky. (RDEIR, p. 4.2-62.) These effects are ***cumulatively considerable***.

NEW EFFECTS OF ROAD CLOSURE PROJECT

The proposed road closure project, including the widening of West Dyer Lane, would not exacerbate any of the impacts described above. By their very nature, the two closures in question involve very little in the way of physical construction and will not be illuminated. In the case of the northern closure, it would occur in an area already planned for development pursuant to the PVSP. The same is true of the planned improvements to reduce the traffic effects of the closures to less than significant levels. In the case of the southern closure, construction would occur immediately south of the southern boundary of the PVSP within or immediately adjacent to an existing roadway. Although the structures would be visible, they would be relatively small. In the case of the northern closure, it would occur in a context in which substantial amounts of development is already planned. In the case of the southern closure, the context would be less urbanized; but even so, the structure there will not throw off any light or otherwise affect the night sky. For all of these reasons, the proposed project would not cause any new significant environmental visual effects or increase the severity of any of the previously disclosed significant unavoidable visual impacts set forth above.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
2. Agriculture and Forestry Resources. In determining whether impacts to agricultural					

resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Deptartment of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	PVSP RDEIR, vol. 1, pp. 4.1-10 – 4.1-12; 4.1-50 – 4.1-52	No	No	No	MM 4.1-3
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	PVSP RDEIR, vol. 1, p. 4.1-52	No	No	No	None
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	Not applicable (N/A)	N/A	N/A	N/A	None
d. Result in the loss of forest land or conversion of forest land to non-forest use?	N/A	N/A	N/A	N/A	None
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	PVSP RDEIR, vol. 1, pp. 4.1-10 – 4.1-12; 4.1-50 – 4.1-52; 4.1-63 – 4.1-64	No	No	No	No

Discussion: The Revised Draft EIR for the PVSP found the following significant unavoidable effects relating to agriculture:

- Agricultural land, including "Important Farmland," would be converted to non-agricultural uses. (RDEIR, p. 4.1-50.)
- The Specific Plan will contribute to the loss of agricultural and open space land throughout Placer County, the region and the state. (RDEIR, p. 4.1-63.)

EIR BACKGROUND

Absence of Forestry Resources in Project Area

The PVSP area is located on grasslands in western Placer County west of the City of Roseville, and does not support any kind of forest that would allow for timber production. The predominant land use within the Specific Plan area, until development gets going, is agriculture, consisting mostly of undeveloped grazing land. At the time of EIR certification, there were approximately 150 residences within the Specific Plan area. Although there are a few residences scattered throughout the agricultural properties, rural residential development occurs primarily in the northwest and southwest corners of the Specific Plan area. (RDEIR, vol. 1, pp. 4.1-1.) The effect on forestry resources is ***less than significant.***

Effects on Properties with Williamson Act Contracts

There are no parcels within the Specific Plan area that are currently under Williamson Act contract. Approximately 90 acres were subject to a Williamson Act contract that expired in January 2005. At the time the RDEIR was prepared (2006), one contracted Preserve, approximately 206 acres in size, existed outside the Plan area on the north side of Baseline Road adjacent to several rural residences. Although designated for agricultural use by the General Plan, a portion of the Preserve was within the anticipated (but not yet initiated) Curry Creek Community Plan area, and much of the southern perimeter of the Preserve is already bordered by existing residences. Development of the Specific Plan area will not alter this circumstance. Furthermore, a major thoroughfare approximately 100 feet in width (Baseline Road) will separate future development from the Preserve area. Planned development along the south side of Baseline Road within the Specific Plan area will be non-residential in nature, consisting predominantly of Business Park and Commercial forms of development. The nearest residentially designated land to the Preserve within the Specific Plan area will be approximately 700 feet away. The effect is ***less than significant.*** (RDEIR, p. 4.1-52.)

297

Loss of Agricultural Land

The Specific Plan area includes approximately 4,451 acres of agricultural land; however, approximately 225 acres of this land are within the area designated as SPA. Agricultural land within the SPA will not be directly affected by the Specific Plan, and will remain in its current zoning categories (Residential-Agricultural and Farm). Of the remaining 4,225 acres of agricultural land, 4,140 acres are classified as "Important Farmland" by the Department of Conservation and local policy. (RDEIR, p. 4.1-50.)

Once developed, these lands would no longer be available for agricultural uses. Even land within the Specific Plan area that will be preserved as open space will be unlikely to be farmed, because it will be comprised primarily of natural areas and drainages surrounded by urban development. Therefore, development of the Specific Plan area at buildout will result in the loss of approximately 4,225 acres of agricultural land, and all active agricultural production within the Specific Plan area. These effects are ***significant and unavoidable***. (RDEIR, p. 4.1-50.)

The undeveloped portion of western Placer County is largely comprised of "Important Farmland," as defined by the State of California Department of Conservation ("DOC"). Most of this land is designated Farmland of Local Importance or Grazing. The majority of active agricultural acreage is used for grazing, but crops are cultivated in the area, including rice and orchards. Development in the cities of Lincoln, Roseville and Rocklin, as well as the unincorporated area of Placer County, has converted grazing and other agricultural lands to urban uses. Thousands of additional acres are approved or proposed for development. Most of the land converted by these projects would be of lower-quality soils used primarily for grazing. Farmland is also being converted to urban uses in more distant locales throughout the Central Valley. Although the conversion of individual parcels of grazing land will not have a substantial effect on agricultural productivity, the cumulative loss of thousands of acres of grazing and more productive cultivated land is considered significant. The effect is ***cumulatively considerable***. (RDEIR, pp. 4.1-63 to 4.1-64.)

NEW EFFECTS OF ROAD CLOSURE PROJECT

The proposed road closure project, including the widening of West Dyer Lane, would not materially exacerbate any of the impacts described above. By their very nature, the two closures in question involve very little in the way of physical construction. In the case of the northern closure, it would occur in an area already planned for development pursuant to the PVSP. The same is true of the planned improvements on West Dyer Land to reduce the traffic effects of the closures to less than significant levels. In the case of the southern closure, it would occur just immediately south of the southern boundary of the PVSP within or immediately adjacent to an existing roadway. Although the structures and turnaround areas would take up some small amounts of physical space, the resulting impacts would

298

be very minor. Work related to the northern closure would occur in a context in which substantial amounts of development are already planned. Work related to the southern closure would require small amounts of work for a southerly turnaround on land not currently slated for development, but the acreage at issue is very small and would occur near a T intersection where Colburn Street dead-ends into Locust Road. Neither the two closure structures nor the related improvements would cause any new significant environmental effects relating to the loss of agricultural lands or materially increase the severity of the previously disclosed significant unavoidable impacts relating to such lands, as set forth above.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
3. Air Quality. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a. Conflict with or obstruct implementation of the applicable air quality plan?	PVSP RDEIR, vol. 2, pp. 4.8-18 – 4.8-20; 4.8-30 – 4.8-31; 4.8-44 – 4.8-45	No	No	No	MM 4.8-1; MM 4.8-3; MM 4.8-6
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	PVSP RDEIR, vol. 2, pp. 4.8-18 – 4.8-20; 4.8-30 – 4.8-31, 4.8-44 – 4.8-45	No	No	No	MM 4.8-1; MM 4.8-3; MM 4.8-6
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	PVSP RDEIR, vol. 2, pp. 4.8-44 – 4.8-45	No	No	No	MM 4.8-1; MM 4.8-3; MM 4.8-6
d. Expose sensitive receptors to substantial pollutant concentrations?	PVSP RDEIR, vol. 2, pp. 4.8-30 – 4.8-34;	No	No	No	MM 4.8-1

	4.8-40 – 4.8-41; 4.8-45				
e. Create objectionable odors affecting a substantial number of people?	PVSP RDEIR, vol. 2, pp. 4.8-41 – 4.8-44	No	No	No	MM 4.8-5; MM 4.8-6

Discussion: The Revised Draft EIR for the PVSP found the following significant unavoidable effects relating to air quality:

- Exhaust and fugitive dust emissions will be generated by construction activities in off-site infrastructure areas, such as excavation and grading, construction vehicle traffic, and wind blowing over exposed earth. (RDEIR, pp. 4.8-30, 4.8-34.)
- Activity within the Specific Plan area would result in the generation of both mobile and stationary source air pollutants, increasing total air pollution emissions. (RDEIR, p. 4.8-35.)
- Increased volumes of wastewater requiring treatment could cause odors and air quality degradation due to pump station and wastewater treatment plant operations. (RDEIR, p. 4.8-43.)
- Cumulative air quality impacts would result from Specific Plan development. (RDEIR, p. 4.8-44.)

EIR BACKGROUND

Construction Emissions

Emissions associated with construction in the Specific Plan area will be generated by wind blowing over exposed earth caused by earthmoving activities, construction workers traveling to and from the construction sites, heavy-duty construction equipment operation, and application of architectural coatings. (RDEIR, p. 4.8-30.)

Dust from construction activities can cause impacts both locally and regionally. The dry climate of the area during the summer months, combined with the fine, silty soils of the region, create a high potential for dust generation. Increased dustfall and locally elevated levels of PM_{10} near the construction activity are expected. Depending on the weather, soil conditions, the number of activities taking place at any one time, and the nature of dust control efforts, these impacts could significantly affect existing land uses near the Specific Plan area. (RDEIR, p. 4.8-30.)

Daily emissions generated during Specific Plan area construction will vary, depending on the type and intensity of construction

300

activity. The highest level of construction activity will occur during a combination of activities associated with mass grading, road construction, and vertical construction, including the period during which architectural coatings are applied. Emissions from construction activity are traditionally separated from the operational emissions because the activities normally occur at different times. With a project as large as the PVSP, however, the operational and construction activities will most likely overlap. (RDEIR, p. 4.8-30.)

In 1998, the California Air Resources Board identified particulate matter from diesel-fueled engines as a toxic air contaminant ("TAC"). Health risks from TACs are a function of both concentration and duration of exposure. Construction diesel emissions are temporary, however, affecting an area for a period of days or perhaps weeks. Additionally, construction related sources are mobile and transient in nature, and the bulk of the emission occurs within the construction site at a substantial distance from nearby receptors. Health risks from diesel emissions also require exposure over an extended period of time. Concentration and duration of exposure during construction activities, such as those anticipated in the Specific Plan area, will not normally pose unacceptable health risks to nearby residents, citizens, and sensitive receptors. (RDEIR, p. 4.8-30.)

Average daily construction emissions were estimated for the maximum activity phase of Specific Plan area construction. Table 4.8-7 presents estimated emissions for maximum construction activity level in the Specific Plan area. Maximum project construction emissions would exceed the PCAPCD thresholds of significance for ROG, NO_x, CO and PM_{10}. These effects are ***significant and unavoidable***. (RDEIR, pp. 4.8-30 to 4.8-31.)

Operational Emissions

Ongoing activity within the Specific Plan area will introduce stationary, area, and mobile sources of criteria air pollutant emissions to the study area. The primary area and stationary sources will include residential gas heaters, residential fireplaces, residential landscaping equipment, and commercial landscape maintenance equipment. Other area source emissions will include those from residential barbecues and consumer product use; however, emissions from these sources will be small. The Specific Plan contains policies that require the installation of outdoor electrical outlets at residences to encourage the use of electrical landscape maintenance equipment and require the use of natural gas fire places. Other policies designed to reduce air emissions include requirements for natural gas outlets in backyards, use of low NO_x hot water heaters, incorporation of solar heaters where feasible, use of energy efficient window glazings, wall insulation and ventilation methods, use of low VOC paints, and energy efficient building orientation. These measures will partially offset the impacts of development. For example, electrical landscaping equipment produces fewer emissions than gas-powered equipment, and wood-burning fire places are a large source of air emissions. Energy efficiency in construction reduces the use of electricity and other forms of energy, which reduces regional emissions. (RDEIR, pp. 4.8-34 to 4.8-35.)

Mobile sources will include exhaust emissions from motor vehicles, and re-entrained dust emissions from motor vehicle travel on

301

paved roads. The Specific Plan provides a network of bicycle trails and lanes and transit facilities that will reduce reliance on vehicular travel. Motor vehicles, however, will continue to be the primary means of travel. (RDEIR, p. 4.8-35.)

In addition to these direct emission sources, a collection of residential, commercial, and industrial buildings of the magnitude of the PVSP will also affect the ozone production in the area by substantial energy usage from off-site power sources and a distinct potential for creating a "heat island" effect. This term refers to the observed phenomenon by which temperatures in urban areas are generally higher than those in the suburbs or in the surrounding vegetation. One of the causes of this effect is the absorption of sunlight by dark surfaces such as buildings, roofs, and pavement. Heat islands compromise air quality through two mechanisms. First, power plants have to generate the additional electricity to meet the increased load. Second, the higher air temperatures enhance the formation of smog. The production of ozone requires precursors (NOx and ROG) and, to drive the reaction, sunlight and heat. The ozone reaction occurs more rapidly as the temperature is increased. In Los Angeles, the concentration of ozone appears to increase by approximately 0.75 parts per hundred million per degree Centigrade increase in maximum air temperature. Reducing localized temperatures on and around buildings can mitigate ozone production. In partial response to the "heat island" effect, the Specific Plan includes Policy 6.25, which sets parking lot shading standards. These effects, however, are nevertheless ***significant and unavoidable***. (RDEIR, p. 4.8-35.)

Potential Health-Related Effects Due to Carbon Monoxide Emissions

The microscale impacts anticipated to occur from Specific Plan implementation were calculated using a screening form of the air quality model CALINE-4. CALINE-4 is a dispersion model that predicts CO impacts near roadways. Its purpose is to help planners protect public health from the adverse effects of excessive CO exposure. CO emissions are typically highest near intersections, where vehicles are frequently idling and accelerating and are closely related to the Level of Service ("LOS"). The worst-case CO concentrations were calculated for five intersections, chosen as worst-case locations based on total traffic and congestion levels. (RDEIR, p. 4.8-40.)

Under existing conditions as of the time of EIR preparation, two of the five intersections were shown to exceed the State/federal ambient eight-hour standards. Since the airshed within which the PVSP area is located is an attainment area for CO, this result was probably due to the conservative nature of the CALINE-4 screening model, and only applies to locations very near the intersections in question. (RDEIR, p. 4.8-41.)

Predicted concentrations in 2015 with the addition of project traffic were below 2006 concentrations, despite increased traffic, due to the overall reduction in vehicle emission rates in the future. The results show that the Specific Plan will have a negligible effect on CO concentrations in the surrounding area and will not cause or substantially contribute to projected violations of the State/federal ambient air quality standards. This impact is therefore ***less than significant.*** (RDEIR, p. 4.8-41.)

302

Odor-related Effects

In the event wastewater from the "service Shed A" portion of the PVSP area is directed to the Dry Creek Wastewater Treatment Plant ("DCWWTP"), a major lift station will be necessary in the western portion of the Specific Plan area in the vicinity of 20th Street (RDEIR Figure 3-17A). Land uses on two sides of the lift station will be in open space and parks; however, to the north and east, the site will be proximate to residential uses. Odors could be experienced in proximity to the lift station due to wastewater pumping. Potential odor objections could come from general cleaning activities, anaerobic conditions in sewer lines, or the use of solvents. Odorous gases resulting from raw sewage commonly include hydrogen sulfide, ammonia, and certain organic compounds. (RDEIR, pp. 4.8-41 to 4.8-42.)

PCAPCD Rule 205 regulates odors according to their potential to result in a nuisance. No quantitative thresholds are provided. Because sensitive receptors (residential uses) are proximate to the proposed lift station, the potential for odor complaints was a ***less than significant impact*** with mitigation. (RDEIR, p. 4.8-42.)

NEW EFFECTS OF ROAD CLOSURE PROJECT

The proposed road closure project, including the widening of West Dyer Lane, would involve very little in the way of physical construction, so construction-related emissions would be very minimal. Creating turnarounds and widening West Dyer Land could require additional grading and the use of emissions-generating heavy equipment, but such grading would be subject to existing mitigation requirements and applicable Air District Rules and would be minor, in any event. The structures associated with proposed project will not create any direct operational emissions. Rather, except for the very minor construction emissions, the air quality ramifications of the road closure project relate solely to changes in traffic patterns that would result. As explained earlier, the consulting firm of Fehr and Peers produced two technical memoranda addressing the traffic-related effects of a two-closure scenario. (See Exhibits B and C attached hereto.) The consultant concluded that, with mitigation, no new significant traffic-related effects would result, although traffic patterns would be affected in relatively minor respects. Because the two-closure scenario would make Locust Road unavailable to some travelers who would otherwise have been able to use it as the most direct route to and from particular destinations beyond the proposed points of closure, the change in traffic patterns resulting from the two-closure scenario will likely result in a slight increase in overall vehicle miles traveled ("VMT") and thus a slight increase in overall operational emissions from the project. These additional vehicular emissions, however, should have no effect on the production of odors. Because, in general, exceedances of carbon monoxide standards only occur under very congested conditions and are becoming less common over time with cleaner, newer vehicle engines replacing dirtier, older engines, the road closure project will not by itself lead to any measurable increase in carbon monoxide levels, and certainly will not be

303

sufficient to lead to any localized exceedances of health-based ambient CO standards. With respect to regional pollutants, any increase resulting from the project would not lead to a *substantial* increase in the previously-identified significant and unavoidable effects associated with project operations. As shown in Table 4.8-7 on page 4.8-29 of the RDEIR, the PVSP was projected to result in the following operational emissions: 1,441 pounds per day of Reactive Organic Gases (compared with the significance threshold of 82 pounds per day); 801.2 pounds per day of oxides of nitrogen (compared with a significance threshold of 82 pounds per day); and 4,813.4 pounds per day of PM_{10} (compared with a significance threshold of 82 pounds per day). As these numbers demonstrate, the full development of the PVSP is expected to generate regional air pollutants in amounts far in excess of the relevant significance thresholds. Although the closure project will likely increase emissions, the resulting increases would be very minor in comparison to the very substantial amounts of pollution already anticipated to occur in the PVSP EIR. These new emissions do not create any new significant air quality effects or represent a substantial increase in the severity of any previously-identified significant air quality effects requiring major revisions to the PVSP EIR.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
4. Biological Resources. Would the project:					
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	PVSP RDEIR, vol. 2, pp. 4.4-94 – 4.4-130; PRRDEIR, § 2 [showing changes to RDEIR discussion of biological resources]; see also Exhibit A to Mitigation Monitoring Program as amended after adoption of First (2012) Addendum	No	No	No	MM 4.4-1 through MM 4.4-30 [as modified by action taken in September 2012 pursuant to first Addendum: for final wording see Exhibit B to modified Mitigation Monitoring and Reporting Program, September 2012]

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	PVSP RDEIR, vol. 2, pp. 4.4-94 – 4.4-100; 4.4-111 – 4.4-113; 4.4-125 – 4.4-126;	No	No	No	MM 4.4-1b; MM 4.4-12; MM 4.4-27
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	PVSP RDEIR, vol. 2, pp. 4.4-94 – 4.4-103; 4.4-110 – 4.4-111; 4.4-124 – 4.4-125;	No	No	No	MM 4.4-1b; MM 4.4-2; MM 4.4-11; MM 4.4-26
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	PVSP RDEIR, vol. 2, pp. 4.4-94 – 4.4-130; PRRDEIR, § 2 [showing changes to RDEIR discussion of biological resources]; see also Exhibit A to Mitigation Monitoring Program as amended after adoption of First (2012) Addendum	No	No	No	MM 4.4-1
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	PVSP RDEIR, vol. 2, pp. 4.4-94 – 4.4-130; PRRDEIR, § 2 [showing changes to RDEIR discussion of biological resources]; see also Exhibit A	No	No	No	MM 4.4-1

	to Mitigation Monitoring Program as amended after adoption of First (2012) Addendum				
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	PVSP RDEIR, vol. 2, pp. 4.4-94 – 4.4-130; PRRDEIR, § 2 [showing changes to RDEIR discussion of biological resources]; see also Exhibit A to Mitigation Monitoring Program as amended after adoption of First (2012) Addendum	No	No	No	MM 4.4-1

Discussion: The Revised Draft EIR for the PVSP found the following significant unavoidable effects relating to biological resources:

- Development will remove the majority of open space in the Specific Plan area. (RDEIR, p. 4.4-95.)
- Development could remove habitat for potentially occurring listed vernal pool invertebrates. (RDEIR, p. 4.4-102.)
- Development could result in removal of nesting and foraging habitat for Swainson's hawk, a state-listed species. (RDEIR, p. 4.4-106.)
- Development could result in removal of individual oak trees. (RDEIR, p. 4.4-109.)
- Development will fill jurisdictional and non-jurisdictional wetlands, and other jurisdictional waters of the U.S. (RDEIR, p.

306

4.4-111.)

- Installation and maintenance of infrastructure within off-site infrastructure areas could remove habitat for special-status plant species potentially occurring there. (RDEIR, p. 4.4-115.)

- Installation and maintenance of infrastructure within off-site infrastructure areas could result in removal of habitat for listed vernal pool invertebrates potentially occurring there. (RDEIR, p. 4.4-116.)

- Installation and maintenance of infrastructure within off-site infrastructure areas could remove habitat for valley elderberry longhorn beetle, a federally-listed species. (RDEIR, p. 4.4-117.)

- Installation and maintenance of infrastructure within off-site infrastructure areas could remove habitat for western pond turtle, a special-status species potentially occurring there. (RDEIR, p. 4.4-118.)

- Installation and maintenance of infrastructure within off-site infrastructure areas could destroy active nests or disturb burrowing owls. (RDEIR, p. 4.4-119.)

- Installation and maintenance of infrastructure within off-site infrastructure areas could remove habitat for tricolored blackbird. (RDEIR, p. 4.4-120.)

- Installation and maintenance of infrastructure within off-site infrastructure areas could destroy active raptor nests or disturb nesting raptors. (RDEIR, p. 4.4-121.)

- Installation and maintenance of infrastructure within off-site infrastructure areas could harm or destroy the California horned lizard. (RDEIR, p. 4.4-121.)

- Installation and maintenance of infrastructure within off-site infrastructure areas could destroy active roosts or disturb several species of bats. (RDEIR, p. 4.4-122.)

- Installation and maintenance of infrastructure within off-site infrastructure areas could result in removal of oak trees. (RDEIR, p. 4.4-124.)

- Installation and maintenance of infrastructure within the off-site infrastructure areas could fill jurisdictional and non-jurisdictional wetlands and other jurisdictional waters of the U.S. (RDEIR, p. 4.4-125.)

307

- Installation and maintenance of infrastructure within the off-site infrastructure areas could result in the loss of riparian habitat and disturbance of drainages. (RDEIR, p. 4.4-126.)

- Installation of infrastructure within the Natomas Basin could affect Giant Garter snake habitat and/or individual snakes. (RDEIR, p. 4.4-127.)

- Installation and maintenance of infrastructure within off-site infrastructure areas could remove nesting habitat for Loggerhead shrike. (RDEIR, p. 4.4-128.)

- Cumulative development will contribute to the ongoing loss of natural undisturbed open space in the region, increase human intrusion and activity levels in proximity to habitat areas, and would remove potential habitat for federally and state listed and other special-status species. (RDEIR, p. 4.4-173.)

EIR BACKGROUND

Loss of Open Space/Habitat

Development of the Specific Plan (excluding off-site infrastructure) will result in the loss of approximately 3,520 acres of open space and agricultural land that serves as Swainson's hawk foraging habitat. (The PVSP site is within five miles of known active Swainson's hawk nests.) This acreage includes approximately 61 acres of vernal pool habitat (consisting of vernal pools, seasonal wetlands, seasonal wetland swales, and drainage swales), 28.3 acres of other waters or wetlands, and approximately 18 acres of oak savannah habitat (as shown in RDEIR Tables 4.4-10 and 4.4-11). On-site open space and avoidance areas could be used to establish compensatory habitat for some habitat loss associated with these impacts, if capable of supporting such habitat mitigation and if the resulting conditions provide suitable long-term conservation of the newly-established values. Specific mitigation measures will be determined and incorporated into the Open Space Mitigation and Management Plans required by Mitigation Measure 4.4-1. (RDEIR, p. 4.4-94.)

Special-status species and more common wildlife and plant species are found throughout PVSP area open space. Some species use more than one habitat (i.e., raptors could nest in a riparian corridor and forage in agricultural land). Open space can also be used by wildlife to move from one habitat area to another. Even though a portion of the PVSP will be retained in open space (particularly drainage and riparian areas), urbanization of the area will fragment the large mosaic of habitats that occur on-site and in the surrounding area. This fragmentation could affect the range of some species, and reduce the value of preserved habitat (e.g., by

308

removing foraging habitat from the vicinity of nesting habitat). Furthermore, the *Placer County General Plan* supports preservation and enhancement of natural vegetation and resources as open space, particularly open space that is interconnected and of sufficient size to protect biodiversity, accommodate wildlife, and sustain ecosystems (General Plan Goal 6E and Policies 6.D.6, 6.E.1 and 6.E.3). For these reasons, the loss of open space, regardless of the habitat it supports, is a significant impact. (RDEIR, p. 4.4-95.)

Implementation of Mitigation Measures 4.4-1a through 4.4.-1j will substantially lessen the significant impacts to biological resources due to the conversion of open space and agricultural land, and will preserve habitat for a variety of special status species, but will not mitigate the impact to a less than significant level. Although these measures will ensure that similar open space is preserved elsewhere in the County, the PVSP site itself will still be converted to urban uses, so there will be a net reduction in open space. It is not feasible to create 3,520 acres of new open space to offset development of the Specific Plan area. Therefore, while the loss of open space will be substantially lessened by Mitigation Measures 4.4-1a through 4.4-1j, the impact will still remain ***significant and unavoidable***.

Loss of Habitat for Vernal Pool Invertebrates

Development of the Specific Plan area is estimated to result in the loss of approximately 41 acres of vernal pools, primarily within properties that have been surveyed for wetlands (see RDEIR Table 4.4-10). Vernal pools are considered potential habitat for vernal pool fairy shrimp and vernal pool tadpole shrimp, both federally-listed species. Depending upon determination by the United States Fish and Wildlife Service ("USFWS"), these non-vernal pool type wetlands are also sometimes considered to be habitat for federally listed aquatic invertebrate species. The *Placer County General Plan* also supports protection of habitat for areas that support rare or endangered species (Policy 6.C.6). The loss of habitat for these protected species could reduce the number of these species occurring in Placer County and the surrounding region. (RDEIR, p. 4.4-100.)

Seasonal wetlands such as vernal pools and swales and seasonal marsh areas are characterized by small watersheds and brief periods of inundation and saturation during the winter and early spring. Therefore, the hydrology of seasonal wetlands is sensitive to variations in precipitation, evapo-transpiration, soil water-holding capacity, soil permeability, and the storage capacity of the wetland. Development under the Specific Plan will alter the natural topography and drainage patterns of the Specific Plan area. The addition of paved surfaces, summer irrigation, and changes in the rates of soil infiltration could potentially change the amount and timing of water entering adjacent seasonal wetlands. Special status wildlife species such as vernal pool fairy shrimp are associated with wetlands that have specific hydrologic characteristics. Changing the average duration of inundation in seasonal wetlands adjacent to developed areas may adversely impact these species. (RDEIR, pp. 4.4-100 to 4.4-101.)

Implementation of Mitigation Measure 4.4-2 will substantially lessen the impact of the loss of vernal pool habitat; however, the impact will remain significant after mitigation. To the extent that replacement, re-creation or restoration of vernal pools may be approved, this

309

impact would be reduced; however, because the mitigation measure does not guarantee preservation of the affected on-site vernal pools, the impact must remain ***significant and unavoidable***. (RDEIR, p. 4.4-102.)

Impacts on Swainson's hawks

Agricultural land and non-native grassland habitats are considered potential foraging habitat for Swainson's hawks. Swainson's hawks are known to nest within ten miles of foraging habitat. Since the majority of the Specific Plan area is considered potential foraging habitat, full buildout could remove up to 3,520 acres of foraging habitat. Currently, the California Department of Fish and Wildlife ("CDFW") considers the removal of five or more acres of Swainson's hawk foraging habitat a potentially significant effect to this species. (RDEIR, p. 4.4-105.)

Although no Swainson's hawk nests have been observed within the Specific Plan area, they have been recorded in proximity (within one mile) to the Specific Plan area. There are trees within the Specific Plan area that are suitable nesting trees. The removal of such trees will reduce opportunities for Swainson's hawks to nest in proximity to their foraging habitat. (RDEIR, p. 4.4-105.)

For the reasons discussed above, removal of potential foraging habitat and nesting trees for Swainson's hawk is a ***significant*** impact. (RDEIR, p. 4.4-105.)

Implementation of Mitigation Measure 4.4-6 will substantially lessen loss of Swainson's hawk foraging habitat, but will not mitigate the impact to a less than significant level. Although the measure will ensure that similar foraging habitat is preserved elsewhere in the county, on-site properties will still be converted to urban uses, so there will be a net reduction in available foraging habitat. It is not feasible to restore or create new foraging habitat to completely offset the development. (RDEIR, p. 4.4-106.)

Mitigation Measure 4.4-1 requires preservation of off-site foraging habitat at ratios recommended by ("CDFW"): 1:1 for each acre lost within one mile of a nest, 0.75:1 for each acre lost within one to five miles of a nest, and 0.5:1 for each acre lost within five to ten miles of a nest. Because new nests could be established in closer proximity to surveyed properties surveyed, which would affect the amount of acreage that must be preserved, Mitigation Measure 4.4-1 will also require new nesting surveys as development proposals are implemented. (RDEIR, p. 4.4-106.)

Because Mitigation Measure 4.4-1 calls for preservation of open space at a 1:1 ratio, the highest ratio required for Swainson's hawk mitigation, CDFW recommendations would likely be met entirely by Mitigation Measure 4.4-1. (RDEIR, p. 4.4-106.) Mitigation Measure 4.4-1 also requires that any Swainson's hawk nesting trees that are removed be replaced at a 15:1 ratio in areas suitable for Swainson's hawk foraging and nesting. This measure will ensure that there is "no net loss" of nesting trees over time. The impact due

310

to loss of foraging habitat will remain ***significant and unavoidable;*** however, the impact to nests is ***less than significant.*** (RDEIR, p. 4.4-106.)

Loss of Oak Trees

Approximately 44 acres of native oak trees (approximately 254 individual trees) and two stands of blue oak woodland are present within the Specific Plan area (see RDEIR Figure 4.4-1 and Appendix F for Arborist Report). CDFW classifies the term oak woodland as an "oak stand with a greater than 10% canopy cover or that may have historically supported greater than 10% canopy cover." The two stands of blue oak woodland that qualify as "oak woodland" under the above definition will be protected within open space preserved as part of the Specific Plan land use plan (Specific Plan Policy 7.18). Oak woodlands provide cover, foraging, and breeding habitat for numerous species of common resident and migratory wildlife, and the loss of these habitats is addressed by Public Resources Code Section 21083.4. The *Placer County General Plan* recognizes the value of both individual trees (Policy 6.D.12) and groves of trees (Policies 6.D.4 and 6.D.8). Construction activities could damage trees that are intended to be preserved (e.g., by excavating within the root zone), resulting in additional losses. A significant number of individual oak trees occur along Watt Avenue and Dyer Lane. The Specific Plan, however, provides a unique roadway design for Dyer Lane that preserves most of the existing oak trees. Due to existing roadway design constraints, oak trees will be lost along Watt Avenue. Because approximately 254 individual oak trees are scattered across the Specific Plan, some of which will be lost to development, the impact to individual oak trees is a significant impact. (RDEIR, pp. 4.4-108 to 4.4-109.)

Implementation of Mitigation Measures 4.4-10a and 4.4-10b would substantially lessen impacts associated with removal of oak trees; however, the impact would remain significant and unavoidable. For trees planted as mitigation, Mitigation Measure 4.4-1 requires replacement of any removed oak tree of greater than six inches in diameter at breast height (dbh) with one 15-gallon tree, one deepot-40 seedling for each inch of dbh and three 1-gallon shrubs. By replanting with several trees of various sizes and maturity, Mitigation Measure 4.4-1 will ensure the replacement of the individual trees that are lost. Although the adopted mitigation and monitoring program will ensure the long-term viability of the replacement trees, oak trees take many years to mature, so initially the mitigation area would not provide the same habitat value as the individual trees that are removed. Therefore, the impact was considered ***significant and unavoidable***. (RDEIR, p. 4.4-109.)

Impacts on Wetlands

As discussed above, development will result in the loss of vernal pool habitat. Other wetlands, including intermittent drainages, seasonal wetlands and seasonal marshes, will also be lost to development. The U.S. Army Corps of Engineers protects jurisdictional

311

wetlands under the Clean Water Act. Federal policy calls for "no net loss" of jurisdictional wetlands. Wetlands that are not considered "jurisdictional" by the Corps could provide habitat for special status species and/or meet the *Placer County General Plan* definition of "wetland." The General Plan has identified wetland communities and related riparian areas as resources that should be protected. (See, for example, Policies 6.B.1 and 6.B.2, which call for "no net loss" of jurisdictional and non-jurisdictional wetlands, 6.B.4, supporting preservation of upland areas, and 6.B.5, requiring development to avoid, minimize and/or compensate for impacts on wetlands.) Therefore the loss of jurisdictional and non-jurisdictional wetlands was considered significant. (RDEIR, p. 4.4-110.)

Implementation of the above mitigation measures will substantially lessen potential impacts on wetlands; however, the impact will remain significant after mitigation. To the extent that replacement, re-creation or restoration of wetlands may be approved, this impact will be reduced; however, because the mitigation measure does not guarantee preservation on-site within the Specific Plan area, this impact will remain ***significant and unavoidable***. (RDEIR, pp. 4.4-110 to 4.4-111.)

Effects on Rare Plants from Off-site Infrastructure

Potential habitat for special-status plants occur in the off-site infrastructure areas, particularly vernal pool plants, such as dwarf downingia, Bogg's Lake hedge hyssop, Red Bluff dwarf rush, Legenere, and Valley sagittaria. Other plants that could also occur in off-site infrastructure areas include Henderson's bent grass, Ahart's dwarf rush, Pincussion navarrettia and Hartweg golden sunburst. Loss of habitat for these plants would reduce their numbers in the region. Therefore, removal of potential habitat for these species was considered a potentially significant impact. (RDEIR, pp. 4.4-114 to 4.4-115.)

It should be noted, however, that special status plant species have certain State and federal protections, regardless of local jurisdiction. Further, the City of Roseville, Sacramento County, and Sutter County have policies calling for protecting wetlands, which provide habitat for the special-status plants species likely to be affected by off-site infrastructure (see, for example, Vegetation and Wildlife Policies 2, 3, 4 and 8 in the *Roseville General Plan*, *Sacramento County General Plan* Policies CO-78 through 102 and *County of Sutter General Plan 2015* Policies 4.B-1 through 4.B-4). So it is likely that similar measures would be required of any PVSP-related infrastructure in those jurisdictions. (RDEIR, p. 4.4-115.)

Mitigation Measure 4.4-15 will substantially lessen the loss or disturbance of special-status plant habitat; however, the impact will remain significant after mitigation. Placer County can and will require this measure of Specific Plan-related infrastructure within Placer County. Some of the project infrastructure improvements, however, will be located in and under the jurisdiction of Sutter County, Sacramento County, and/or the City of Roseville; and Placer County cannot compel these jurisdictions to adopt or implement mitigation measures. For this reason and because the mitigation does not guarantee preservation of habitat within Placer County, the potential impact on special-status plant habitat is considered ***significant and unavoidable***. (RDEIR, p. 4.4-115.)

312

Effects of Off-site Infrastructure on Vernal Pool Invertebrates

The vernal pools in the off-site infrastructure areas are considered potential habitat for vernal pool fairy shrimp, vernal pool tadpole shrimp, and California linderiella, although many habitats are degraded due to discing or road maintenance. Because these features could support these species, removal is likely to be regulated under the Endangered Species Act. The *Placer County General Plan* also supports protection of habitat for areas that support rare or endangered species (Policy 6.C.6). Removal of potential habitat for these species is considered a potentially significant impact. (RDEIR, p. 4.4-116.)

It should be noted, however, that the City of Roseville, Sacramento County and Sutter County have policies calling for protecting wetlands, including vernal pools. (See, for example, Vegetation and Wildlife Policies 2, 3, 4 and 8 in the *Roseville General Plan*, and *Sacramento County General Plan* Policies CO-78 through CO-102, and *County of Sutter General Plan 2015* Policies 4.B-1 through 4.B-4.) So it is likely that the following or similar measures would be required of any PVSP-related infrastructure in those jurisdictions. Furthermore, all projects would need to comply with federal regulations pertaining to jurisdictional wetlands, which would protect habitat for species occurring in those wetlands. (RDEIR, p. 4.4-116.)

Mitigation Measure 4.4-16 will substantially lessen the loss or disturbance of habitat for listed vernal pool invertebrates; however, the impact will remain *significant* after mitigation. Placer County can and will require this measure of Specific Plan-related infrastructure within Placer County. Some of the project infrastructure improvements, however, will be located in and under the jurisdiction of Sutter County, Sacramento County and/or the City of Roseville, and Placer County cannot compel these jurisdictions to adopt or implement mitigation measures. For this reason and because the mitigation does not guarantee preservation of habitat within Placer County, the potential impact on habitat for vernal pool invertebrates was considered ***significant and unavoidable.*** (RDEIR, p. 4.4-116.)

Effects of Off-site Infrastructure on Valley Elderberry Longhorn Beetle

Elderberry shrubs (the host plant for the Valley Elderberry Longhorn Beetle ["VELB"]) could occur in the off-site infrastructure areas. Therefore, development within these areas could remove potential habitat for this species. Removal of potential habitat for these species is a potentially significant impact. (RDEIR, p. 4.4-117.)

Mitigation Measure 4.4-17 will reduce the loss or disturbance of VELB habitat to a less than significant level. Placer County has required this measure of Specific Plan-related infrastructure within Placer County. Some of the project infrastructure improvements,

313

however, will be located in and under the jurisdiction of Sutter County, Sacramento County, and/or the City of Roseville; and Placer County cannot compel these jurisdictions to adopt or implement mitigation measures. Therefore, for purposes of Placer County as the CEQA lead agency, the potential impact on VELB habitat was considered ***significant and unavoidable***. It should be noted, however, that the landowners seeking development approvals within the PVSP will need to comply with federal regulations and VELB is protected under the federal Endangered Species Act. (RDEIR, p. 4.4-117.)

Effects of Off-site Infrastructure on Western Pond Turtle

Potential habitat for western pond turtle likely occurs in the off-site infrastructure areas. Western pond turtle is a special-status species identified by the CDFW. Removal of potential habitat for these species could reduce their numbers, which is a potentially significant impact. (RDEIR, p. 4.4-118.)

Mitigation Measure 4.4-18 will reduce the loss or disturbance of western pond turtle habitat to a less than significant level. Placer County has required this measure of Specific Plan-related infrastructure within Placer County. Some of the PVSP-related infrastructure improvements, however, will be located in and under the jurisdiction of Sutter County, Sacramento County and/or the City of Roseville; and Placer County cannot compel these jurisdictions to adopt or implement mitigation measures. Therefore, for purposes of Placer County as the CEQA lead agency, the potential impact on western pond turtle was considered ***significant and unavoidable***. (RDEIR, p. 4.4-118.)

Effects of Off-site Infrastructure on Burrowing Owls

Burrowing owl (a California Species of Special Concern) could potentially nest in the off-site infrastructure areas, so PVSP construction activities could destroy an active nest and/or disturb nesting owls. The destruction of active nests and/or the disturbance of nesting burrowing owls is a potentially significant impact. (RDEIR, p. 4.4-119.)

Mitigation Measure 4.4-19 will reduce the destruction and/or disturbance of burrowing owl nests to a less than significant level. Placer County has required this measure of Specific Plan-related infrastructure within Placer County. Some of the PVSP infrastructure improvements, however, will be located in and under the jurisdiction of Sutter County, Sacramento County, and/or the City of Roseville; and Placer County cannot compel these jurisdictions to adopt or implement mitigation measures. Therefore, for purposes of Placer County as the CEQA lead agency, the potential impact on burrowing owl was considered ***significant and unavoidable***. (RDEIR, p. 4.4-119.)

314

Effects of Off-site Infrastructure on non-raptor special status bird species

Non-raptor special status bird species, such as tricolored blackbirds and California black rail, could nest within the off-site infrastructure areas. Tricolored blackbirds are protected under the Migratory Bird Treaty Act ("MBTA") and the California black rail is State listed as well as protected under the MBTA. Destruction of active nests of special status bird species is considered a violation of the MBTA, and, consequently, impacts to nesting special-status birds are considered potentially significant. (RDEIR, p. 4.4-120; PRRDEIR, p. 4.4-120.)

Mitigation Measure 4.4-21 will reduce the destruction and/or disturbance of nests and/or nesting colonies to a less than significant level. Placer County has required this measure of Specific Plan-related infrastructure within Placer County. Some of the PVSP infrastructure improvements, however, will be located in and under the jurisdiction of Sutter County, Sacramento County, and/or the City of Roseville; and Placer County cannot compel these jurisdictions to adopt or implement mitigation measures. Therefore, for purposes of Placer County as the CEQA lead agency, the potential impact on nesting birds was considered ***significant and unavoidable***. (RDEIR, p. 4.4-120; PRRDEIR, p. 4.4-120.)

Effects of Off-site Infrastructure on California horned lizards

Potential habitat for California horned lizard could occur in the off-site infrastructure areas. Removal of potential habitat for this species could reduce their numbers, which was considered a potentially significant impact. (RDEIR, p. 4.4-121.)

Mitigation Measure 4.4-23 will reduce the harm to or destruction of California horned lizard to a less than significant level. Placer County has required this measure of Specific Plan-related infrastructure within Placer County. Some of the PVSP infrastructure improvements, however, will be located in and under the jurisdiction of Sutter County, Sacramento County, and/or the City of Roseville; and Placer County cannot compel these jurisdictions to adopt or implement mitigation measures. Therefore, for purposes of Placer County as the CEQA lead agency, the potential impact on California horned lizard was considered ***significant and unavoidable*** at the time of Specific Plan approval. (RDEIR, p. 4.4-121.)

Effects of Off-site Infrastructure on bats

Several species of bats could occupy structures (such as bridges) located within the off-site infrastructure areas. Off-site infrastructure construction activities could destroy roosting sites and/or disturb roosting bats, which would be a potentially significant impact.

315

(RDEIR, p. 4.4-122.)

Mitigation Measure 4.4-24 will reduce the destruction and/or disturbance of bat roosts to a less than significant level. Placer County has required this measure of Specific Plan-related infrastructure within Placer County. Some of the PVSP infrastructure improvements, however, will be located in and under the jurisdiction of Sacramento County and/or the City of Roseville; and Placer County cannot compel these jurisdictions to adopt or implement mitigation measures. Therefore, for purposes of Placer County as the CEQA lead agency, the potential impact on bat roosts was considered ***significant and unavoidable.*** (RDEIR, p. 4.4-122.)

Effects of Off-site Infrastructure on oak trees

Native oak trees are present in the off-site infrastructure areas. Oak woodlands provide cover, foraging, and breeding habitat for numerous species of common resident and migratory wildlife, and the loss of these habitats is addressed by Public Resources Code Section 21083.4. With the exception of the widening of Watt Avenue south of the Specific Plan area and expansion of the Dry Creek Wastewater Treatment Plant, however, it is not anticipated that off-site infrastructure will result in removal of a significant number of oak trees. Utility lines and appurtenant structures will primarily be located within existing roadways; however, construction in the vicinity of Dry Creek could affect individual oak trees and could damage trees by excavating within the root zone. Individual trees and oak woodlands in Placer County are protected under both the *Placer County General Plan* and the Placer County Tree Ordinance. Oak trees that could be affected by the expansion of the DCWWTP could qualify as oak woodland under Public Resources Code Section 21083.4. This statute and its protections, however, apply only to counties; and the trees that could be affected are within the City of Roseville. Therefore, there are no unique requirements that apply to this potential oak woodland. Impacts to oak trees in off-site infrastructure areas are potentially significant. (RDEIR, pp. 4.4-123 to 4.4-124.)

It should be noted, however, that the City of Roseville and Sacramento County have policies and ordinances calling for the protection of oak trees, and the replacement of trees that are to be removed, so it is likely that these or similar measures would be required of any PVSP-related infrastructure in those jurisdictions. While these measures could assist in reducing long-term impacts on oak trees to a less than significant level, the short-term impact would remain significant. (RDEIR, p. 4.4-124.)

Over the long-term, the above mitigation measure will reduce the loss or disturbance of oak trees to a less than significant level. In the short-term, however, the impact will remain significant and unavoidable because of the length of time it will take for newly planted oak trees to mature to the point of providing comparable habitat value to those trees that are removed. Furthermore, while Placer County has required this measure of Specific Plan-related infrastructure within Placer County, the County cannot compel Sutter County, Sacramento County, and/or the City of Roseville to adopt or implement mitigation measures. Therefore, for purposes of Placer County as the CEQA lead agency, the potential long-term impact on oak woodland and individual oak trees is considered

significant and unavoidable. (RDEIR, p. 4.4-124.)

Effects of Off-site Infrastructure on wetlands

An estimated eight acres of potential jurisdictional waters of the U.S. have been mapped that could be filled as a result of infrastructure installation. Other wetlands could also be lost to offsite infrastructure areas, including intermittent drainages, seasonal wetlands and seasonal marshes. These areas are considered important biological resources by the U.S. Army Corps of Engineers and/or the County (depending on the type of wetland). Therefore, the loss of both jurisdictional and non-jurisdictional wetlands is a significant impact. (RDEIR, p. 4.4-124.)

It should be noted, that the City of Roseville, Sacramento County, and Sutter County have policies calling for protection of wetlands. (See, for example, Vegetation and Wildlife Policy 8 in the *Roseville General Plan*, *Sacramento County General Plan* Policies CO-78 through CO-102 and *County of Sutter General Plan 2015* Policies 4.B-1 through 4.B-4.) So it is likely that similar measures will be required of any PVSP-related infrastructure in those jurisdictions. (RDEIR, p. 4.4-125.)

Mitigation Measure 4.4-26 will substantially lessen the loss or disturbance of wetlands; however, the impact remains significant after mitigation. Placer County has required this measure of Specific Plan-related infrastructure within Placer County. Some of the PVSP infrastructure improvements, however, will be located in and under the jurisdiction of Sutter County, Sacramento County and/or the City of Roseville; and Placer County cannot compel these jurisdictions to adopt or implement mitigation measures. For this reason and because the mitigation does not guarantee preservation of jurisdictional waters within Placer County, the potential impact on wetlands is ***significant and unavoidable.*** (RDEIR, p. 4.4-125.)

Effects of Off-site Infrastructure on riparian habitat and drainages

Utility lines will cross streams or other drainages (e.g., Dry Creek); however, PVSP proponents will use jack and bore construction techniques in order to avoid any direct impact to these features. Impacts would, however, occur due to widening associated with the Watt Avenue bridge, including disturbance of stream channels and loss of 0.54 acres of riparian habitat. This impact is significant. (RDEIR, p. 4.4-125.)

It should be noted, however, that the City of Roseville, Sutter County and Sacramento County have policies calling for protecting riparian areas. (See, for example, Vegetation and Wildlife Policy 2 in the *Roseville General Plan*, *Sacramento County General Plan* Policies CO-62, CO-65, and CO-70 and *County of Sutter General Plan 2015* Policies 4.B-1 through 4.B-4.) So it is likely that the

317

similar measures will be required of any PVSP-related infrastructure in those jurisdictions. (RDEIR, p. 4.4-126.)

Mitigation Measure 4.4-27 will reduce the disturbance of riparian areas to a less than significant level. Implementation of the measure will ensure that riparian areas that are to be retained (such as streams) will be protected from damage or disturbance by construction and that there will be "no net loss" of riparian habitat due to construction and maintenance of off-site infrastructure areas. Placer County has required this measure of Specific Plan-related infrastructure within Placer County. Some of the PVSP infrastructure improvements, however, will be located in and under the jurisdiction of Sutter County, Sacramento County; and/or the City of Roseville, and Placer County cannot compel these jurisdictions to adopt or implement mitigation measures. Therefore, for purposes of Placer County as the CEQA lead agency, the potential impact on riparian areas was considered ***significant and unavoidable***. (RDEIR, p. 4.4-126.)

Effects of Off-site Infrastructure within the Natomas Basin on Giant Garter snake habitat and/or individual snakes

Installation of infrastructure within the Natomas Basin area may disturb Giant Garter snake habitat and could harm individual snakes. Most infrastructure installation will occur in roadways and other previously disturbed areas. Although infrastructure construction is temporary and surface conditions will generally be returned to their original condition (with the exception of points of access), construction could occur within and adjacent to habitat areas, including Steelhead Creek and rice lands, where snakes may be encountered. Consequently, impacts to this special-status species was considered significant. (RDEIR, p. 4.4-126.)

Mitigation Measure 4.4-28 will reduce the disturbance of Giant Garter snake and Giant Garter snake habitat to a less than significant level. The affected infrastructure improvements, however, would be located in and under the jurisdiction of Sutter County and Sacramento County and would be undertaken by the Placer County Water Agency ("PCWA"), and potentially the Sacramento Regional County Sanitation District ("SRCSD"). Placer County cannot compel these jurisdictions and agencies to adopt or implement mitigation measures. However, because there is an approved and enforceable Habitat Conservation Plan that is applicable to the affected area, Sutter County may require that construction of the infrastructure improvements within its jurisdiction per subject to the Natomas Basin Habitat Conservation Plan ("NBHCP") requirements because Sutter County is a permittee. Nonetheless, because PCWA, SRCSD, Sacramento County, and the Specific Plan proponents are not permittees under the NBHCP and the associated incidental take permits, Placer County cannot compel these agencies to adopt or implement the NBHCP conservation measures. Consequently, this impact is considered ***significant and unavoidable*** to the extent the NBHCP provisions are not implemented. (RDEIR, p. 4.4-127.)

Effects of Off-site Infrastructure on nesting habitat for loggerhead shrike

318

Loggerhead shrike could nest within the off-site infrastructure areas. Loggerhead shrike are a State species of concern, and destruction of active nests could adversely affect the species. Consequently, impacts to nesting Loggerhead shrike were considered potentially significant. (RDEIR, p. 4.4-128.)

Mitigation Measure 4.4-29 will reduce the destruction and/or disturbance of Loggerhead shrike nests to a less than significant level. Placer County has required this measure of Specific Plan-related infrastructure within Placer County. Some of the PVSP infrastructure improvements, however, will be located in and under the jurisdiction of Sutter County, Sacramento County, and/or the City of Roseville; and Placer County cannot compel these jurisdictions to adopt or implement mitigation measures. Therefore, for purposes of Placer County as the CEQA lead agency, the potential impact on nesting Loggerhead shrike was considered ***significant and unavoidable***. (RDEIR, p. 4.4-129.)

2012 Settlement Agreement with Sierra Club

In October 2009, the Sacramento Superior Court upheld the adequacy under CEQA of the 2007 EIR. While the matter was on appeal, the litigation settled. As part of a settlement agreement with the Sierra Club and another litigant, the PVSP proponents agreed to seek, and the Board of Supervisors granted, changes to the biological mitigation measures as set forth in the 2007 EIR and adopted by the Board at that time. Resolution 2012-211 explained the PVSP proponents' reasons for seeking the amendment as follows: "the Placer Vineyards Specific Plan (PVSP) proponents seek modifications to the 2007 PVSP MMRP to incorporate revisions to approved mitigation obligations with respect to disturbance of the natural resources within the Specific Plan area and corresponding text revisions in the EIR. The intent of the proposed revised mitigation strategy is render the mitigation for impacts of the PVSP project to open space, agricultural land and biological resources compatible with the proposed Placer County Conservation Plan (PCCP). The strategy proposes a regional approach to conservation of agricultural land, wetlands and habitat that will complement efforts to avoid and/or minimize impacts on the project site for key components of the aquatic system, rare habitat and individual species. By tying the mitigation to those proposed under the proposed PCCP, the goal is to contribute towards a regionally important expanse of contiguous private and public land that will continue to support agricultural use, meet species needs in the long-term and aid recovery objectives outlined in the proposed PCCP."

In recommending the use of an addendum to process these changes, County staff noted that the environmental effects of the proposed PVSP changes were *environmentally beneficial*, reasoning as follows:

> Staff has concluded that an addendum to the previously certified EIR for the Placer Vineyards Specific Plan is the appropriate document under CEQA for the request to modify the Placer Vineyards MMRP and corresponding EIR text for the following reasons:

319

a. The proposed revisions to the PVSP MMRP and corresponding text in the EIR would not alter any of the conclusions of the certified EIR regarding the significance of environmental impacts. Because the proposed revisions would not alter the PVSP boundaries, land use designations or the amount or location of development, including off-site infrastructure, the Impacts on the physical environment would be unchanged. Therefore, impacts such as loss of wetlands, and conversion of farmland to developed uses would be the same as those identified in the certified EIR.

b. The proposed modifications to the mitigation measures increase the overall mitigation for Open Space, Agricultural Land and Biological Resources by 35% (increasing mitigation from 1.00 to 1.35 acres of mitigation for each acre of development) while shifting the focus to conservation of ecosystems that provide habitat for multiple species. For example, the proposed measures focus on maintaining the ecological value of vernal pool grasslands as habitat, not just on preserving individual vernal pools.

c. The Placer Vineyards participating property owners have agreed to all proposed revisions of the mitigation measures as set forth in Exhibit B to this addendum.

NEW EFFECTS OF ROAD CLOSURE PROJECT

The proposed road closure project, including the widening of West Dyer Lane, would involve very little in the way of physical construction, and all of it will occur within road rights-of-way or areas immediately adjacent thereto. In the case of the northern closure, it would occur in an area already planned for development pursuant to the PVSP. The same is true of the planned improvements to reduce the traffic effects of the closures to less than significant levels. In the case of the southern closure, it would occur right at the southern boundary of the PVSP within or immediately adjacent to an existing roadway. Although the northern structure and related improvements would take up space, they would occur in a context in which substantial amounts of development are already planned, and thus would not cause any new significant environmental effects or increase the severity of the previously disclosed significant unavoidable impacts relating to the loss of biological resources, as set forth above. To the extent that the southerly turnaround associated with the southern closure would consume very small amounts of land not previously slated for development, any loss of biological resources would be subject to approved mitigation measures addressing the loss of such resources (as modified in connection with the 2012 addendum). Such mitigation, if necessary, will ensure the avoidance of any new significant environmental effects or any substantial increase in the severity of any previously-identified significant, unavoidable effects.

320

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
5. Cultural Resources. Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	PVSP RDEIR, vol. 2, pp. 4.6-74 – 4.6-83	No	No	No	MM 4.6-1; MM 4.6-2; MM 4.6-5; MM 4.6-6; MM 4.6-10; MM 4.6-13; MM 4.6-14
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	PVSP RDEIR, vol. 2, pp. 4.6-74 – 4.6-83	No	No	No	MM 4.6-1; MM 4.6-2; MM 4.6-5; MM 4.6-6; MM 4.6-13; MM 4.6-14
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	PVSP RDEIR, vol. 2, pp. 4.6-2; 4.6-54 – 4.6-55; 4.6-76 – 4.6-77	No	No	No	MM 4.6-3
d. Disturb any human remains, including those interred outside the formal cemeteries?	PVSP RDEIR, vol. 2, pp. 4.6-75 – 4.6-76	No	No	No	MM 4.6-2

Discussion: The Revised Draft EIR for the PVSP found the following significant unavoidable effects relating to Archaeological and Paleontological Resources:

- Development of the Specific Plan Area could destroy or alter known historic or unique archaeological resources. (RDEIR, 4.6-74.)
- Development of the Specific Plan Area could destroy or alter unknown historical and/or unique archaeological resources. (RDEIR, p. 4.6-75.)

321

- Implementation of the Baseline Road widening project could adversely affect the historic archaeological site of "Eagle House," an early inn. (RDEIR, p. 4.6-77.)

- Implementation of the Watt Avenue widening project could destroy or alter two unique archaeological sites and a portion of one historic cemetery. Implementation of the Long-Term Surface Water Supply line could alter or destroy portions of two historic sites and one historic district. (RDEIR, p. 4.6-78.)

- Implementation of a sewer force main along Watt Avenue and PFE Road could alter or destroy portions of three unique archaeological sites and one historic cemetery. (RDEIR, p. 4.6-79.)

- Implementation of Sewer Line ("SRCSD") Alternative "A" could alter or destroy a portion of two historic sites. (RDEIR, p. 4.6-80.)

- Impacts to undiscovered cultural resources may occur in unsurveyed areas. (RDEIR, p. 4.6-82.)

- The proposed Specific Plan could contribute to cumulative impacts on historic or prehistoric resources. (RDEIR, p. 4.6-85.)

EIR BACKGROUND

Known and Unknown Historical or Archaeological Resources and Human Remains

According to the RDEIR, within the Specific Plan area, there are six known unique archaeological sites (CA-PLA-948, CA-PLA-46, CA-PLA-47, CA-PLA-80, CAPLA-82 and DR-5), one historic archaeological site (segment of CA-PLA-946-H) and two extant houses (6. Straight Road and 7. Straight Road) considered to be eligible or potentially eligible for the California Register of Historical Resources. Destruction or alteration of these sites is a potentially significant and unavoidable impact. (RDEIR, p. 4.6-74.) Implementation of Mitigation Measure 4.6-1 will reduce this impact to unique archaeological sites to a ***less than significant*** level. The measure, however, would not reduce the impact to historical resources to a less than significant level; therefore, the impact must remain ***significant and unavoidable***. (RDEIR, p. 4.6-74.)

It is also possible that cultural resources other than those described, including human remains, buried structures and other artifacts, exist within the Specific Plan area. Destruction or alteration of such resources is a potentially significant and unavoidable impact. (RDEIR, p. 4.6-75.) Implementation of Mitigation Measure 4.6-2 will reduce this impact to unique archaeological sites to a ***less than significant level***. The measure, however, will not reduce the impact to historical resources to a less than significant level; therefore,

322

the impact must remain ***significant and unavoidable***. (RDEIR, p. 4.6-75.)

In combination with other reasonably foreseeable projects, the PVSP will increase the density of development in the area and further threaten significant cultural resources in the vicinity. Therefore, this cumulative impact is considered potentially significant. Professional archaeologists generally recognize that population growth increases the probability for vandalism and other purposeful as well as inadvertent acts that destroy significant archaeological resources. The degree of probability, however, is unknown as such cumulative impacts, if any, would be difficult to measure. (RDEIR, p. 4.6-85.) Implementation of Mitigation Measures 4.6-1, 4.6-2a-h, 4.6-3a-b, 4.6-4, and 4.6-10 would reduce impacts, but not to a less than significant level; therefore, the impact is ***significant, unavoidable, and cumulatively considerable***. (RDEIR, p. 4.6-85.)

Known and Unknown Historical or Archaeological Resources from Off-site Infrastructure

As yet undefined improvements may be necessary at one or both of the two wastewater treatment plants to accommodate future wastewater flows. Both sites are adequate in size and any improvements would be undertaken in conjunction with and adjacent to existing plant infrastructure. The Revised Draft EIR relies on information contained in the *Roseville Regional Wastewater Treatment Service Area Master Plan Environmental Impact Report*, which was certified by the City of Roseville City Council on November 16, 1996 (SCH #93092079), for plant site cultural resources information for DCWWTP. Analysis with regard to the Sacramento Regional Wastewater Treatment Plant ("SRWTP") facilities relies on the *Sacramento Regional Wastewater Treatment Plant 2020 Master Plan Environmental Impact Report* (SCH #2002052004). (RDEIR, p. 4.6-81.)

Records searches and field surveys were conducted for the Roseville Master Plan EIR, but no resources were reported as occurring within the DCWWTP plant site. Impacts to resources were found to be potentially significant, but capable of being mitigated to a ***less than significant*** level. (RDEIR, p. 4.6-81.)

Records searches and field surveys were conducted for the Sacramento Regional Wastewater Treatment Plant Master Plan EIR, but no resources were reported as occurring within the SRWTP plant site. Impacts to resources were found to be potentially significant, but capable of being mitigated to a ***less than significant level*** through the implementation of Mitigation Measure 4.6-13. (RDEIR, p. 4.6-81.)

Although a number of off-site infrastructure sites and corridors were surveyed for the Specific Plan, not all areas were accessible to the PVSP proponents. In addition, certain off-site infrastructure has not yet been defined or precisely located, such as the Pleasant Grove Wastewater Treatment Plant ("PGWWTP") recycled water line. Impacts to unique archaeological resources in areas where field surveys have not been performed are potentially significant. Impacts to historic resources are potentially ***significant and unavoidable***,

323

even with the implementation of Mitigation Measure 4.6-14. (RDEIR, p. 4.6-82.)

Paleontological Resources

It is possible for macrovertebrate fossil remains to be present at isolated localities, particularly within the Riverbank Formation. Resources recovered from the Sacramento County sites were mainly associated with fine-grained basin-type materials, which likely were paleowatering holes for large animals, now extinct, such as the American horse, camel, or possibly mastodon. This impact is potentially significant. Implementation of Mitigation Measure 4.6-3 will reduce this impact to a ***less than significant level.*** (RDEIR, p. 4.6-76.)

NEW EFFECTS OF ROAD CLOSURE PROJECT

The proposed road closure project including the widening of West Dyer Lane, would involve very little in the way of physical construction, and all of it will occur within road rights-of-way or areas immediately adjacent thereto. In the case of the northern closure, it would occur in an area already planned for development pursuant to the PVSP. The same is true of the planned improvements to reduce the traffic effects of the closures to less than significant levels. In the case of the southern closure, it would occur close to the southern boundary of the PVSP within or immediately adjacent to an existing roadway. Although the structures would take up space, the amount of disturbed land will be very minimal, and thus would not cause any new significant cultural resource effects or any increase the severity of the previously disclosed significant unavoidable impacts relating to the loss of cultural resources, as set forth above. To the extent that the southern closure might consume land not previously slated for development, any loss of cultural resources would be subject to approved mitigation measures addressing the loss of such resources.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
6. Geology and Soils. Would the project:					
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	PVSP RDEIR, vol. 1, pp. 4.5-11 – 4.5-18	No	No	No	MM 4.5-1; MM 4.5-4; MM 4.5-5

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides?					
b. Result in substantial soil erosion or the loss of topsoil?	PVSP RDEIR, vol. 1, pp. 4.5-11 – 4.5-18	No	No	No	MM 4.5-1; MM 4.5-4; MM 4.5-5
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	PVSP RDEIR, vol. 1, pp. 4.5-11 – 4.5-18	No	No	No	MM 4.5-1; MM 4.5-4; MM 4.5-5
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	PVSP RDEIR, vol. 1, pp. 4.5-11 – 4.5-18	No	No	No	MM 4.5-1; MM 4.5-4
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	PVSP RDEIR, vol. 1, pp. 4.5-11 – 4.5-18	No	No	No	MM 4.5-1; MM 4.5-4; MM 4.5-5

Discussion:

EIR BACKGROUND

Expansive Soils

Expansive soils increase in volume when they absorb water and decrease in volume when they are dry. These soils are found throughout the Specific Plan area and cover the majority of the PVSP site. Development of structures or roadways on expansive soils could result in soil volume changes, cracking, and deterioration of structures and roadway pavement. This is a potentially significant

impact. Corrosive characteristics for concrete and uncoated steel are also reported for some of the above-described soils. This condition can result in a potentially significant impact to foundation strength due to long-term exposure to corrosive soils. Mitigation Measure 4.5-1 will reduce these soil impacts to a ***less than significant level.*** (RDEIR, pp. 4.5-12 - 4.5-13.)

Seismic Issues

The active fault closest to the Specific Plan area is located approximately 42 miles (70 kilometers) to the north. No active fault traces or Alquist-Priolo Earthquake Fault Zones are reported beneath the Specific Plan area. Therefore, the probability of surface ground rupture is negligible. Thus, ***no impact*** associated with the potential for surface rupture in the Specific Plan area would occur. (RDEIR, p. 4.5-13.)

Strong earthquakes generated along a fault system generally create ground shaking, which lessens with distance from the fault. In general, the area affected by ground shaking will depend upon the characteristics and magnitude of the earthquake. The Uniform Building Code (California Building Code) classifies the Specific Plan area as being within seismic Zone 3. Minimum ground accelerations of 0.3g are used for structure design within this region. Accepted seismic design criteria are presented in the Uniform Building Code, Chapter 16. Because existing regulations provide adequate mitigation of structurally-related groundshaking hazard, this impact is considered to be ***less than significant.*** (RDEIR, p. 4.5-13.)

Ground Instability and Erosion Potential

Earthwork/grading for structure placement, transportation system development, and overall site improvements will be required during development within the Specific Plan area. In general, grading activities can create the potential for ground instability and erosion. Some gentle slopes are present in the Specific Plan area. The anticipated construction activities will likely include shallow cut and fill slopes for site buildings, and associated trench excavation. Subsurface conditions could be somewhat variable, ranging from competent to weak. According to information developed by the USDA Natural Resources Conservation Service, weaker soils can be expected in some near-surface zones, within a few feet of the ground surface. The potential for differential settlement exists where structures may be constructed across boundaries between the in-place hardpan, rock formations or dense soil, and engineered fill. (RDEIR, pp. 4.5-13 to 4.5-14.)

Although no areas of suspected or potential ground instability were reported or noted during research, construction activities involving ground disturbance could result in a small potential for ground instability. Erosion is anticipated to occur in disturbed soil areas. Soil stockpiles could be susceptible to erosion and soil loss. These impacts are potentially significant. Mitigation Measure 4.5-4, however,

326

will reduce the magnitude of topographic alteration impacts to a ***less than significant*** level. (RDEIR, p. 4.5-14.)

Geology and soils effects are considered for the most part to be effects that the environment could have on development within the Specific Plan area, exposing people or structures to substantial adverse effects. Compliance with the requirements of the Uniform Building Code, which are designed to make individual structures safe, avoids the creation of additive effects amongst various development projects occurring within the surrounding region. The exception to this consideration would be potential soil erosion/loss and off-site sedimentation impacts related to earthwork and development. (RDEIR, p. 4.5-18.)

Mitigation Measure 4.5-4 includes procedures and actions designed to reduce the impacts from earthwork or topographic alteration related to the PVSP to less than significant levels. Many of the procedures and actions described in Mitigation Measure 4.5-4 are statewide in their application, including requirements for stormwater pollution prevention plans ("SWPPPs") and compliance with similar National Pollution Discharge Elimination System ("NPDES") programs. These programs apply throughout the surrounding region. The application and effectiveness of these programs, when combined with Mitigation Measure 4.5-4 for the Specific Plan area, will result in a ***less than cumulatively considerable*** (i.e., less than significant) impact from soil erosion, loss, and off-site sedimentation. (RDEIR, p. 4.5-18.)

Off-site Infrastructure

Impacts related to ground disturbance that could result from trench/pipeline construction within the off-site utility corridors, roadway widening, or expansion of wastewater treatment plant-related facilities are similar to those for utility improvements and construction within the Specific Plan area. Those impacts include earthwork/grading or topographic alteration and soil erosion, which are addressed by Mitigation Measures 4.5-4. Although some of the specific soils to be affected and the nature of construction are not yet known, Mitigation Measures 4.5-4a through 4.5-4-f can reduce any potentially significant effects to a ***less than significant*** level. Some of the project infrastructure, however, will be located in another jurisdiction and not subject to Placer County oversight. (RDEIR, p. 4.5-16.)

Trenching and pipeline construction are temporary in nature. Once the utility is installed, the surface is typically returned to its original condition. Most off-site utility lines will be placed in already disturbed roadway easements. Further, any construction will be subject to NPDES requirements, including submission of a SWPPP, as administered by the State Water Resources Control Board ("SWRCB"). In addition, any construction will be under the oversight of another public agency, and ultimate owner of the improvements (e.g., the Sacramento Suburban Water District, Placer County Water Agency, City of Roseville, and/or Sacramento Regional County Sanitation District). Each of these agencies has construction protocols similar to those administered by Placer County, and similar responsibilities and obligations under the NPDES and other provisions of the Clean Water Act ("CWA"). Based on these regulatory and institutional safeguards, any potentially significant geology and soils-related impacts that could occur within other jurisdictions from utility line

and roadway construction would be ***less than significant***. (RDEIR, pp. 4.5-16 to 4.5-17.)

Although expansion of wastewater treatment plant-related facilities is permanent, any geology and soils-related impacts pertaining to expansion of the DCWWTP will be the same as those analyzed and described in the *Roseville Regional Wastewater Treatment Service Area Master Plan EIR*. Relevant impacts that were identified include Soil Disturbance, Erosion and Sedimentation, Topographic Alteration, Soil Instability and Seismic Hazards. These impacts were found to be ***less than significant*** with mitigation. Mitigation measures included "Restore ground surface and topography" (Mitigation Measure 5-1), "Require soil stockpiling and disposal standards" (Mitigation Measure 5-3), "Prepare erosion and sedimentation control plan" (Mitigation Measure 5-5), and "Implement recommendations of geotechnical report" (Mitigation Measure 5-6). Additionally, the *Sacramento Regional Wastewater Treatment Plant 2020 Master Plan EIR* identified exposure to hazards from abandoned natural gas well plugs from the former Freeport gas field as relevant to topographic alteration. The EIR identified "Consultation of Division of Oil and Gas records prior to excavation for excavation depths greater than five feet below the surface" as the appropriate mitigation to reduce the impact to a ***less than significant*** level. (RDEIR, p. 4.5-17.)

Because geology and soils mitigation measures have already been adopted by the City of Roseville and the SRCSD for wastewater treatment facility construction, and because those measures are similar and equivalent to those identified by Placer County for the Specific Plan area, potentially-significant geology and soils impacts related to expansion of wastewater treatment plant-related facilities are ***less than significant***. (RDEIR, p. 4.5-17.)

Implementation of Mitigation Measure 4.5-4 above, and compliance with the following mitigation measures described in the *Roseville Regional Wastewater Treatment Service Area Master EIR* and the *Sacramento Regional Wastewater Treatment Plant 2020 Master Plan EIR*, will reduce impacts to a ***less than significant level***. (RDEIR, p. 4.5-17.)

NEW EFFECTS OF ROAD CLOSURE PROJECT

The proposed road closure project including the widening of West Dyer Lane, would involve very little in the way of physical construction, and all of it will occur within road rights-of-way or areas immediately adjacent thereto. In the case of the northern closure, it would occur in an area already planned for development pursuant to the PVSP. The same is true of the planned improvements to reduce the traffic effects of the closures to less than significant levels. In the case of the southern closure, it would occur close to the southern boundary of the PVSP within or immediately adjacent to an existing roadway. The structures at issue will be very small and straightforward, and will not raise the kinds of geotechnical and engineering challenges that landowners face when building major office, retail, industrial, or residential structures. Any required grading will be performed consistent with federal, state, and county requirements, as well as applicable mitigation measures. The creation of turnarounds will not raise any geotechnical issues, as all work will be on the

328

immediate surface of the land. All anticipated impacts are less than significant.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
7. Greenhouse Gas Emissions. Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	SPRRDEIR, pp. 4.13-1 – 4.13-18.	No	No	No	MM 4.13
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	SPRRDEIR, pp. 4.13-1 – 4.13-18.	No	No	No	MM 4.13

Discussion: The Second Partially Recirculated Revised Draft EIR (SPRRDEIR) found the following significant unavoidable impact relating to greenhouse gas emissions:

- The project will result in a cumulatively considerable incremental contribution to the significant cumulative impact of global climate change. (SPRRDEIR, p. 4.13-17.)

EIR BACKGROUND

Broadly speaking, climate change mitigation and adaptation strategies fall into three categories: (1) transportation sector strategies; (2) electricity sector strategies, including renewable energy and energy efficiency; and (3) all other adaptation strategies, such as carbon sequestration, participation in emissions trading markets, research, and public education. The PVSP incorporates guidelines, strategies and mitigation measures that minimize the human and spatial environmental footprint in the Specific Plan area, including transportation and electricity impacts. Implementation of these measures will help reduce potential greenhouse gas ("GHG") emissions resulting from the development of the Specific Plan.

The state's primary source of GHG emissions is the consumption of fossil energy. The Specific Plan has several components that would reduce consumption of fossil energy within the Specific Plan area, and thereby reduce potential GHG emissions. These

329

components are consistent with "smart growth" principles developed and promoted by the Sacramento Area Council of Governments ("SACOG").

The Specific Plan has several components that will promote the use of alternative modes of transportation that produce less greenhouse gas emissions than vehicular travel, or none at all. First, development will be designed to encourage people to walk, ride bicycles, take public transportation, or carpool. Second, the overall design and land use plan of the PVSP creates a compact development pattern that encourages walking, biking, and public transit use, as well as shortens auto trips. Third, the Specific Plan will improve the regional balance of housing and jobs over time. Housing opportunities will be made available closer to employment to encourage fewer long distance commutes, thus reducing vehicular travel time.

Implementation of the Specific Plan's transportation and circulation goals, policies, and mitigation measures will also help reduce potential GHG emissions by smoothing the flow of traffic to allow engines to operate more efficiently. By implementing measures to decrease stop-and-go driving and idling at intersections, these measures will help reduce overall fuel consumption and GHG emissions. The PVSP transportation and circulation system will also promote non-vehicular travel through the implementation of traffic calming measures that will make roads safer for pedestrians and bicyclists. Improvements in vehicle efficiency and alternative fuel vehicles will also help reduce GHG emissions in the Specific Plan area.

In addition to targeting GHG emissions through the transportation sector, the Specific Plan contains several goals and policies that will reduce energy consumption from power plants and non-transportation sources of fossil fuel consumption. Specific Plan policies require building design features that accommodate and encourage use of alternative energy sources and promote low-emission energy by incorporating landscaping conducive to passive solar energy uses. For example, the Specific Plan encourages buildings to be oriented in a south-to-southwest direction and for deciduous trees to be planted on the west and south sides of structures. It also specifies that landscapes should be provided with drought-resistant species and groundcovers rather than pavement to reduce heat reflection. In addition, existing measures in place through various state statutes and other state initiatives will help contribute to a countywide reduction of GHG emissions.

Even with implementation of the above described measures, however, the PVSP will likely result in substantial amounts of GHG emissions. Because it could not be determined to a reasonable degree of certainty that the PVSP will not result in a cumulatively considerable incremental contribution to the significant cumulative impact of global climate change, the impacts of the Specific Plan on global climate change were considered ***significant and unavoidable.*** Mitigation Measure 4.13-1 will lessen this significant effect, but not render it less than significant. (SPRRDEIR, pp. 4.13-15 -4.3-18.)

330

NEW EFFECTS OF ROAD CLOSURE PROJECT

The proposed road closure project including the widening of West Dyer Lane, would involve very little in the way of physical construction and grading, so construction-related GHG emissions would be very minimal. Nor would the small structures created in order to close Locust Road at the northerly location and on the southerly boundary of the Plan area generate any direct GHG emissions. Rather, except for the minor construction-related emissions, the GHG-related ramifications of the road closure project relate solely to changes in traffic patterns that would result. As explained earlier, Fehr and Peers produced two technical memoranda addressing the traffic-related effects of a two-closure scenario. (See Exhibits B and C attached hereto.) The consultant concluded that, with mitigation, no new significant traffic-related effects would result, although traffic patterns would be affected in relatively minor respects. Because the two-closure scenario would make Locust Road unavailable to some travelers who would otherwise have been able to use it as the most direct route to and from particular destinations beyond the proposed points of closure, the change in traffic patterns resulting from the two-closure scenario will likely result in a slight increase in overall GHG operational emissions from the Specific Plan. These increases in GHGs resulting from the proposed project, however, would not lead to a *substantial* increase in the previously-identified significant and unavoidable effect associated with project operations. As described in the SPRRDEIR (pages 4.13-12 – 4.13-13), the PVSP was estimated to generate approximately 523,000 tons of carbon dioxide annually. As this number demonstrates, the full development of the Specific Plan is expected to generate GHGs in very substantial amounts. Although the closure project will likely increase emissions, the resulting increases would be very minor in comparison to the very substantial amounts of pollution already anticipated to occur in the PVSP EIR. These new emissions thus do not represent a substantial increase in the severity of a previously-identified significant unavoidable effect requiring major revisions to the PVSP EIR.

Notably, in 2015, the California Legislature has passed legislation (Senate Bill 350) requiring that by 2030 at least 50 percent of California's electricity must be generated through renewable resources. (Pub. Utilities Code, § 399.11, subd. (a).) That same legislation also includes language stating that "[t]he Legislature finds and declares [that] ... [r]educing emissions of [GHGs] to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050 will require widespread transportation electrification" (Pub. Utilities Code, § 740.12, subd. (a)(1)(D).) The State's commitment to cleaner energy, electric cars run with clean electricity, and ongoing very substantial reductions in GHG emissions statewide should reduce GHG emissions from the PVSP below those anticipated by the Second Partially Recirculated Revised Draft EIR was published in 20067.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
8. Hazards and Hazardous Materials. Would the					

331

project:					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	PVSP RDEIR, vol. 2, pp. 4.12-24 – 4.12-29; 4.12-34; 4.12-38 – 4.12-41	No	No	No	MM 4.12-1; MM 4.12-2; MM 4.12-3; MM 4.12-4; MM 4.12-5; MM 4.12-6; MM 4.12-7; MM 4.12-8; MM 4.12-9; MM 4.12-10; MM 4.12-11; MM 4.12-12; MM 4.12-21
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	PVSP RDEIR, vol. 2, pp. 4.12-24 – 4.12-29; 4.12-34; 4.12-38 – 4.12-41	No	No	No	MM 4.12-1; MM 4.12-2; MM 4.12-3; MM 4.12-4; MM 4.12-5; MM 4.12-6; MM 4.12-7; MM 4.12-8; MM 4.12-9; MM 4.12-10; MM 4.12-11; MM 4.12-12; MM 4.12-21
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	PVSP RDEIR, vol. 2, pp. 4.12-20; 4.12-31 – 4.12-32; 4.12-35	No	No	No	MM 4.12-19
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	PVSP RDEIR, vol. 2, p. 4.12-37	No	No	No	None
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing	N/A	No	No	No	N/A

or working in the project area?					
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working on the project area?	N/A	No	No	No	N/A
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	PVSP RDEIR, vol. 2, pp. 4.11-4 – 4.11-5; 4.11-8 - 4.11-10; 4.11-14 – 4.11-17	No	No	No	MM 4.11.2-1; MM 4.11.2-2; MM 4.11.3-1; MM 4.11.3-2; MM 4.11.3-3
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	PVSP RDEIR, vol. 2, pp. 4.11-4.11-4 – 4.11-5; 4.11-8 - 4.11-10	No	No	No	MM 4.11.2-1; MM 4.11.2-2; MM 4.11.3-1;

Discussion:

EIR BACKGROUND

Because there are no private or public airports in the vicinity of the Specific Plan area, development under the Specific Plan will not create any potential safety hazards associated with locating active land uses near such facilities. The 2007 EIR did not address the possibility of any such hazards, as it was clear there would not be any.

Much of the discussion in the EIR chapter entitled, "Hazards," is devoted to addressing the potential impacts associated with developing properties on which existing hazards of the following kinds are located: underground storage tanks, contaminated soils, open or unused wells, illegal dumps, "abandoned materials," septic systems, asbestos-containing structures, and old workshops with auto batteries, paints, and similar materials. (See RDEIR, pp. 4.12-24 through 4.12-34, 4.12-38 through 4.12-39.)

The chapter also addressed problems raised by mosquitoes and other vectors (RDEIR, p. 4.12-29), potential risks associated with locating development near existing power lines (*id.*, pp. 4.12-34 – 4.12-37), and operational hazards that could occur at expanded wastewater treatment facilities that will serve the PVSP area or through the use of recycled water originating at such facilities (*id.*, pp. 4.12-40 – 4.12-41).

The chapter did address potential hazards associated with the use of hazardous materials by commercial properties within the Specific Plan area, but found that any impacts would be ***less than significant*** due to the need for landowners and others involved with the transport

333

or use of such materials to comply with federal and state legal requirements. (RDEIR, p. 4.12-34.)

No property within the Specific Plan area was included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. (RDEIR, p. 4.12-37.)

Issues relating to emergency response were addressed in RDEIR Chapter 4.11, entitled, "Public Services and Infrastructure." (See, e.g., RDEIR, pp. 4.11-4 – 4.11-5; 4.11-8 - 4.11-10; 4.11-14 – 4.11-17.) No significant unavoidable effects were identified.

NEW EFFECTS OF ROAD CLOSURE PROJECT

The proposed road closure project including the widening of West Dyer Lane, would involve very little in the way of physical construction, and very minimal ground disturbance. The proposed widening of West Dyer Lane near the intersection of West Dyer and Watt will involve ground disturbance, but within areas in which the EIR assumed that grading and development would occur. The creation of turnarounds associated with the southern closure will require some ground disturbance, but it will occur only near existing roads (Colburn Street and Locust Road) and will only affect the surface of the land. Although it is possible that some legal but hazardous materials could be used during construction of closure structures and road improvements, any such usage would be minimal, and the County assumes that construction contractors will use any such materials pursuant to the directions and safety measures provided or recommended by the manufacturers. To the extent any hazardous materials would be transported or disposed of, any such transportation or disposal would have to be done in a manner consistent with federal and state regulations, which are very stringent. There is no reason to expect that such limited activities, if any, would give rise to any new significant impacts beyond those already identified in the 2007 EIR or to any substantial increases in the severity of any significant impacts identified therein.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
9. Hydrology and Water Quality. Would the Project:					
a. Violate any water quality standards or waste discharge requirements?	PVSP RDEIR, vol. 1, pp. 4.3-115 – 4.3-122; 4.3-124 – 4.3-137	No	No	No	MM 4.3.4-1; MM 4.3.4-2; MM 4.3.4-3; MM 4.3.4-4; MM 4.3.4-7;

					MM 4.3.4-9
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	PVSP RDEIR, vol. 1, pp. 4.3-28; 4.3-48 – 4.3-50; 4.3-80 4.3-83; 4.3-89 – 4.3-90	No	No	No	MM 4.3.3-8; MM 4.3.3-9; MM 4.3.3-10
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	PVSP RDEIR, vol. 1, pp. 4.3-19 – 4.3-30; 4.3-32 – 4.3-33	No	No	No	MM 4.3.2-1; MM 4.3.2-2; MM 4.3.2-3; MM 4.3.2-11
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	PVSP RDEIR, vol. 1, pp. 4.3-19 – 4.3-30; 4.3-32 – 4.3-33	No	No	No	MM 4.3.2-1; MM 4.3.2-2; MM 4.3.2-3; MM 4.3.2-11
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	PVSP RDEIR, vol. 1, pp. 4.3-19 – 4.3-30; 4.3-32 – 4.3-33; 4.3-115 – 4.3-122; 4.3-124 – 4.3-137	No	No	No	MM 4.3.2-1; MM 4.3.2-2; MM 4.3.2-3; MM 4.3.2-11
f. Otherwise substantially degrade water quality?	PVSP RDEIR, vol. 1, pp. 4.3-115 – 4.3-122; 4.3-124 – 4.3-137	No	No	No	MM 4.3.4-1; MM 4.3.4-2; MM 4.3.4-3; MM 4.3.4-4; MM 4.3.4-7; MM 4.3.4-9
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	PVSP RDEIR, vol. 1, pp. 4.3-1 - 4.3-8; 4.3-19 – 4.3-30; 4.3-32 – 4.3-33	No	No	No	MM 4.3.2-1; MM 4.3.2-2; MM 4.3.2-3; MM 4.3.2-11
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	PVSP RDEIR, vol. 1, pp. 4.3-1 - 4.3-8; 4.3-19 – 4.3-30; 4.3-32 – 4.3-33	No	No	No	MM 4.3.2-1; MM 4.3.2-2; MM 4.3.2-3; MM 4.3.2-11

335

i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	PVSP RDEIR, vol. 1, pp. 4.3-6 – 4.3-8; 4.3-100 – 4.3-102	No	No	No	N/A
j. Inundation by seiche, tsunami, or mudflow?	N/A	No	No	No	N/A

Discussion: The Revised Draft EIR found the following significant unavoidable impact relating to hydrology and water quality:

- The Specific Plan area will contribute to the cumulative effect of water quality due to the introduction of urban pollutants including vehicle oils and greases; heavy metals on roads, parking lots, and driveways; fertilizers and pesticides used on site landscaping; and toxic compounds released from auto maintenance areas into surface runoff. (RDEIR, 4.3-126.)

EIR BACKGROUND

Issues Not Addressed

The PVSP area is far inland on flat-to-gently-sloping ground, and is not in the path of the American River. The Plan area is thus not subject to a risk of flooding from the failure of Folsom Dam or failure of the levees along the American River. Nor is the PVSP property subject to seiches, tsunamis, or mudflows. The EIR did not address these issues in detail because they simply are not issues for the Specific Plan.

Hydrology/Flooding Issues

Although the potential drainage area to be developed within the Specific Plan area is small in comparison to the 26,000-square-mile drainage basin, the increase in runoff quantity associated with urbanization and roadway improvements will be substantial in relation to existing runoff volumes. Given the existing potential for flooding, the increase in runoff associated with urbanization could contribute to localized and downstream flooding. (RDEIR, p. 4.3-19.)

Impervious areas such as roofs, parking lots, and roads will alter runoff patterns and increase stormwater discharge from the area by limiting ground infiltration. Small local drainage systems and existing culverts might not be able to accommodate the increase in runoff due to the development of the overall area. Increased discharges could increase water levels and could promote potential bank erosion within these smaller creeks. Some existing culverts might be incapable of accepting the increased runoff, which could cause potential localized flooding and possibly undermine roads at crossings. (RDEIR, p. 4.3-19.)

336

A site-specific model was created for the Specific Plan as part of the drainage analysis included in the *Master Project Drainage Study.* The model included the Specific Plan area and contributing watersheds and used pre-project, post-project unmitigated, and post-project mitigated conditions for the 2-year, 10-year and 100-year events. Results of the model include required detention basin peak flows and volumes to accommodate runoff at predevelopment levels and to mitigate impacts at the Plan area boundary. (RDEIR, p. 4.3-19.)

The results of the 100-year comparison analysis indicated that the detention mitigation adequately mitigates the peak discharge rates to less than the pre-project amounts. In the 200-year analysis, the pre-project and post-project mitigated analysis are virtually identical. The results of the analysis demonstrate that no adverse impacts would result from the PVSP at Steelhead Creek; however, a negligible impact is reported in the area between the Specific Plan area and Steelhead Creek due to increased volumes being discharged during the timing of peak flow from the Sankey Gap. (RDEIR, p. 4.3-22.)

Implementation of Mitigation Measure 4.3.2-1 will reduce the impact of runoff quantity associated with development in the Specific Plan area to a ***less than significant level.*** (RDEIR, p. 4.3-22.)

Flooding is not limited to 100-year events alone, and often occurs in areas that restrict, prohibit, or obstruct the flow of runoff during lower-frequency rainfalls. During wet-weather conditions, areas used for emergency access purposes (primary roadways) should be kept free and clear of debris and flooding conditions. Flooding within an area intended for emergency access purposes could result in delayed response to emergencies and limited access. Placer County Flood Control District policy requires the center 12 feet (one lane in each direction) of collector roadways remain unobstructed by runoff during 100-year events and all roadways to remain unobstructed during 10-year events. (RDEIR, pp. 4.3-24 to 4.3-25.)

Designated drainageways, channels, and swales that convey runoff to culverts can also carry debris, sediment, and other potential forms of blockage. Overtopping culverts and potentially roadways can similarly place debris within roadways, result in pavement failure, and undermine subgrade of pavement. (RDEIR, p. 4.3-25.)

According to the *Master Project Drainage Study*, culvert sizing for the PVSP is optimized to maximize on-site attenuation, while providing the passage of the 100-year peak flows. However, emergency access limitations, runoff within the travel path of the roadway, and associated potential adverse impacts resulting from flooding and less than adequate culvert capacity was a potentially significant impact. (RDEIR, p. 4.3-25.)

Mitigation Measure 4.3.2-2 will reduce the impact of flooding and culvert capacity that would occur after roadway and storm drain improvements in the Specific Plan area to a ***less than significant*** level. (RDEIR, p. 4.3-25.)

337

Existing capacity of the natural drainage-ways relies upon open undeveloped areas for shallow flooding and runoff storage. Loss of existing storage due to development will result in the need for additional channel capacity. Design considerations for actual urbanization, freeboard, side slopes, vegetation, and inflow/outflow facilities will affect overall size of the channels, in addition to periodic crossings at roadways. (RDEIR, p. 4.3-26.)

The Specific Plan requires the collection of runoff within storm drainage systems that would discharge into channels and retention/detention facilities. These facilities will generally follow or be placed along the natural drainage courses within the Specific Plan area. The flooding limits will be confined within the channels, generally providing three feet of 100-year freeboard to adjacent proposed structures. The channels will be excavated below the existing grades, and daylight at the downstream end to natural grades at the PVSP boundaries. A low flow channel will be constructed throughout to confine the conveyance of year round nuisance waters. (RDEIR, p. 4.3-26.)

A low dam constructed of uncemented rock and broken concrete has been placed across Dry Creek immediately downstream of the Watt Avenue bridge within the FEMA-designated floodway. The low dam within the channel was constructed to irrigate pasture land that will be converted to other uses upon Specific Plan implementation. With PVSP buildout, the dam, pump, intake structure, and pipeline conveying the water will no longer be required. If left in place, the dam would unnecessarily impede flows, causing runoff backwater and clogging. (Also see Impact 4.4-30 and Mitigation Measure 4.4-30.) (RDEIR, p. 4.3-26.)

Although the *Master Project Drainage Study* proposed a design solution, flooding and increase of flows within drainageways was considered a potentially significant impact until site-specific project drainage reports are prepared and accepted by the County. (RDEIR, p. 4.3-26.) Mitigation Measure 4.3.2-3 will reduce the impact on drainage capacity due to development within the Specific Plan area to a ***less than significant level***. (RDEIR, p. 4.3-27.)

Due to the level of existing and proposed development within the watersheds affected by the Specific Plan, there is a potential for a significant cumulative volumetric impact to occur. Design assumptions for off-site improvements and/or existing conditions affect received flow within the Specific Plan area as well as downstream. Because the drainage system design for the Specific Plan area will limit post-project flows contributed by the project in the Curry Creek and Steelhead Creek (Natomas East Main Drain Canal ["EMDC"]) drainage sheds, consistent with the *Placer County Storm Water Management Manual*, the PVSP will have a ***less than cumulatively considerable*** contribution to flows in these watersheds. (RDEIR, p. 4.3-32.)

Within the Dry Creek Drainage Shed, detention of flows is not currently recommended. The Dry Creek Drainage Shed, although the largest regionally, includes only 477 acres along the southeast boundary of the Specific Plan area. However, the Dry Creek watershed is about 80 square miles in area and includes substantial developed areas and areas proposed for development upstream. Downstream,

338

Dry Creek flows into northern Sacramento County through the community of Rio Linda until it reaches Steelhead Creek, which drains into the American River. Although the Dry Creek Drainage Shed is a very small part of the affected area, when combined with potential up-gradient flow increases, this is a potentially significant cumulative impact to which the PVSP's contribution would be ***cumulatively considerable***. (RDEIR, p. 4.3-32.)

Off-site Infrastructure

Installation of utilities to serve the Specific Plan area development is distinct from site urbanization and is not anticipated to result in additional impervious surface area or an increase in runoff. Design and installation of pipelines in off-site utility corridors is anticipated to remove and replace existing surfaces with similar materials. This would include soil and other earthen materials, or replacement of pavement in the case of utility lines within existing roadways. This is a ***less than significant*** impact. (RDEIR, p. 4.3-29.)

Roadway widening, as in the case of Watt Avenue and Baseline Road, planned intersection improvements and additions to wastewater treatment plants will add additional impervious surface. Although potentially significant, increased runoff impacts from these improvements can be mitigated. Compliance with Mitigation Measures 4.3.2-1a-i will reduce this impact to a ***less than significant level*** by requiring practices that will control potential runoff. (RDEIR, p. 4.3-30.)

Effects on Groundwater Recharge

Existing agricultural uses of the property rely on groundwater for irrigation. Groundwater relies on annual rainfall and percolation through pervious soils to recharge the groundwater system. The Specific Plan area is dominated (in excess of 90%) by Type D hydrologic soils, which have a slow infiltration rate with high runoff potential. As such, the PVSP site does not qualify as an important groundwater recharge area within the meaning of County General Plan policy 6.A.10b (protection of important groundwater recharge areas). Some Type A and C soils are located in the southeastern part of the Specific Plan area, particularly along Dry Creek. The most likely area for recharge to occur would be along Dry Creek within the Type A soils area. This area, however, will remain in open space and its recharge potential will be unaffected by the planned development. In addition, to the extent recharge could occur, regular discharges to stormwater treatment and detention basins will provide for regular flows that will remain in the basin areas and be available for recharge. Based on the low value of the Specific Plan area for recharge (with the exception of the Dry Creek Corridor, which will remain in open space), this impact is ***less than significant***. (RDEIR, p. 4.3-28.)

339

Water Quality

Newly planted vegetation, newly paved roadways, and anticipated combinations of sod/seed activity could result in long-term water quality degradation as a result of development under the Specific Plan. The high use of roads and parking areas on a daily basis will contribute vehicle oils and grease to the site stormwater discharge. In commercial areas, stormwater runoff could convey a wide range of pollutants to receiving waters. Vehicles contribute oil, grease, and metals onto roads and parking lots. Excessive use of fertilizers, pesticides, and herbicides on the site for landscaping can also result in leaching of nutrients and toxic compounds into stormwater runoff. Such compounds are soluble and will not, therefore, be removed by the use of detention basins. (RDEIR, p. 4.3-115.)

Uncontrolled, these urban pollutants can directly or indirectly affect aquatic life. High concentrations of toxins in runoff can be lethal to aquatic life. Chronic, low levels can enter the food chain, affecting the long-term breeding success of populations and lowering their reproductive potential. Aquatic and wildlife habitat can also be adversely affected by the accumulation of toxins, which can indirectly affect aquatic and wildlife resources. Direct discharge from new development could occur towards the Curry Creek and northern portions of the NEMDC Drainage Sheds. The addition of runoff from the Specific Plan area poses the potential for water quality degradation as a result of direct discharge to the creeks within the Specific Plan area. (RDEIR, p. 4.3-116.)

Best Management Practices ("BMPs") such as detention ponds, wetlands, filters, and vegetated swales have been shown to reduce urban pollutant levels in stormwater. The *Master Project Drainage Study* provides that on-site project drainage will be designed to provide water quality treatment of runoff from paved and other developed areas prior to release into swales and streams. Treatment will include directing some of the flow to sheet discharge onto grassy areas or open space, installation of "Fossil Filter" or equivalent petroleum absorbing insert assemblies in project drop inlets, placement of water quality interceptor devices, placement of water quality sediment basins within detention facilities and channels, and use of rock-lined ditches below pipe outlets. Other BMPs will involve prompt re-vegetation of disturbed areas. All of these features will assist in reducing project-related surface water quality impacts. (RDEIR, p. 4.3-116.)

The Specific Plan also contains a number of policies related to water quality and the "low impact development" concept. For example, Goal 4.9 specifies that low impact development design principles should be used in site layout. These include minimizing and reducing impervious surfaces, breaking up large areas, directing flows to vegetated areas, maintaining natural drainage courses dispersing detention/retention areas, etc. (RDEIR, p. 4.3-116.)

Due to the inevitable increase in impervious areas and traffic trips within the Specific Plan area, however, an increase in urban pollutants could gradually occur over the life of the Specific Plan. Given the extent of planned development and roadway improvements, the overall potential for generation of urban pollutants, and the fact that drainage from the Specific Plan area will ultimately be conveyed into a potable water source, this is a potentially significant impact. (RDEIR, p. 4.3-117.)

340

Through implementation of contemporary techniques for treatment and control of runoff, as required by Mitigation Measure 4.3.4-1, the direct water quality impacts of the project can be mitigated to a ***less than significant*** level. (RDEIR, p. 4.3-117.)

Development and ultimate urbanization of the Specific Plan area could result in water quality degradation over the duration of construction. Grading operations result in a loss of vegetation, exposing the soil to erosion, particularly in steep areas. The exposed soils could be carried by storm runoff during the rainy season to downstream waters, resulting in sediment transport. These increased sediment loads could substantially degrade water quality in downstream drains, especially over the construction duration and buildout of the Specific Plan area. In addition, the operation and maintenance of construction vehicles and equipment, the loading and unloading of construction materials, and construction waste could release contaminants to the Specific Plan area that would be washed off by stormwater discharges. This increase in sediment loads and turbidity in local drains was considered a significant short term water quality impact. (RDEIR, p. 4.3-118.) Mitigation Measure 4.3.4-2 will reduce the significant impact of short-term surface water quality degradation that would occur during the development of the Specific Plan area to a ***less than significant*** level. (RDEIR, p. 4.3-119.)

Existing seasonal wetlands occur in proximity to drainage improvements. Hydraulic features of channels will be affected by vegetation removal, and minor ephemeral drainage areas are to be replaced with storm drains. Sediment transport and increased PVSP site and upstream flows will require new channels to be created and a new water quality regimen for design. This new basis will reflect urbanized conditions and not conditions that exist at present. Roughness coefficients for existing natural drainageways are relatively high and will result in lower velocities, longer durations for sediment drop-out, and overall increased water quality. Removal of the bank and channel vegetation will result in lower roughness coefficients, greater velocities, and in turn greater risk of bank erosion. Less vegetation will also limit the ability to naturally enhance water quality and result in direct outflow of potential contaminants to downstream systems, including groundwater recharge areas used in connection with potable water sources. (RDEIR, pp. 4.3-119 to 4.3-120.)

The *Master Project Drainage Study* requires the collection of runoff from the PVSP area within storm drainage systems that would discharge into channels and detention facilities. Channels will consist of newly constructed channel systems and parallel flood control channels where "avoidance" areas are to be maintained in a natural state. The channels will be excavated below the existing grade and will "daylight" at the downstream end to natural grades at the Plan area boundaries. Low flow channels will be constructed to confine the conveyance of year round nuisance waters. (RDEIR, p. 4.3-120.)

In order to preserve the integrity of avoidance areas within the PVSP where wetlands and critical habitat are to be preserved, it is necessary that the PVSP not adversely affect mean annual and peak annual events. This means that increases in flow rates for these events should not be allowed within the unaltered swales. Additionally, where seasonal wetlands are identified, nuisance waters from

341

non-storm discharges should be diverted to the flood control facilities to retain the seasonal nature of the existing features. Special structures will divert excess flood waters to the flood control channels, or to divert nuisance waters away from the existing swales. (RDEIR, p. 4.3-120.)

The *Master Project Drainage Study* requires the use of several types of facilities to provide attenuation in reducing peak flow discharges from the PVSP area that may have an effect on water quality. The main method of providing detention attenuation will be through the use of existing swales and excavated flood control channel detention facilities upstream of regulating culvert facilities. Other types of attenuation facilities for the Specific Plan include excavated lake areas, constructed wetlands area and water quality basin and channels. (RDEIR, p. 4.3-120.)

Although it is planned that major swales and drainage channels on the site be retained, loss of vegetation within and adjacent to existing swales and channels will occur due to construction. This is considered a potentially significant impact. Mitigation Measure 4.3.4-3 will reduce the potentially-significant impact of vegetation loss that would occur during and after drainage improvements within the Specific Plan area to a ***less than significant*** level. (RDEIR, p. 4.3-120.)

The Specific Plan will add over 4,000 acres of urban development that will incrementally contribute to an increase in urban pollutants within the watersheds. Given the extent of proposed development in the Curry Creek, Steelhead Creek and Dry Creek watersheds (in excess of 30,000 acres) and roadway improvements, the cumulative potential for the generation of urban pollutants, and the fact that drainage from the PVSP area is ultimately conveyed into a potable water source (Sacramento River), this potential long-term water quality degradation is a ***cumulatively considerable*** significant impact. Mitigation Measure 4.3.4-1 will reduce the impact of cumulative long-term surface water quality degradation that would occur after the development of improvements in the Specific Plan area. Because Placer County cannot assure that pollutant levels will be reduced to pre-development levels on an area-wide basis, long-term impacts will remain ***significant, cumulative and unavoidable***. (RDEIR, p. 4.3-126.)

NEW EFFECTS OF ROAD CLOSURE PROJECT

The proposed road closure project including the widening of West Dyer Lane, would involve very little in the way of physical construction, and very minimal ground disturbance. The proposed widening of West Dyer Lane near the intersection of West Dyer and Watt will involve ground disturbance, but within areas in which the EIR assumed that grading and development would occur. The creation of turnarounds associated with the southern closure will require some ground disturbance, but it will occur only near existing roads (Colburn Street and Locust Road) and will only affect the surface of the land. Although the minor amounts of additional ground disturbance could affect the volume, timing, and quality of runoff, any such effects will be extremely minimal in comparison with the scale of the impacts addressed in the EIR, as explained above. The physical areas in question are generally flat, though gently sloping in

342

some areas. To the extent necessary, grading associated with the proposed project will be conducted in a manner consistent with adopted PVSP mitigation measures addressing the hydrological and water quality effects of ground disturbance. There is no reason to expect that such limited ground disturbance would give rise to any new significant impacts beyond those already identified in the 2007 EIR or to any substantial increases in the severity of any significant impacts identified therein.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
10. Land Use and Planning. Would the project:					
a. Physically divide an established community?	PVSP RDEIR, vol. 1, pp. 4.1-45, 4.1-53 – 4.1-57	No	No	No	MM 4.1-6
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	PVSP RDEIR, vol. 1, pp. 4.1-46 – 4.1-49	No		No	None
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	PVSP RDEIR, vol. 1, pp. 4.1-49	No	No	No	None

Discussion:

EIR BACKGROUND

Because the project site is undeveloped ground, and because of the nature of the PVSP, development of land uses within the Specific Plan area will not physically divide an established area. Given these realities, the County determined that no detailed analysis was necessary on this topic. (RDEIR, p. 4.1-45.) The EIR, however, did address potential land use conflicts that might arise due to development.

Potential Land Use Conflicts

343

Electric Power Lines

The Specific Plan provides for a mixed-use environment, which in theory could have resulted in land use incompatibilities. Certain public and quasi-public land uses such as fire stations and the County corporation yard could also have contributed to land use incompatibilities, particularly with regard to noise, light and glare. The Specific Plan, however, contains a variety of techniques designed to ensure compatibility of uses and contains goals, policies and guidelines for this specific purpose such as: Goal 3.17 (Compatibility of adjoining land uses), Policy 3.29, (Compatibility of adjoining large lot rural and agricultural uses), Policy 3.30 (Compatibility of residential uses adjacent to commercial and employment uses), and the Design Guidelines included in Chapter VI of the Specific Plan. In addition, all proposed commercial and employment uses will be subject to Design Review, which will permit the County to review proposed uses for compatibility with adjacent existing and proposed land uses and impose compatibility requirements. Some of the mitigation measures arising from chapters other than the Land Use chapter address potential land use incompatibilities. These include, for example, Mitigation Measure 4.2-6a related to alteration of views, Mitigation Measure 4.9-2 concerning control of stationary noise sources, and Mitigation Measure 4.9-4 designed to reduce traffic noise incompatibilities. The impact is ***less than significant*** without additional mitigation. (RDEIR, 4.1-46.)

The Specific Plan area is crossed by electric transmission and distribution lines. These existing lines are part of Western Area Power Authority ("WAPA"), Pacific Gas & Electric ("PG&E"), and Sacramento Municipal Utility District ("SMUD") systems. The three power line easement corridors are primarily designated as open space under the proposed Specific Plan, which restricts intensive forms of development immediately adjacent to or under the power lines. Other related types of development allowed under the power lines include a cemetery, religious site, and County corporation yard. The power line easements contain three 115kV transmission lines and seven 230kV transmission lines. In addition, a new 230/21Kv distribution substation for an approximately six-acre site will be located at the intersection of Palladay Road and A Street, contiguous to and west of the existing PG&E electric transmission line. (RDEIR, p. 4.1-54.)

The transmission lines and a substation would emit electric magnetic fields ("EMFs"). The substation, however, is substantially surrounded by non-residential land uses. In consultation with the California State Department of Health Services (DHS) (now the Department of Public Health) and electric power companies, the California Department of Education has established the following standards for locating public schools near high-voltage power transmission lines:

1. A minimum of 100 feet from the boundary of a 50-133kV line easement
2. A minimum of 150 feet from the boundary of a 220-230kV line easement
3. A minimum of 350 feet from the boundary of a 500-550kV line easement

(RDEIR, p. 4.1-54.)

344

According to the Land Use Plan contained in the Specific Plan, the property lines of proposed school sites will be more than 200 feet from the existing 230kV lines in the Specific Plan area. No proposed school sites are in the vicinity of the existing 115kV lines in the western portion of the Specific Plan area. (RDEIR, p. 4.1-54.)

Currently, there are no standards for locating residential uses near high-voltage power transmission line easements. The Land Use Plan, however, provides for a buffer of at least 80 feet between residential property lines and the 230kV power line easement that runs east-west through the Specific Plan area, and a buffer of at least 35 feet between residential property lines and the 115kV and 230kV power line easements that run north-south. With Mitigation Measure 4.1-6, any conflicts associated with the power lines will be ***less than significant.*** (RDEIR, pp. 4.1-54 - 4.1-55.)

Adjacent Agricultural Lands

Because development will occur over a number of years, it is anticipated that some owners of land within the Specific Plan area will choose to retain their land in agriculture for a period of time while neighboring parcels may choose to develop. In addition, properties surrounding the Specific Plan area (including the SPA) could remain in agriculture for some period of time. This has the potential to place incompatible land uses in proximity to one another. (RDEIR, p. 4.1-55.)

Although the *Placer County General Plan* contains standards for buffers between agriculture and other uses, the buffers are designed to be retained in perpetuity, depending on their width and size, and would not be workable where landowners have approved entitlements that could be exercised at any time, such as properties within the portion of the Specific Plan area proposed for urban development. (RDEIR, p. 4.1-55.)

Properties north of Baseline Road are currently designated for Agriculture and properties within the SPA will remain in an Agriculture designation. Some of the affected area north of Baseline Road is within proposed urban development areas, including the Sierra Vista Specific Plan area and the possible future Curry Creek Community Plan area. These areas are separated from the Specific Plan area by a major thoroughfare: Baseline Road. Most of the affected area north of Baseline Road is currently used for grazing and is not actively cultivated. For grazing or pasture land, the General Plan establishes a 50 to 200-foot buffer. The setback provided by the future Baseline Road right-of-way (approximately 100 feet) will satisfy this buffer requirement. South of the Specific Plan area is the Elverta Specific Plan area and other development projects within the *Dry Creek/West Placer Community Plan* area. West of the Specific Plan area are properties designated for development by Sutter County. (RDEIR, p. 4.1-56.)

The area north of the Riego area would be buffered by the SPA and is unaffected by Specific Plan development; however, the Agricultural Preserve area along Baseline Road and the southern and eastern perimeter of the SPA would potentially be affected, and

345

is subject to General Plan established agricultural buffers. The Specific Plan contains policies – (Policy 3.1) Urban/Rural Transitions, (Policy 3.2) Aerial Spraying Conflicts, and (Policy 7.17) – designed to buffer agricultural lands and the SPA from incompatible uses. Specific Plan policy (Policy 7.17) provides for a minimum 50-foot separation between Specific Plan uses and the SPA, and provides for stepped down densities approaching or adjoining agricultural uses. (RDEIR, p. 4.1-56.)

The majority of the SPA adjacent to the Specific Plan area is used as pasture. The General Plan requires a 50-foot residential exclusion area and a 50- to 200-foot buffer for other uses under such circumstances (the appropriate distance may be established anywhere within this range by a specific plan). All proposed uses adjacent to the SPA are residential or open space in nature. (RDEIR, p. 4.1-56.)

The area within the Elverta Specific Plan area that is adjacent to the Placer County line is proposed for an Agricultural Residential designation with a 1- to 5-acre minimum parcel size. In recognition of this, the PVSP includes a 200-foot wide open space buffer adjacent to the Elverta Specific Plan area. East of the Elverta Specific Plan area the open space buffer narrows to 50 feet and is generally adjacent to Gibson Ranch Park. There is, however, an area of existing private open space between the Placer Vineyards Specific Plan and Gibson Ranch Park that is approximately 200 feet wide at its western extremity and tapering to a point as it approaches Dry Creek at the east end of the parcel. The parcel does not appear to be used agriculturally and, therefore, the narrower buffer does not present an agricultural land use conflict issue. (RDEIR, p. 4.1-56.)

Within areas designated for urban development, the County's Right to Farm Ordinance is still available to protect those continuing in agriculture and the State's nuisance laws are also still available to protect homeowners and the County. For the SPA, where agriculture will continue, Specific Plan policies meet the standards prescribed by the General Plan. Other buffer areas have also been proposed with Sacramento County. Because the Board of Supervisors adopted the proposed amendments to General Plan policies 1.H.5 and 1.H.6, as well as amendments to narrative language on page 21 of the General Plan, as a matter of policy, the potential conflicts no longer exist. (RDEIR, p. 4.1-57.) No mitigation measures are required for this ***less than significant*** impact. (RDEIR, p. 4.1-57.)

Consistency with Other Land Use Plans

From a General Plan consistency standpoint, the primary issue was whether the PVSP was consistent with Exhibit 1 of the *Dry Creek/West Placer Community Plan*, as adopted as part of the County's 1994 General Plan Update. Exhibit 1 provided standards for development of the Specific Plan area. Maximums were established for the number of dwelling units as well as for commercial and industrial acreage. The Revised Draft EIR includes a lengthy discussion as to why the PSVP did achieve consistency with Exhibit 1. (RDEIR, pp. 4.1-46 – 4.1-49.)

346

Consistency with proposed Placer County Conservation Plan

Placer County, CDFW, USFWS, and the National Marine Fisheries Service of the National Oceanic and Atmospheric Administration ("NOAA") entered into a Natural Community Conservation Plan ("NCCP") Agreement on September 10, 2001. The agreement concerns the development of joint conservation plans under the California Natural Community Conservation Planning Act and the federal Endangered Species Act for the Placer Legacy Program. The parties agreed that projects, actions, and activities proposed or implemented within areas covered by the Agreement during preparation of the corresponding Natural Community Conservation Plan/Habitat Conservation Plan ("NCCP/HCP") should not compromise its successful development or implementation. The parties further agreed that interim projects should not be delayed solely due to preparation of the NCCP/HCP. The agreement established interim project review guidelines, and the Specific Plan was subject to the guidelines included in the Agreement. The Specific Plan area was not been identified as an area for protection under the Placer Legacy Program. No mitigation measures are required for this ***less than significant*** impact. (RDEIR, p. 4.1-49.)

September 2012 Amendments to Mitigation Monitoring Program

As noted earlier, in 2007 three lawsuits were filed against the County, in which the petitioners alleged that the multi-volume EIR was approved in violation of CEQA. After the County prevailed in the trial court, all three of the cases settled while the cases were on appeal. The settlement for two of the lawsuits, filed by the Sierra Club and two labor union members respectively, involved the changes to adopted mitigation measures for biological resources. These changes were requested by the Sierra Club, and represented a *strengthening* of the originally-adopted mitigation measures. The Board of Supervisors approved these changes in September 2012.

As also explained earlier, Resolution 2012-211, as adopted by the Board of Supervisors, explained the applicants' reasons for seeking the amendment as follows: "the Placer Vineyards Specific Plan (PVSP) proponents seek modifications to the 2007 PVSP MMRP to incorporate revisions to approved mitigation obligations with respect to disturbance of the natural resources within the Specific Plan area and corresponding text revisions in the EIR. *The intent of the proposed revised mitigation strategy is render the mitigation for impacts of the PVSP project to open space, agricultural land and biological resources compatible with the proposed Placer County Conservation Plan (PCCP).* The strategy proposes a regional approach to conservation of agricultural land, wetlands and habitat that will complement efforts to avoid and/or minimize impacts on the project site for key components of the· aquatic system, rare habitat and individual species. By tying the mitigation to those proposed under the proposed PCCP, the goal is to contribute towards a regionally important expanse of contiguous private and public land that will continue to support agricultural use, meet species needs in the long-term and aid recovery objectives outlined in the proposed PCCP."

347

NEW EFFECTS OF ROAD CLOSURE PROJECT

The proposed road closure project including the widening of West Dyer Lane, would not affect any of the conclusions set forth above, or exacerbate any environmental impacts associated with land use issues. The proposed closure would involve very little in the way of physical construction, and very minimal ground disturbance. The proposed project would not adversely affect the placement or locations of various land uses within the PVSP or how the PVSP relates to and interacts with adjacent land uses. Although the proposed widening of West Dyer Lane near the intersection of West Dyer and Watt will encroach into areas previously identified for parks and commercial/mixed use, the widening will not create any incompatibilities with those uses. Rather, such encroachment will only affect the amount of frontage associated with those adjacent land uses.

Indeed, the environmental effects of the closure will actually be *beneficial* with respect to the issue of land use compatibility, in that reduced traffic on Lotus Road will help residents along that road and in the SPA area to continue to enjoy their rural quality of life without the addition of through traffic associated with the PVSP.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
11. Mineral Resources. Would the Project:					
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	PVSP RDEIR, vol. 1, p. 4-5-6.	No	No	No	None
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	PVSP RDEIR, vol. 1, p. 4-5-6.	No	No	No	None

Discussion:

EIR BACKGROUND

Land in the Specific Plan area is classified as Mineral Resource Zone 4 ("MRZ-4"). MRZ-4 is defined as areas of no known mineral occurrence where geologic information does not rule out either the presence or absence of significant mineral resources. No mineral

348

extraction operations are reported to exist within the Specific Plan area. Furthermore, no oil or natural gas fields are known to exist within the Specific Plan area. (RDEIR, p. 4-5-6.)

NEW EFFECTS OF ROAD CLOSURE PROJECT

The proposed road closure project including the widening of West Dyer Lane, would not result in any new significant effects or any substantial increase in the severity of a previously identified significant environmental effect relating to the potential loss of mineral resources. No such resources exist in the PVSP area, and neither the northerly closure nor the southerly closure and associated improvements will change that fact.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
12. Noise. Would the project result in:					
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	PVSP RDEIR, vol. 2, pp. 4.9-15 – 4.9-21	No	No	No	MM 4.9-2; MM 4.9-3; MM 4.9-4
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	N/A	No	No	No	N/A
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	PVSP RDEIR, vol. 2, pp. 4.9-15 – 4.9-21	No	No	No	MM 4.9-2; MM 4.9-4
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	PVSP RDEIR, vol. 2, pp. 4.9-16 – 4.9-17	No	No	No	MM 4.9-3
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	PVSP RDEIR, vol. 2, pp. 4.9-14 – 4.9-15	No	No	No	None
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working	N/A	No	No	No	None

in the project area to excessive noise levels?					

Discussion: The Revised Draft EIR for the PVSP found the following significant unavoidable effects relating to noise:

- Off-site noise levels due to traffic generated by development of the Specific Plan area could be substantial resulting in noise levels that adversely affect sensitive receptors at one or more locations. (RDEIR, p. 4.9-19.)

- The Specific Plan will contribute to cumulative increases in off-site noise levels due to traffic. . (RDEIR, p. 4.9-21.)

EIR BACKGROUND

Airport-related Noise

There are no private airports in the vicinity of the Specific Plan area. The nearest public use airport is located on the former McClellan Air Force Base. Although the latter facility is too far away to create safety hazards within the PVSP, it was close enough to require an analysis of potential noise impacts.

The Revised Draft EIR cited the Final Supplemental EIR ("SEIR") for the McClellan Air Force Base Draft Final Reuse Plan, which analyzed aircraft noise exposure in the airport environs for future conditions in accordance with the methodology for preparing aircraft noise exposure maps contained in Part 150 of the Federal Aviation Regulations ("FAR") promulgated by the Federal Aviation Administration ("FAA"). The SEIR concluded that at buildout of McClellan Park, the total area within the 65 dBA CNEL contour would decrease from approximately 10,000 acres to 1,000 acres, and the residential area would decrease from approximately 2,400 acres to 23 acres. (RDEIR, pp. 4.9-14 to 4.9-15.)

A comparison of projected operations with baseline information in the SEIR shows that the percentage of evening operations would be reduced from 16.5% of total operations to approximately 8% in 2009, and 9% in 2022. Because total operations under both interim and buildout conditions would be reduced from baseline conditions, however, the actual number of operations during all periods except nighttime operations would be reduced. (RDEIR, p. 4.9-15.)

Figures 4.9-4 and 4.9-5 in the Revised Draft EIR show the noise contours for McClellan Park noise exposure for 2009 and 2022, respectively. Both figures show that the Specific Plan area will be outside the 60 dB CNEL contour in 2009 and 2022. Since the standard of significance is 60 dB DNL, aircraft noise impacts due to possible future McClellan Park activities will be ***less than significant***. No mitigation measures are required. (RDEIR, p. 4.9-15.)

350

PVSP-related Noise Impacts

Construction Noise

During the construction of the PVSP, noise from construction activities within the Specific Plan area and from off-site roads, water and sewer lines and related infrastructure will potentially affect noise-sensitive land uses in the immediate area. Activities involved in construction will generate noise levels at 50 feet. Construction activities will potentially affect noise-sensitive land uses in the immediate area. Construction activities, however, will be temporary in nature and will most likely occur only during the daytime hours. Construction noise could result in annoyance or sleep disruption for nearby residents if nighttime operations were to occur, or if equipment is not properly muffled or maintained. These impacts are potentially significant. Construction-related noise impacts, howver, can be reduced to a ***less than significant*** level by implementing Mitigation Measure 4.9-3. (RDEIR, pp. 4.9-16 - 4.9-17.)

Operational Noise

Noise sources commonly associated with commercial/business park property and other stationary activity include air conditioning units, trash compactors, fans, compressors, heavy equipment operation, and truck deliveries. In addition, schools and public parks can cause excessive noise generated by the presence of playgrounds, public gatherings, alarms, and bells. Fire stations can also generate excess noise related to alarms, sirens, and equipment use. Depending on the specific noise sources associated with the use and their proximity to noise-sensitive uses, impacts are potentially significant. (RDEIR, p. 4.9-15.)

Wastewater treatment plants and sewer lift stations generate some noise during operations, typically from fans, pumps and odor scrubbers. Although the location of equipment to be added to the DCWWTP site is unknown, Roseville Regional Wastewater Treatment Service Area Master Plan Draft EIR stated that the nearest sensitive receptor to noise-generating equipment was approximately 500 feet. (RDEIR, p. 4.9-15.) With the type of equipment used at the DCWWTP, the effect was found to be ***less than significant*** (noise would be about 44 dB DNL at the nearest sensitive receptor with a threshold of 60 dB DNL). (RDEIR, p. 4.9-16.)

In the event wastewater from service Shed A within the PVSP is directed to the DCWWTP, a major lift station will be necessary in the western portion of the Specific Plan area in the vicinity of 20th Street. Land uses on two sides of the lift station will be in open space and parks; however, to the north and east, the site will be proximate to residential uses. Noise impacts could also occur in proximity to the two proposed lift stations to be constructed and operated between the Specific Plan area and the DCWWTP. Although both lift stations are off-site and in an open space area, they will eventually be proximate to sensitive receptors in the Riolo Vineyards and Silver Creek developments. Noise impacts from sewer lift stations in proximity to sensitive receptors are potentially significant.

351

Commercial uses, business parks, schools, public parks, fire stations, lift stations, the County corporation yard and other stationary source noise impacts, however, can be reduced to a ***less than significant*** level by implementing Mitigation Measure 4.9-2. (RDEIR, p. 4.9-16.)

Traffic-related Noise

Table 4.9-5 in the Revised Draft EIR shows traffic noise levels at 75 feet from road centers and distances to noise contours within Specific Plan area for Existing Plus Project development conditions. The 75-foot distance represents the nearest possible location of a noise-sensitive receptor to the road, and therefore represents worst-case potential noise exposure. Appendix K of the Revised Draft EIR contains calculation sheets for determining noise contours. (RDEIR, p. 4.9-17.)

Table 4.9-5 shows that worst-case traffic noise levels within the Specific Plan area will exceed 60 dB DNL along all study roads. Most of these roadway segments will be fronted by nonresidential uses, which will be subject to noise levels in excess of the Specific Plan standard for such uses (70 dB DNL). Residential uses are planned along the easternmost segment of Baseline, and along Walerga and Watt Avenue. Noise levels in these areas would exceed the County (and Specific Plan) standard by 3 to 11 dB. The Specific Plan requires noise studies in areas that will be subjected to noise levels above County or Specific Plan standards.

The Specific Plan also requires appropriate design and construction techniques to achieve the interior noise standards for residential uses. Furthermore, the Specific Plan requires the submission of site-specific noise studies as part of the Subsequent Conformity Review process described in Chapter Two of the Revised Draft EIR. This is a potentially significant impact. (RDEIR, pp. 4.9-17 to 4.9-18.)

On-site traffic noise impacts could be reduced by construction of noise barriers where sensitive land uses abut roads producing significant noise levels. In some locations, this approach could require sound attenuating barriers in excess of 10 feet in height, depending on lot design and final grading. The policies of the *Placer County General Plan*, however, discourage the use of sound walls. The General Plan instead encourages the use of setbacks, building orientation, noise barriers, and the standard noise mitigation strategies contained in the *Placer County Acoustical Design Manual*. The General Plan (Policy 9.A.12) further provides that where noise mitigation measures are required to achieve adopted standards, the emphasis shall be placed upon site planning and project design. The use of noise barriers shall be considered only after all other practical design-related noise mitigation measures have been integrated into a project. In response to the General Plan, the Specific Plan limits the use of sound walls for noise mitigation purposes and encourages the use of a combination of noise barriers, including berms and landscaping in combination with lower height walls. All future noise attenuating barriers will be required to comply with the Specific Plan, including the size of landscape lots (setbacks) along major roadways. Implementation of Mitigation Measure 4.9-3 will reduce on-site traffic noise impacts to a ***less than significant*** level by ensuring that interior and exterior noise standards are achieved. (RDEIR, p. 4.9-18.)

352

RDEIR Table 4.9-6 shows off-site traffic noise levels for Existing Plus Specific Plan area development conditions along some of the major roadways in proximity to the project. As shown in RDEIR Table 4.9-2, noise levels along the roadways identified would increase by 0 to 15 dB. The largest increase, on 16th Street, will be 15 dB, which is substantial. In addition, it is possible that other roadways more distant from the PVSP area and outside the jurisdiction of Placer County may also experience increases in noise levels that could affect sensitive receptors. This is considered a significant impact. (RDEIR, p. 4.9-18.)

Alternatives for mitigating traffic noise at existing off-site sensitive receptor locations are construction of sound walls/barriers, relocation or demolition of adversely affected residences, and sound insulation of adversely affected residences. Usually, construction of sound walls is the most practical and cost-effective way to reduce traffic noise levels where such walls are feasible. However, some of the roadways that will be subject to traffic noise increases due to the Specific Plan area already have sound walls in place. (RDEIR, p. 4.9-19.)

The scattered residences located along 16th Street north of Elverta Road have access to Elverta Road. A sound wall would block their access and therefore would not be feasible. This condition could also exist along other roadways outside the immediate PVSP area. Other means of mitigation (e.g., demolition or sound insulation) for this type of off-site noise impact are usually considered undesirable. In some locations, it may be feasible to install sound walls where none exists; however, in-depth discussions will be required with affected landowners to determine the desirability of such modifications. (RDEIR, p. 4.9-19.)

Some of the affected residences along 16th Street and others more distant from the Specific Plan area will be located in and under the jurisdiction of Sutter County, Sacramento County, and/or the City of Roseville; and Placer County cannot compel these jurisdictions to adopt or implement mitigation measures. However, no feasible mitigation measures have been identified. Therefore, the potential noise impacts due to off-site traffic increases are considered ***significant and unavoidable***. (RDEIR, p. 4.9-19.)

Cumulative Traffic Noise

RDEIR Table 4.9-8 shows off-site traffic noise levels for 2025 Plus Specific Plan area development conditions along some of the major roadways in proximity to the Specific Plan. A comparison of Tables 4.9-6 and 4.9-8 shows that, even without the Specific Plan, noise levels on study roadways would increase by 1 to 15 dB, which would be a significant cumulative impact. The Specific Plan will not have a measurable effect on noise along most of the study roadways, but will increase noise levels by 1 to 3 dB on several segments, including 16th Street, which is projected to experience an increase from 49 dB DNL under existing conditions to 67 dB DNL under cumulative plus Specific Plan conditions. In addition, it is possible that other roadways more distant from the PVSP area and outside the jurisdiction of Placer County may also experience an increase in noise level that could affect sensitive receptors. Therefore, the Specific Plan will contribute substantially to cumulative noise increases, and this cumulative impact would be

significant, and the project's contribution would be ***cumulatively considerable***. (RDEIR, p. 4.9-20.)

As discussed above, the scattered residences located along 16th Street north of Elverta Road have access to Elverta Road. A sound wall would block their access and therefore would not be feasible. In some locations it may be feasible to install sound walls where none exist; however, in-depth discussions would be required with affected landowners to determine the desirability of such modifications. Other means of mitigation (e.g., demolition or sound insulation) for this type of off-site noise impact are usually considered undesirable. (RDEIR, p. 4.9-21.)

Some of the affected residences along 16th Street and others more distant from the PVSP will be located in and under the jurisdiction of Sutter County, Sacramento County, and/or the City of Roseville; and Placer County cannot compel these jurisdictions to adopt or implement mitigation measures. Moreover, no feasible mitigation measures have been identified. Therefore, off-site cumulative noise impacts from off-site traffic increases are ***significant and unavoidable***. (RDEIR, p. 4.9-21.)

NEW EFFECTS OF ROAD CLOSURE PROJECT

The proposed road closure project including the widening of West Dyer Lane, would involve very little in the way of noise-generating physical construction, and very minimal noise-generating ground disturbance. The installation of new gates, the creation of turnaround areas, and the widening of West Dyer Lane near the intersection of West Dyer and Watt will all generate some amounts of construction-related noise, but the duration will be very limited, and all of these activities will be subject to time-of-day limitations found in the "Standard Construction Noise Conditions of Approval" published by the Placer County Department of Environmental Health Services. (See RDEIR, p. 4.9-13.) There is no reason to expect that such geographically and temporally limited noise would give rise to any new significant construction-related noise impacts beyond those already identified in the 2007 EIR or to any substantial increases in the severity of any significant unavoidable construction-related noise impacts identified therein.

As explained earlier, Fehr and Peers produced two technical memoranda addressing the traffic-related effects of a two-closure scenario. (See Exhibits B and C attached hereto.) The consultant concluded that, with mitigation, no new significant traffic-related effects would result, although traffic patterns would be affected in relatively minor respects. Because the two-closure scenario would make Locust Road unavailable to some travelers who would otherwise have been able to use it as the most direct route to and from particular destinations beyond the proposed points of closure, the proposed project would increase the traffic on certain streets that would provide alternative routes for such travelers. As a theoretical matter, then, traffic-related noise might increase on such streets. Any such increase in traffic-related noise, however, would be minimal, and probably imperceptible, as the amount of traffic at issue is small. For this reason, any increase in traffic-related noise would not cause a significant new noise impact or represent a substantial increase in the severity of a previously-identified significant unavoidable noise effect requiring major revisions to the PVSP EIR.

354

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
13. Population and Housing. Would the Project:					
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	PVSP RDEIR, vol. 2, pp. 4.10-7 – 4.10-9	No	No	No	None
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	PVSP RDEIR, vol. 2, p. 4.10-28	No	No	No	None
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	PVSP RDEIR, vol. 2, p. 4.10-28	No	No	No	None

Discussion: The Revised Draft EIR for the PVSP found the following significant unavoidable effect relating to population and housing:

- Buildout of the proposed Specific Plan could promote an imbalance of jobs and housing in both the regional and project level context. (RDEIR, p. 10-26.)

EIR BACKGROUND

Increased Population

The Placer County Board of Supervisors adopted the current *Placer County General Plan* on August 14, 1994 (Resolution No. 94-237). The Board also adopted a Resolution amending the *Dry Creek/West Placer Community Plan* to include the West Placer Specific Plan area (Resolution No. 94-238). As part of the latter resolution, the Board found that the General Plan Environmental Impact Report had adequately addressed the amendment to the *Dry Creek/West Placer Community Plan.* (RDEIR, p. 4.10-7.)

As discussed in Exhibit 1 to Resolution No. 94-238, the Specific Plan area was envisioned to be a mixed-use community including

355

residential, retail commercial, and business/professional uses, as well as public facilities such as parks, schools, and open space. The resolution and exhibit indicated development in the Specific Plan area would accommodate a maximum of 14,132 dwelling units "... although this number may not be realized due to site constraints, inclusion of buffers, and other factors that may limit developable land." (RDEIR, p. 4.10-7.)

The 1994 *Placer County General Plan EIR* did not attempt to estimate the additional population attributable to the additional housing units in the *Dry Creek/West Placer Community Plan.* The Background Report for Housing, however, indicated that the number of persons per household varied in the unincorporated areas of the County based on type of housing, and whether the housing was renter-occupied. Based on an anticipated decrease in the number of persons per household, the Background Report used 2.5 persons per household for the growth scenarios in the General Plan. Given the Specific Plan's 14,132 dwelling units at full buildout, an approximate population increase of 35,000 persons will result if it is assumed, consistent with the 1994 Background Report, that 2.5 persons will reside in each household. (RDEIR, p. 4.10-7.)

The PVSP allows the construction of 14,132 residential units, which is the maximum identified in the referenced General Plan resolution for the Specific Plan area. As noted in Table 4.10-2 of the RDEIR, the projected increase in population in the Specific Plan area based on the Specific Plan projections is 34,762. This calculation appears reasonable based on the form and type of development proposed. (RDEIR, p. 4.10-8.)

This increase is consistent with the *Placer County General Plan* when considered in light of the planned increases in population projected for the Specific Plan area at the time the General Plan was adopted. The EIR for the *Placer County General Plan* assumed a population of approximately 35,000 for the Specific Plan area, and a population forecast for the total unincorporated area of 142,235 by 2010, which would be an increase of 37,546 above the County's 2005 unincorporated area population. (RDEIR, p. 4.10-8.)

The 1994 *Placer County General Plan EIR* acknowledged that an increase in population would not, by itself, directly result in adverse environmental impacts. The General Plan EIR pointed to policies and standards in the General Plan that will help to minimize potential population-related impacts by providing a comprehensive framework for the preparation of individual specific plans, as considered here. (RDEIR, p. 4.10-8.)

The increase in population that will result from full buildout of the Specific Plan area has been planned, and will not be significant when viewed in the context of other development planned in Placer County. The population increases that would result from development pursuant to the Specific Plan are consistent with regional growth projections, and will not result in unplanned or concentrated growth. The increase in population resulting from development of the Specific Plan is, therefore, ***less than significant.*** No mitigation measures are required. (RDEIR, pp. 4.10-8 to 4.10-9.)

356

Displacement of Existing Rural Residences and Residents

No housing units within the Riego community area will be lost due to implementation of the PVSP; however, there are some scattered farmsteads/rural residences in the balance of the Specific Plan area that could ultimately be removed as the Specific Plan builds out, including those affected by widening of roads. It is estimated that fewer than ten residences would require removal. This is a ***less than significant impact***. No mitigation measures are required. (RDEIR, p. 4.10-28.)

Jobs/Housing Balance

An adequate jobs/housing balance is desirable because a lack of affordable housing close to urban job centers tends to encourage traffic congestion and environmental pollution. Locating affordable residential development long distances from job centers results in greater commuting time, and could eventually promote development that encroaches on open space and agricultural land. The jobs/housing balance is an objective that promotes development that locates housing and employment opportunities in reasonable proximity to each other. Because economic factors, personal choice and other factors are involved, the effort is by nature imprecise. (RDEIR, pp. 4.10-24 to 4.10-25.)

It is typical for residential areas to be built in significant numbers prior to construction of employment-generating uses (e.g., commercial, industrial). Until the employment-generating uses are constructed and operating, the lack of jobs/housing balance will result in physical impacts on the environment, including traffic and air quality impacts. In the case of Placer Vineyards, housing is being created early in the process, but the mix of uses will become more balanced over time as commercial and office uses are developed. By Specific Plan buildout, it is projected that the Specific Plan would result in production of 14,132 dwelling units, but approximately 7,594 jobs would also be created; therefore, at full buildout the ratio of jobs to housing will be approximately 0.54 jobs per dwelling unit. (RDEIR, p. 4.10-25.)

Because the data indicate that dwellings usually house more than one worker, there will be a substantially higher number of dwellings built than will be needed to respond to the housing demand created by new employment within the Specific Plan area. The Plan area, however, is located near other growing employment centers such as McClellan Park and the City of Roseville, which could help to offset this imbalance. For example, the redevelopment plan for McClellan Park anticipates the generation of approximately 35,000 new jobs at full buildout. The jobs/housing balance inquiry is useful in assessing the need for housing in a community, the source of the housing demand, and the possible impact of creation of new jobs on the housing market. The analysis is affected by many complex economic factors, including the economic characteristics of surrounding communities, the health of the local and national economies, and the changing desires and attitudes of individuals in the marketplace. According to U.S. Census 2004 estimates, there are

approximately 1.24 wage earners per household in Placer County (145,865 employed individuals/117,350 households). This would indicate that the number of jobs to be generated on-site will be insufficient to maintain a healthy jobs/housing balance. Given the nature of the inquiry and the context (a specific plan adjacent to significant existing and proposed employment centers in three counties), however, the long-term impact of the PVSP on the jobs/housing balance is not so substantial that it will clearly affect the physical environment by generating new and substantial demand for jobs that are not otherwise planned.

The long-term impact will be ***less than significant***. The short-term impact, however, will be ***significant and unavoidable***, because it could lead to more and longer commutes to work in the near-term, contributing to air, noise, traffic, and public services (roadway maintenance) impacts. No mitigation measures are available. (RDEIR, p. 4.10-26.)

NEW EFFECTS OF ROAD CLOSURE PROJECT

The proposed road closure project would have no effect whatsoever on the population levels, mix of land uses, or timing of development within the PVSP, as it will not affect the ultimate housing supply or other land uses within the Specific Plan area or contribute to the displacement of any farmsteads or rural residences.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
14. Public Services.					
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire protection?	PVSP RDEIR, vol. 2, pp. 4.11-4 – 4.11-12	No	No	No	MM 4.11.2-1; MM 4.11.2-2; MM 4.11.2-3
Police protection?	PVSP RDEIR, vol. 2, pp. 4.11-	No	No	No	MM 4.11.3-1; MM 4.11.3-2;

	12 – 4.11-18				MM 4.11.3-3
Schools?	PVSP RDEIR, vol. 2, pp. 4.11-18 – 4.11-26	No	No	No	None
Parks?	PVSP RDEIR, vol. 2, pp. 4.11-126 – 4.11-163	No	No	No	MM 4.11.13-1; MM 4.11.13-3 MM 4.11.13-4
Other public facilities?	PVSP RDEIR, vol. 2, pp. 4.11-109 – 4.11-126	No	No	No	MM 4.11.10-1; MM 4.11.10-2 [electricity and natural gas]; MM 4.11.12-1 [library services]

Discussion:

EIR BACKGROUND

Fire Protection

At full buildout, the Specific Plan may include as many as 14,132 dwelling units and as much as 3,619,618 square feet of new commercial space. This development will convert the Specific Plan area from existing large lot rural residential/agriculture to urban uses over the next 20 to 30 years. Development pursuant to the Specific Plan will result in the need for additional personnel to provide fire protection and emergency medical services to serve the Specific Plan area. Staffing of the proposed fire stations in the Specific Plan area may not meet Placer County level of service standards; therefore, this impact is potentially significant. Implementation of Mitigation Measure 4.11.2-1, however, will reduce the impact of increased demand on fire services and personnel to a ***less than significant*** level. (RDEIR, p. 4.11-8.)

Development of the Specific Plan area will also result in the need for additional fire protection infrastructure, including new fire stations, trucks, and equipment necessary to provide fire protection services. The Placer County Fire Department has indicated that the Specific Plan traffic plan and location of fire stations must provide an initial four-minute delivery of service from receipt of call to 95% of the residential population with support from an additional company within eight minutes. All commercial or industrial areas must have the same initial response, have two companies within six minutes, and three companies within ten minutes. The Placer County Fire Department proposes to provide fire engine-based paramedic and Advanced Life Support Services (ALS) with American Medical Response ("AMR") or other ambulance service providing emergency medical transport. The County intends to meet or exceed ALS services provided by Roseville. The need for additional fire protection infrastructure and equipment in the Specific Plan

359

area is a potentially significant impact. Implementation of Mitigation Measure 4.11-2 will reduce the impact on fire protection to ***less than significant*** level by ensuring that adequate fire protection infrastructure, including new fire stations, trucks, and equipment, is available in a timely manner. (RDEIR, p. 4.11-9.)

The introduction of development and people to the Specific Plan area could create additional fire hazards in proposed open space, wetland preserves, stream corridors, landscaped areas, utility corridors, and/or large lot residential areas. As more development occurs, the potential to restrict access to open space areas for fire suppression and fuels management increases. As more people and activities are present in the area, the potential for wildland fires increases. This is a potentially significant impact. Mitigation measure 4.11.2-3, however, will reduce the impact on wildland fires to a ***less than significant*** level. (RDEIR, p. 4.11-10.)

Police Protection

The Specific Plan will include a total buildout of as many as 14,132 dwelling units. According to persons-per-household rates contained in the Specific Plan, the PVSP will house approximately 34,762 people at buildout. This addition to the County's population will require between 38.2 and 49.4 sworn officers, 3.8 non-sworn officers and between 1.9 and 2.9 support staff. An estimated total of 43.9 to 56.1 employees will be needed at full buildout. (RDEIR, pp. 4.11-14 to 4.11-15.)

Development pursuant to the Specific Plan will increase the demand for additional sworn and non-sworn officers and support staff to adequately serve the Specific Plan area. The County has estimated that the required new Sheriff's substation will generate, at a minimum, a need for specific support staff as follows: 1 Administrative Secretary, 4 Administrative Clerks, and 1 Equipment Worker. This demand for sworn and non-sworn officers, and support staff is a potentially significant impact. (RDEIR, p. 4.11-15.) Implementation of Mitigation Measure 4.11.3-1, however, will reduce this impact to a ***less than significant*** level. (RDEIR, p. 4.11-15.)

The Specific Plan will ultimately result in the demand for between 42.0 and 53.2 new sworn and non-sworn officers will result in a need for between 16.8 and 21.3 vehicles as well as equipment and new law enforcement facilities to house the additional personnel. (RDEIR, p. 4.11-15.)

The Specific Plan will co-locate a Sheriff's substation with other County administrative offices within the Town Center south of Baseline Road and east of 16th Street. The County has indicated that a substation approximately 19,000 square feet in size open 80 hours per week will be required to serve the Specific Plan area. The County has made specific recommendations regarding vehicles, equipment, and facilities. This is a potentially significant impact. Implementation of Mitigation Measure 4.11.3-2, however, will reduce this impact to a ***less than significant*** level. (RDEIR, p. 4.11-16.)

360

Schools

The number of students to be "generated" in the Specific Plan area was determined by the number of residential units in the Specific Plan area multiplied by student generation rates of the local school districts. At buildout, the Specific Plan area will generate approximately 8,273 new students in the region. As of 2007, existing educational facilities were unable to accommodate the projected growth from the Specific Plan area; therefore, the Specific Plan sets aside 140 acres of land for school district acquisition for the development of six elementary schools, two middle schools, and one high school located throughout the Specific Plan area. School location, sizes and enrollment capacities are based on the Center Unified School District's Master Plan criteria. Elementary schools are to be located in the center of neighborhoods, yet off major streets, while providing for easy access. Schools are located adjacent to open space corridors to allow for pedestrian and bicycle access. (RDEIR, p. 4.11-24.)

Student enrollments projected by the Specific Plan are based on student generation rates provided by the Center Unified School District in 2005. According to these figures, 4,212 elementary students, 1,417 middle school students and 2,644 high school students will reside in the Specific Plan area upon full buildout, thereby totaling 8,273 students. A variety of factors have influenced the lowering of enrollment generation factors between 1996 and 2001. In this area, the closure of McClellan Air Force Base may have influenced this downward trend. Other factors may include better data, changes in demographics such as age, socio-economic levels, subsequent development, and type of development. Enrollment projection factors included in District Master Plans will continue to change with characteristics of the population throughout the development of the Specific Plan area. (RDEIR, pp. 4.11-24 to 4.11-25.)

Since Proposition 1A was passed by the voters and SB 50 was passed by the Legislature in 1998, school impact fees generated by new development are currently deemed sufficient mitigation of any impacts based on generation of students on school facilities. The impact is considered ***less than significant,*** provided school impact fees are collected pursuant to State law. (RDEIR, p. 4.11-25.)

Parks and Recreation

At full buildout, the Specific Plan area will have up to 14,132 residences and an estimated population of 34,762 living in the Specific Plan area. Based on this population, the County, in approving the Specific Plan in 2007, required a minimum 174 acres of improved parkland and 174 acres of passive parkland. (RDEIR, p. 4.11-160.) As explained earlier, these numbers were modified somewhat in Board of Supervisors actions taken in early 2015 based on the second addendum described earlier. These changes did not create any new significant effects or any substantial increase in any previously-identified significant effects.

As approved in 2007, the Specific Plan would have included 217 acres of active parkland and 714 acres of open space dedicated for active and passive recreation, which meets the County's standard. This was number was modified by Board of Supervisors actions taken in early 2015 based on the second addendum described earlier. Although it cannot be guaranteed that County residents will not use facilities in Roseville and Sacramento County (or vice versa), the Specific Plan will contribute its fair share toward park and recreational demand. In addition, sharing of facilities is viewed as desirable in some respects, and is the reason trail networks in Sacramento County, Placer County, and Roseville are to be connected. This is a ***less than significant impact*** for which no mitigation measures are required. (RDEIR, pp. 4.11-160 - 4.11-161.)

Existing park fees pay for park dedication and infrastructure only. Maintenance dollars will need to be provided to pay for maintenance costs. A County Service Area or other special district be formed to fund and maintain passive and active parks in the area. Lack of adequate funding for park maintenance is a potentially significant impact. Mitigation Measure 4.11.13-3 will reduce the impact of inadequate funding for park maintenance to a ***less than significant*** level. (RDEIR, p. 4.11-161.)

The Specific Plan buildout population of 34,762 will create a demand for community recreation facilities, including one community swimming pool, one gymnasium, a community center/recreation services facility, maintenance facilities, and administrative offices. These facilities should be located in each phase of the Specific Plan area to serve the residents, as demand is created. Lack of community recreation facilities to serve the Specific Plan area population could have an impact on similar facilities in Roseville and Sacramento County, and would be a significant impact. Implementation of Mitigation Measure 4.11.13-4, however, will reduce impacts related to community recreation facilities to a ***less than significant*** level. (RDEIR, p. 4.11-162.) (RDEIR, pp. 4.11-161 to 4.11-162.)

Other Public Facilities

Electrical and Natural Gas Service

Extensions of existing electrical facilities by both PG&E and SMUD are necessary to provide adequate electrical service to support the demands of the Specific Plan. SMUD indicates that it has developed or can develop the necessary capacity to serve its portion of the Specific Plan area. PG&E has the ability to provide electrical service for new development for approximately one year without the construction of new infrastructure. Much of the existing infrastructure capacity is being consumed by other developments in the vicinity of the PVSP. To serve the project, PG&E will construct a new substation. When new energy infrastructure is needed, there will be short-term construction impacts. To minimize impacts, development of onsite and off-site electrical infrastructure needs to occur concurrently with Specific Plan area development. (RDEIR, p. 4.11-114.)

362

In order to provide natural gas service to the Specific Plan area, new gas distribution feeder mains, regulator stations, and distribution and transmission lines will be needed. (RDEIR, p. 4.11-114.)

Energy supply can sometimes be surpassed by energy demand during peak usage times in California. Increased energy efficiency and conservation could reduce the need for additional power plants or other energy facilities that could cause undesirable environmental effects, as well as reducing costs for future homeowners and businesses. Energy efficiency measures may be used in the design of subdivisions and the location and design of commercial and residential properties. Title 24 of the California Code of Regulations addresses required energy efficiency measures for construction. These construction practices can reduce costs to homeowners and businesses over the long-term. The Specific Plan specifies that all residential units will be built to Title 24 standards. The Specific Plan also encourages integration of solar orientation and design of buildings. (RDEIR, p. 4.11-115.)

Natural gas and electrical consumption for the Specific Plan area will be 38,323,440 therms per year and 182 MW per year, respectively, upon full buildout. Since PG&E and SMUD report that they have the ability to supply the necessary energy to the Specific Plan area, this impact is considered ***less than significant.*** (RDEIR, p. 4.11-115.)

There are many sources of electrical energy, and it is likely that various sources would be used in the Specific Plan area at buildout. According to PG&E's 2004 Generation Portfolio, the company obtains energy from hydroelectric, nuclear and fossil facilities. According to SMUD's Power Content Label, this company obtains energy from natural gas, hydroelectric, coal, nuclear, geothermal, biomass, and waste, wind and solar facilities. (RDEIR, pp. 4.11-115 to 4.11-116.) In 2015, the California Legislature has passed legislation (Senate Bill 350) requiring that by 2030 at least 50 percent of California's electricity must be generated through renewable resources. (Pub. Utilities Code, § 399.11, subd. (a).) The energy mix used by both SMUD and PG&E will become "greener" over time. Implementation of Mitigation Measure 4.11.10-1 will reduce energy-related impacts to a ***less than significant*** level. (RDEIR, p. 4.11-116.)

Telecommunications/Cable Television

The development of the Specific Plan area will create an additional demand for cable television and telephone services. Assuming each residence had one connection each for cable television and one telephone connection, at full buildout a minimum of 28,264 residential connections will eventually be needed. Assuming that each acre of commercial land will require one cable television and one telephone connection, a minimum of 566 additional connections will eventually be needed, for a total of 28,830 connections. The cable TV needs in the Specific Plan area will be served by Comcast and/or other franchised cable service providers. Telephone service to the area east of Tanwood Avenue will be provided by SureWest Communications, and the area west of Tanwood Avenue will be

363

served by SBC. (RDEIR, p. 4.11-121.)

Additional services will be provided by private utility companies and/or Placer County franchise holders, and will be funded through customer user fees. In addition, the utility companies will be given the opportunity to review and comment on any new development within the PVSP requiring new service. Since the service providers are able to provide the service, the impacts of these services are ***less than significant.*** (RDEIR, p. 4.11-121.)

Installation of new cable and television lines is an integral part of Specific Plan buildout. Any physical impacts related to construction within the Specific Plan area are addressed in each of the topical areas contained in the EIR. No additional impacts related to the placement of telephone and cable utility lines have been identified. This impact is, therefore, ***less than significant.*** (RDEIR, p. 4.11-121.)

NEW EFFECTS OF ROAD CLOSURE PROJECT

The proposed road closure project, including the widening of West Dyer Lane, would not affect in any way the provision of any of the public services discussed above. Because the road closures will not increase the population within the Specific Plan area, the proposed project will not contribute to any increases in demand for fire service, police service, parks and other recreational facilities, energy facilities, or telecommunications or cable television facilities. Because the new structures would be designed with input from both the Placer County Fire Department and the Placer County Sheriff's Department, any potential impacts relating to fire and police response times will be minimized. Although the road closure will affect traffic circulation in a way that could incidentally affect response times by fire and police, any resulting effects on response times would be minimal and, in any event, are not environmental effects within the purview of CEQA. (See *City of Hayward v. Board of Trustees of the California State University* (2015) 242 Cal.App.4th 833, 843-848 [fire service impacts outside the scope of CEQA]; *City of Pasadena v. State of California* (1993) 14 Cal.App.4th 810, 829-834 [potential increases in crime are social effects outside the scope of CEQA].)

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
15. Recreation.					
a. Would the project increase the use of existing	PVSP RDEIR,	No	No	No	MM 4.11.13-1;

364

neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	vol. 2, pp. 4.11-159 – 4.11-163				MM 4.11.13-3 MM 4.11.13-4
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	PVSP RDEIR, vol. 2, pp. 4.11-159 – 4.11-163	No	No	No	MM 4.11.13-1; MM 4.11.13-3 MM 4.11.13-4
Discussion: See discussion above of impacts relating to Parks and Recreation.					

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
16. Transportation/Traffic. Would the project:					
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	PVSP RDEIR, vol. 2, pp. 4.7-34 – 4.7-54; 4.7-57 – 4.7-88; PRRDEIR, pp. 4.7-1 – 4.7-41	No	No	No	MM 4.7-2; MM 4.7-3; MM 4.7-4; MM 4.7-5; MM 4.7-6; MM 4.7-8; MM 4.7-9; MM 4.7-13; MM 4.7-14; MM 4.7-15; MM 4.7-16; MM 4.7-18; MM 4.7-19
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	N/A	No	No	No	None
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in	N/A	No	No	No	None

location that results in substantial safety risks?					
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	N/A	No	No	No	None
e. Result in inadequate emergency access?	PVSP RDEIR, vol. 2, pp. 4.11-4 – 4.11-5; 4.11-8 - 4.11-10; 4.11-14 – 4.11-17	No	No	No	See discussion below
g. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	PVSP RDEIR, vol. 2, pp. 4.7-54 – 4.7-57	No	No	No	MM 4.7-10

Discussion: The Revised Draft EIR for the PVSP found the following significant unavoidable effect relating to traffic and transportation:

- Buildout of the Specific Plan area will increase peak hour traffic volumes on study area intersections in the city of Roseville. (RDEIR, p. 4.7-43.)
- Buildout of the Specific Plan area will increase daily traffic volumes on study area roadways in Sacramento County. (RDEIR, p. 4.7-44.)
- Buildout of the Specific Plan area will increase peak hour traffic volumes on study area intersections in Sacramento County. (RDEIR, p. 4.7-46.)
- Buildout of the Specific Plan area will increase peak hour traffic volumes on study area intersections in Sutter County. (RDEIR, p. 4.7-49.)
- Buildout of the Specific Plan will increase peak hour traffic volumes on study area roadways and intersections that are part of the state highway system. (RDEIR, p. 4.7-51.)
- Buildout of the Specific Plan under Cumulative Plus Project conditions will increase daily traffic volumes on roadways in unincorporated Placer County. (RDEIR, p. 4.7-58.)

366

- Buildout of the Specific Plan under Cumulative Plus Project conditions will increase peak hour traffic volumes on study area intersections in unincorporated Placer County. (RDEIR, p. 4.7-69.)

- Buildout of the Specific Plan under Cumulative Plus Project conditions will increase peak hour traffic volumes on study area intersections in the City of Roseville. (RDEIR, p. 4.7-73.)

- Buildout of the Specific Plan under Cumulative Plus Project conditions will increase daily traffic volumes on study area roadways in Sacramento County. (RDEIR, p. 4.7-78.)

- Buildout of the Specific Plan under Cumulative Plus Project conditions will increase peak hour traffic volumes on study area intersections in Sacramento County. (RDEIR, p. 4.7-80.)

- Buildout of the Specific Plan under Cumulative Plus Project conditions will increase peak hour traffic volumes on study area roadways in Sutter County. (RDEIR, p. 4.7-83; PRRDEIR, p. 4.7-40.)

- Buildout of the Specific Plan under Cumulative Plus Project conditions will increase peak hour traffic volumes on study area intersections in Sutter County. (RDEIR, p. 4.7-84.)

- Buildout of the Specific Plan under Cumulative Plus Project conditions will increase peak hour traffic volumes on study area roadways that are part of the state highway system. (RDEIR, p. 4.7-85.)

- Mitigation measures implemented to reduce traffic impacts could adversely affect traffic in other jurisdictions. (RDEIR, p. 4.7-98.)

- Mitigation measures implemented to reduce traffic impacts could adversely affect the environment. (RDEIR, p. 4.7-99.)

EIR BACKGROUND

Issues Not Addressed

Because there are no private or public airports in the vicinity of the Specific Plan area, development under the Specific Plan will not cause or create the need for any changes in airport operations that could result in changes in air traffic patterns that might raise safety issues. The 2007 EIR did not address the possibility of any such safety issues, as it was clear there would not be any.

367

The EIR does not address whether the PVSP would "[s]ubstantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)." The issue was not relevant, as the Plan area is predominantly flat, and there were no engineering challenges in designing a safe road system for the Plan area. The roads will meet all applicable state and county standards. The County did not foresee any safety issues associated with potential conflicts with farm equipment.

Issues relating to emergency response were addressed in Chapter 4.11, entitled, "Public Services and Infrastructure." (See, e.g., RDEIR, pp. 4.11-4 – 4.11-5; 4.11-8 - 4.11-10; 4.11-14 – 4.11-17.) No significant unavoidable effects were identified.

Level of Service Impacts

The EIR includes very detailed analyses of the PVSP's impacts on transportation facilities in the unincorporated area of Placer County, the City of Roseville, Sacramento County, Sutter County, and the State Highway system, and includes mitigation requirements consisting of a series of physical improvements or financial contributions thereto. In particular, Mitigation Measures 4.7.2, as modified by other mitigation measures, requires the project proponents and Placer County to attempt in good faith to enter into agreements with Roseville, Sacramento and Sutter Counties, and Caltrans to try to ensure that the proponents will pay their fair share contributions to all required improvements necessitated in part by the PVSP. (See RDEIR, pp. 4.7-37 – 4.7-54; PRRDEIR, pp. 4.7-6 – 4.7-7.)

NEW EFFECTS OF ROAD CLOSURE PROJECT

As explained earlier, the County recently commissioned the transportation engineering firm of Fehr and Peers to undertake a Traffic Circulation Study to address two alternative roadway closures of Locust Road. The first analysis examined the ramifications of a closure of Locust Road at the northern Placer Vineyards boundary (as opposed to north *of* the boundary), while the second analysis examined the ramifications of both that proposed closure and an additional closure of Locust Road just south of the Placer Vineyards boundary. Two technical memoranda prepared by Fehr and Peers address these issues: one dated December 15, 2015; and the other dated February 22, 2016. Both of these memoranda are attached as Exhibits (B and C) to this Initial Study/Addendum.

Taken together, the two Fehr and Peers memoranda reached the following conclusions with respect to the two-closure scenario: first, that it would result in two new significant traffic effects at the intersection of Watt Avenue and Dyer Lane and on the portion of Dyer Lane from Watt Avenue to 11th Street; and second, that these two new significant effects could be mitigated to less than significant levels with proposed mitigation measures. The first proposed mitigation measure would be the installation of a second right-turn lane at the

368

eastbound approach to the intersection of Watt and Dyer. And the second mitigation measure would be the expansion of West Dyer Lane from four to six lanes from a point approximately 430 feet west of the West Dyer/Watt Avenue intersection all the way to that intersection. County staff considers both of these improvements to be feasible. Except for these two significant effects that can be mitigated to less than significant levels, Fehr and Peers found that no other significant traffic-related effects would occur under the two-closure scenario.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
17. Utilities and Service Systems. Would the project:					
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	PVSP RDEIR, vol. 2, pp. 4.11-33 – 4.11-57	No	No	No	MM 4.11-6-1; MM 4.11-6-2; MM 4.11-6-3;
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	PVSP RDEIR, vol. 2, pp. 4.11-49 – 4.11-52 [wastewater facilities]; 4.11-85 – 4.11-98 [recycled water system]; 4.3-138 – 4.3-141; 4.4-130 – 4.4-4.4-173; 4.4-175 – 4.4-191; 4.6-83 – 4.6-87; 4.11-163 – 4.11-175 [operation of water facilities]	No	No	No	MM 4.11-6-3; MM 4.11.8-3 [recycled water]
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	PVSP RDEIR, vol. 2, pp. 4.11-98 – 4.11-109	No	No	No	MM 4.11.9-1

369

d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	PVSP RDEIR, vol. 2, pp. 4.11-80 – 4.11-85	No	No	No	MM 4.11.7-1
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	PVSP RDEIR, vol. 2, pp. 4.11-33 – 4.11-50	No	No	No	MM 4.11.6-1; MM 4.11.6-2
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	PVSP RDEIR, vol. 2, pp. 4.11-26 – 4.11-33	No	No	No	MM 4.11.5-1
g. Comply with federal, state, and local statutes and regulations related to solid waste?	PVSP RDEIR, vol. 2, pp. 4.11-26 – 4.11-33	No	No	No	MM 4.11.5-1

Discussion: The Revised Draft EIR for the PVSP found the following significant unavoidable effect relating to utilities and services systems:

- Residential and commercial development in the Specific Plan area will increase the waste stream that will be delivered to the MRF and disposed of at the Western Regional Landfill. (RDEIR, p. 4.11-30.)
- The Specific Plan will contribute to cumulative increases in the waste stream that will be delivered to the Materials Recovery Facility (MRF) and disposed of at the Western Regional Landfill. (RDEIR, p. 4.11-33.)
- The Specific Plan will contribute to cumulative water quality degradation due to increased discharge of treated effluent to Dry Creek and/or the Sacramento River. (RDEIR, p. 4.11-57.)
- The recycled water demand could exceed available recycled water supply for the Specific Plan area. (RDEIR, p. 4.11-93.)

The Second Partially Recirculated Revised Draft EIR (SPRRDEIR) added another significant unavoidable impact:

- Impacts resulting from permanent water supply curtailment are potentially significant on regional infrastructure, and on patterns of development within the Placer Vineyards Specific Plan and regionally. (SPRRDEIR, p. 4.3-39.)

EIR BACKGROUND

370

Wastewater

The Specific Plan proponents proposed two options for wastewater collection and conveyance. The preferred wastewater proposal calls for the construction of lift stations and force mains to convey wastewater from the entire project eastward to the Dry Creek Wastewater Treatment Plant ("DCWWTP"). Mitigation measures will ensure that an adequate system to convey wastewater flows will be constructed. (RDEIR, p. 4.11-47 – 4.11-48.)

Table 4.11-6 of the Revised Draft EIR shows anticipated wastewater flows for the Specific Plan area. According to the Sewer Master Plan, the PVSP will generate an Average Dry Weather Treatment Plant Flow of 2,980,000 gallons per day ("ADWF") at buildout. (RDEIR, p. 4.11-49.)

RDEIR Table 4.11-7 shows flows broken down by shed. The eastern 890± acres (Shed B) of the Specific Plan area is within the service area of the DCWWTP. The *Roseville Regional Wastewater System Master Plan* indicates that current planned flows for the DCWWTP are based on the *Dry Creek/West Placer Sewer Master Plan*, which planned for a flow of 0.307 million gallons per day ("MGD") for the 890+-acre area. The projected total flow at buildout under the Specific Plan for Shed B is 0.48 MGD treatment plant flow. The additional flow and conflict with the adopted Sewer Master Plan was considered a potentially significant impact. The current DCWWTP, however, may have the capacity to serve additional areas because actual flows have been less than projected due primarily to a 27% reduction in flow factors for the residential units and a 20% overall reduction in the development densities (as compared to the 1996 Master Plan). In addition, the treatment plant is currently constructed to treat 18 MGD, but can be expanded to treat 24 MGD under the current Master Plan. (RDEIR, pp. 4.11-49 to 4.11-50.)

Although the western 4,340 acres (Shed A) is not in the present service area, the Specific Plan proponents' preferred plan is to direct all wastewater flows from the Specific Plan area to the DCWWTP. The "Ultimate SPWA Service Area," which includes all of the Specific Plan area, will generate cumulative dry weather flows of 42.7 MGD (although this estimate conservatively assumed a much denser Blueprint Alternative for the Specific Plan). Of that amount, 19.3 MGD would flow to the DCWWTP. This exceeds the current constructed capacity of 18 MGD, but is well within the 1996 Master Plan capacity of 24 MGD. At buildout, the Specific Plan will contribute approximately 2.79 MGD of the 19.3 MGD projected to flow to the DCWWTP for treatment and discharge. In calculating flows from the Specific Plan area, RMC Water and Environment ("RMC") conservatively assumed buildout of the Blueprint Alternative rather than the less-intense Specific Plan as approved in 2007, which means that flows from the PVSP area will be 1.1 MGD less than assumed by RMC. Assuming all other assumptions used by RMC remained the same, total flows to the DCWWTP will be reduced to 18.2 MGD under the PVSP as approved. (RDEIR, p. 4.11-50.)

The DCWWTP will need to be expanded to accommodate the additional flows, and the current NPDES waste discharge requirements

371

would need to be amended. This is a potentially significant impact. (RDEIR, p. 4.11-50.)

General Plan policy 4.D.2 requires proponents of new development to provide written certification from a service provider that either existing services are available or needed improvements will be made prior to project occupancy. Although this impact is potentially significant, compliance with this policy will ensure that service will be provided as needed. (RDEIR, p. 4.11-51.) Moreover, implementation of Mitigation Measure 4.11.6-2 will reduce impacts associated with treatment plant capacity to a ***less than significant*** level. (RDEIR, p. 4.11-51.)

Recycled Water

The recycled water distribution system as identified in the Specific Plan will meet the reclamation criteria contained in Title 22, Division 4 of the California Code of Regulations. These standards set by the Department of Public Health (formerly the Department of Health Services) and the Regional Water Quality Control Board ("RWQCB"), and will be consistent with City of Roseville Municipal Code, *Roseville General Plan* goals and policies, and *Placer County General Plan* goals and policies. (RDEIR, p. 4.11-92.)

The annual average recycled water demand for the Specific Plan area has been estimated to be 1.39 MGD. Design flow rates are affected by recycled water demand, the time frame in which it is to be used, as well as the supply. The City of Roseville has determined that the Specific Plan area will only receive the amount of recycled water that it produces in wastewater on an average day in July. RMC projected that the Specific Plan recycled water demand would be 3.44 MGD on an average day in July. Although RMC reported that the Specific Plan area would generate more wastewater than recycled water demand, this estimate conservatively assumed implementation of the more intense Blueprint Alternative and thus projected wastewater flows of 3.89 MGD. Flows under that scenario would be 2.79 MGD, which would leave a .65 MGD deficit when compared to July average day recycled water demand (3.44 MGD). Based on the supply formula used by the City, the Specific Plan would be entitled to receive 81% of projected average annual day recycled water demand, or approximately 1.13 MGD. Projected recycled water supply is determined based on a ratio of wastewater to recycled water demand during the peak demand month (July). This effect is ***less than significant.*** (RDEIR, pp. 4.11-92 to 4.11-93.)

Water Supply

Development pursuant to the Specific Plan will result in an increased demand for potable water supplies. Potable water for the Specific Plan area will be furnished by PCWA, which has concluded that it has sufficient water supply to satisfy the anticipated demand for potable water from projects in western Placer County through 2025, including demand generated by the Specific Plan.

372

There is, however, insufficient existing infrastructure to convey and treat the water required by the Specific Plan. PCWA has identified increased diversion from the Sacramento River, consistent with PCWA's role as a signatory to the Water Forum Agreement ("WFA"), as the long-term source of water to meet Specific Plan buildout needs. (RDEIR, p. 4.11-80.)

The initial and long-term water supply proposals will use existing PCWA water rights for water supply to the Specific Plan. Exercise of such water rights will be consistent with the agreements reached as part the WFA. Impacts of the exercise of such rights have been considered in the EIR prepared in conjunction with consideration of the WFA. (RDEIR, pp. 4.11-80 to 4.11-81.)

An initial water supply would need to be wheeled from the Foothill Water Treatment Plant through the City of Roseville's system. PCWA estimates that it has 10.7 MGD of unallocated capacity from this source that can serve approximately 9,304 EDUs and that is available on a first-come, first-served basis. The Specific Plan will generate a demand for approximately 11,500 AFA at buildout, although this calculation does not take into consideration use of recycled water that could reduce demand. Unless and until infrastructure for the long-term water supply is completed and implemented, continued development of the Specific Plan area could generate demand for water that exceeds the supply provided by the initial water supply. Should this occur, the Specific Plan has also identified secondary water supply plans that would deliver an additional 6,000 AFA to the Specific Plan area, including: (1) an extension of the existing San Juan Cooperative Pipeline and Northridge Transmission Pipeline (Cooperative Transmission Pipeline) that terminates at Antelope and Walerga Road, west along Antelope Road, and north to Watt Avenue into the Specific Plan area; and (2) a pipeline within PFE Road from Cook Riolo Road to Watt Avenue extending north to the Specific Plan area. Because a number of actions must occur in order to secure these water supplies, including multi-party agreements, treatment plant improvements, and the extension of an existing pipeline to the Specific Plan area, this impact is considered ***potentially significant.*** (RDEIR, p. 4.11-81.)

Mitigation Measure 4.11-7 will reduce impacts related to water supply, including infrastructure capacity, to a ***less than significant*** level. (RDEIR, p. 4.11-81.) This measure disallows County approvals for final small-lot subdivision maps absent a showing that water will available for the increment of development that would be allowed by the small-lot map in question.

Drainage

A *Master Project Drainage Study* was prepared for the Specific Plan. This Drainage Study was reviewed by the Flood Control District and the Placer County Department of Public Works for compliance with County standards and ordinances. The document was also peer reviewed by WRIME Inc. (RDEIR, p. 4.11-107.)

The *Master Project Drainage Study* was revised to reflect peer review comments; however, the documentation will remain preliminary until actual individual development projects are submitted that detail lot layout and project-specific infrastructure. The

373

County will require that individual drainage reports be submitted with each development project showing compliance with the *Master Project Drainage Study*, and Placer County policies, standards and ordinances. Until this process is completed, this impact will remain potentially significant. (RDEIR, p. 4.11-107.)

Implementation of Mitigation Measure 4.11-9 will ensure compliance with the *Master Project Drainage Study* and County policies, standards and ordinances, and will reduce impacts to a ***less than significant*** level. (RDEIR, p. 4.11-108.)

Solid Waste

At full buildout, development in the Specific Plan area will generate an estimated 24,878 tons per year of Municipal Solid Waste ("MSW"). Of that amount, 11.9% (2,960 tons) will go directly to the landfill, while the remaining 88.1% (21,918 tons) will go to the Materials Recovery Facility ("MRF") for processing. The diversion rate at the MRF is approximately 63.1%; therefore, of the 21,918 tons per year that would be brought to the MRF for processing, 13,830 tons will be disposed of at the landfill. These projections include sewage sludge (biosolids) and construction debris that will be generated during buildout of the Specific Plan area that will contribute to impacts to the landfill. (RDEIR, p. 4.11-30.)

A total of 21,918 tons annually will be hauled to the MRF for processing. This represents an increase of approximately 7.8% annually. A total of 16,790 tons annually will be disposed of at the landfill. This represents an increase of approximately 6.1%. As of 2006, the landfill was estimated to remain open until 2036 with a remaining net capacity of approximately 13,680,000 tons. The additional solid waste generated by the Specific Plan will have the potential to reduce the life of the landfill by one to two years. (RDEIR, p. 4.11-30.)

The County is required by State law (AB 939) to prepare and adopt a Source Reduction and Recycling Element (SRRE), which includes the County's plan to divert solid waste from the landfill for all generated waste. To meet this requirement, the County actively pursues composting, business waste reduction, school recycling, curbside collection, public education and outreach programs to reduce the amount of solid waste generated. Community access to recycling facilities will increase the life of the landfill and reduce the amount of solid waste being separated at the MRF. However, at the time of EIR certification, the MRF was operating at approximately 55% of permitted capacity, though activity was expected to intensify as growth in the area continues. The amount of development anticipated in the Specific Plan area will cause existing capacity and plans for future expansion to be exceeded and could hasten the closure of the Western Regional Landfill. (RDEIR, pp. 4.11-30 to 4.11-31.)

According to Placer County Code Section 8.16.080, all commercial uses and certain residential uses within the Specific Plan area will be required to provide recyclable material storage, loading, and loading areas before building permits may be issued. Specific requirements for these areas and containers are to be determined by the County based on design criteria developed by the Department

of Facility Services. (RDEIR, p. 4.11-31.)

Based on the standards of significance, at buildout of the Specific Plan, its direct contribution to the volume of solid waste currently accepted at the MRF and the landfill will exceed an additional 3% per year, and will represent a significant impact. Implementation of Mitigation Measure 4.11-5 will lessen impacts, but not to a less than significant level. (RDEIR, p. 4.11-31.) The impact is therefore ***significant and unavoidable***.

The Specific Plan, along with other approved and proposed projects within the service area of the MRF and Western Regional Landfill, will incrementally contribute to the decrease of their service life, thereby creating a ***potentially significant and considerable cumulative impact***. It is estimated that the Specific Plan alone will reduce landfill life by one to two years. Other proposed projects are planning over 30,000 additional dwelling units in Placer County and will have a similar effect, shortening the useful life of the landfill by three to five years. (RDEIR, p. 4.11-33.)

NEW EFFECTS OF ROAD CLOSURE PROJECT

The impacts shown in the PVSP EIR for the utilities and service systems discussed above are a function of the amount, type, and location of development under the approved Specific Plan. The proposed road closure project including the widening of West Dyer Lane, would not affect or alter in any way the scope of these utilities and service systems because the road closures will not increase the population within the Specific Plan area, change the mix of land uses, or alter the locations at which particular types of development occur. The proposed project therefore will not contribute to any changes in projected demands for wastewater service, recycled water usage, potable water usage, drainage facilities, or solid waste facilities.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
18. Mandatory Findings of Significance					
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining	Passim	No	No	No	Included in chapters throughout the EIR

levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory?					
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Passim	No	No	No	Included in chapters throughout the EIR
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Passim	No	No	No	Included in chapters throughout the EIR

Discussion: The issues addressed under the heading "Mandatory Findings of Significance" are discussed throughout the EIR. The mandatory findings under heading (a) above raise questions involving biological resources and cultural resources that are addressed above in the portion of this Checklist devoted to those two topics.

The mandatory findings under heading (b) above raise questions involving cumulative impacts associated with all of the topics mentioned in the checklist. The discussions above on various topics took such cumulative impacts into mind.

The mandatory findings under heading (c) above raise questions involving impacts on human health due to environmental impacts such as air and water pollution. These issues have been addressed above in the discussions of Air Quality, Water Quality, and similar subjects.

NEW EFFECTS OF ROAD CLOSURE PROJECT

See the discussions above.

376

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

In the matter of: A Resolution approving findings and statements of fact related to the closure of Locust Road

Resolution No:_____

The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held_____, by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

_____
Chair, Board of Supervisors

Attest:

_____
Clerk of said Board

WHEREAS, the Board of Supervisors of the County of Placer, State of California heard and considered public testimony and other evidence regarding the proposed roadway closure on January 5, 2016.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Placer, State of California, that the Board of Supervisors hereby adopts the following findings and statements of fact:

1. As part of the PVSP planning process, the County heard testimony from land owners in the Special Planning Area (SPA) of the Placer Vineyards Specific Plan related to the potential for a northern closure of Locust Road at the boundary the active properties. At the conclusion of the public planning process, the Board of Supervisors elected not to pursue a potential roadway closure with the project approval, but required the PVSP project, by way of a condition of project approval, to commission a study of the potential impacts associated with a closure of Locust Road.

2. On July 16, 2007 Placer County certified a final EIR (EIR) and approved the Placer Vineyards project. The Placer Vineyards FEIR did not analyze or redistribute any trips associated with a future closure of Locust Road.

3. In April 2015, Fehr and Peers (transportation consultant) submitted a draft technical study to the County for review which began the public review process. The report included two potential closure options, one on the northern boundary to the Placer Vineyards property and one on the southern boundary.

4. On May 13th, 2015, County staff and Placer Vineyards owners group representatives attended the West Placer Municipal Advisory Council with an informational item related to the Locust Road Circulation Study and the findings from the technical report. At this meeting, the County received many comments in support of implementing both the north and south closure. Concerns from the public included speeding, future traffic volume projections, school zone impacts and traffic safety

5. On September 16, 2015, County staff headed a community meeting in Sacramento County in an effort to obtain feedback from the neighborhood immediately south of the Placer Vineyards properties on Locust Road and within Sacramento County (Elywn Ave). At this meeting options to a full closure, including traffic calming and volume reducing devices, were presented. Again, comments from the community were unanimously in support of a full roadway closure to the north.

6. County staff attended a meeting with Sacramento County Public Works staff to discuss the implication and solicit comments on a closure of Locust Road/Elywn Ave in relation to regional traffic circulation projections. Sacramento County was supportive of the idea in the near term but reserved the right to reevaluate in the future.

7. On January 5, 2015, County staff presented the findings from the Locust Road Circulation Study to the Boards of Supervisors. The Board held a public hearing and heard testimony from the public related to the findings from the Circulation Study. The Board gave direction to County staff to prepare environmental documentation which would identify the impacts of both a northern and southern closure of Locust Road.

8. In June 2016, the County prepared an Addendum to the Placer Vineyards EIR to analyze the impacts of closure of Locust Road at the northern and southern boundaries of the Placer Vineyards properties.

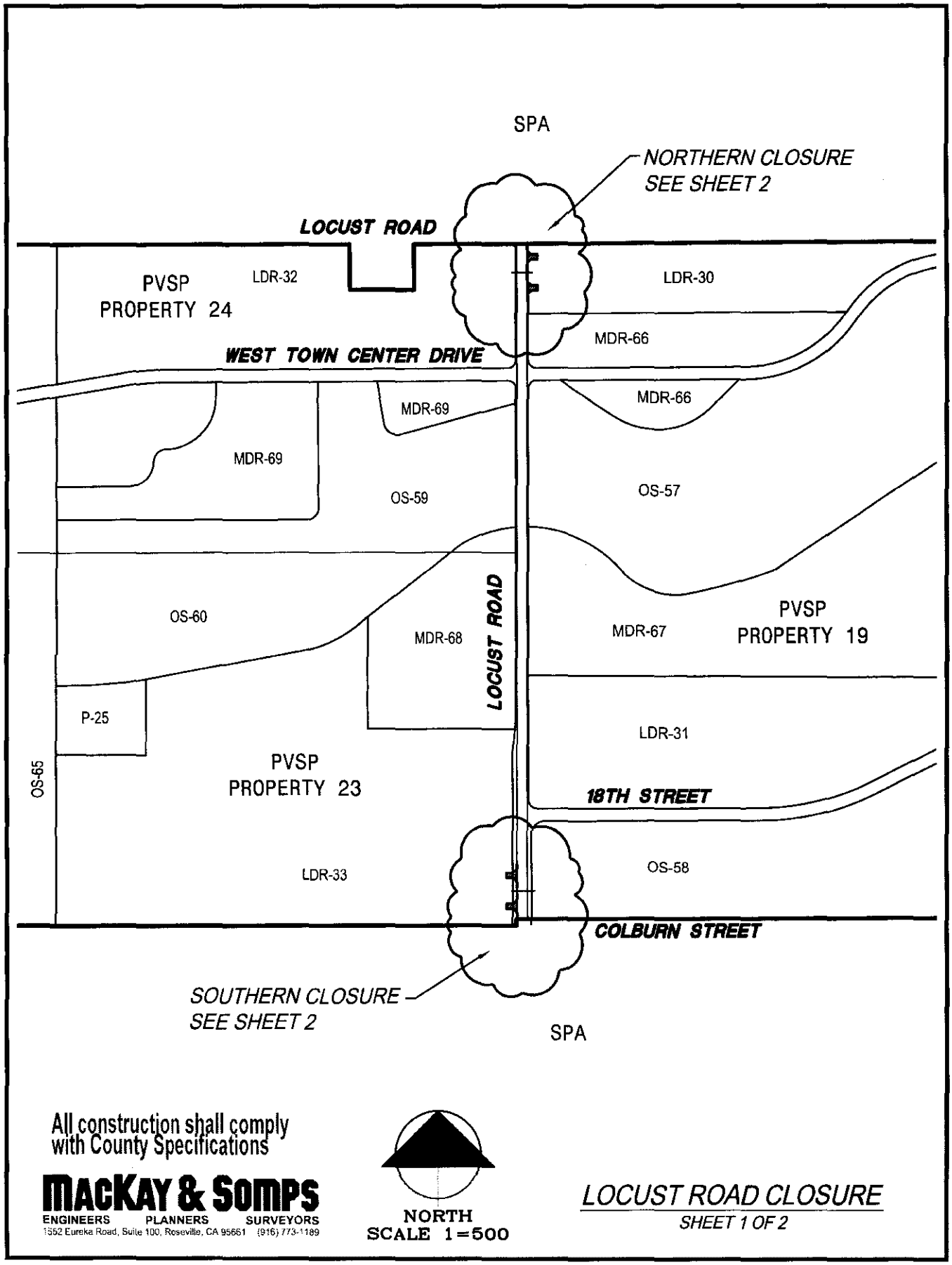
9. Reservation of the public right of way would be maintained for emergency access and potential public trail crossing in the future.

10. The public interest is served by Locust Road Closure because the County has a substantial interest in ensuring that the public is presented with accurate planning information such that all interested persons have an opportunity to provide input during the public hearing process.

11. The public interest is served by closure of Locust Road as an alternative roadway network exists which would be consistent with the County's General Plan.

12. The public interest is served by closure of Locust because the use of Baseline Road, Watt Avenue and Dyer Lane will help maintain traffic flow with the Placer Vineyards project.

13. Based on the above findings and statements of fact closure of the public road in the Resolution presented to the Board of Supervisors on July 12, 2016 is therefore in the public interest.



All construction shall comply with County Specifications

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
1552 Eureka Road, Suite 100, Roseville, CA 95661 (916) 773-1189

NORTH
SCALE 1=500

LOCUST ROAD CLOSURE
SHEET 1 OF 2

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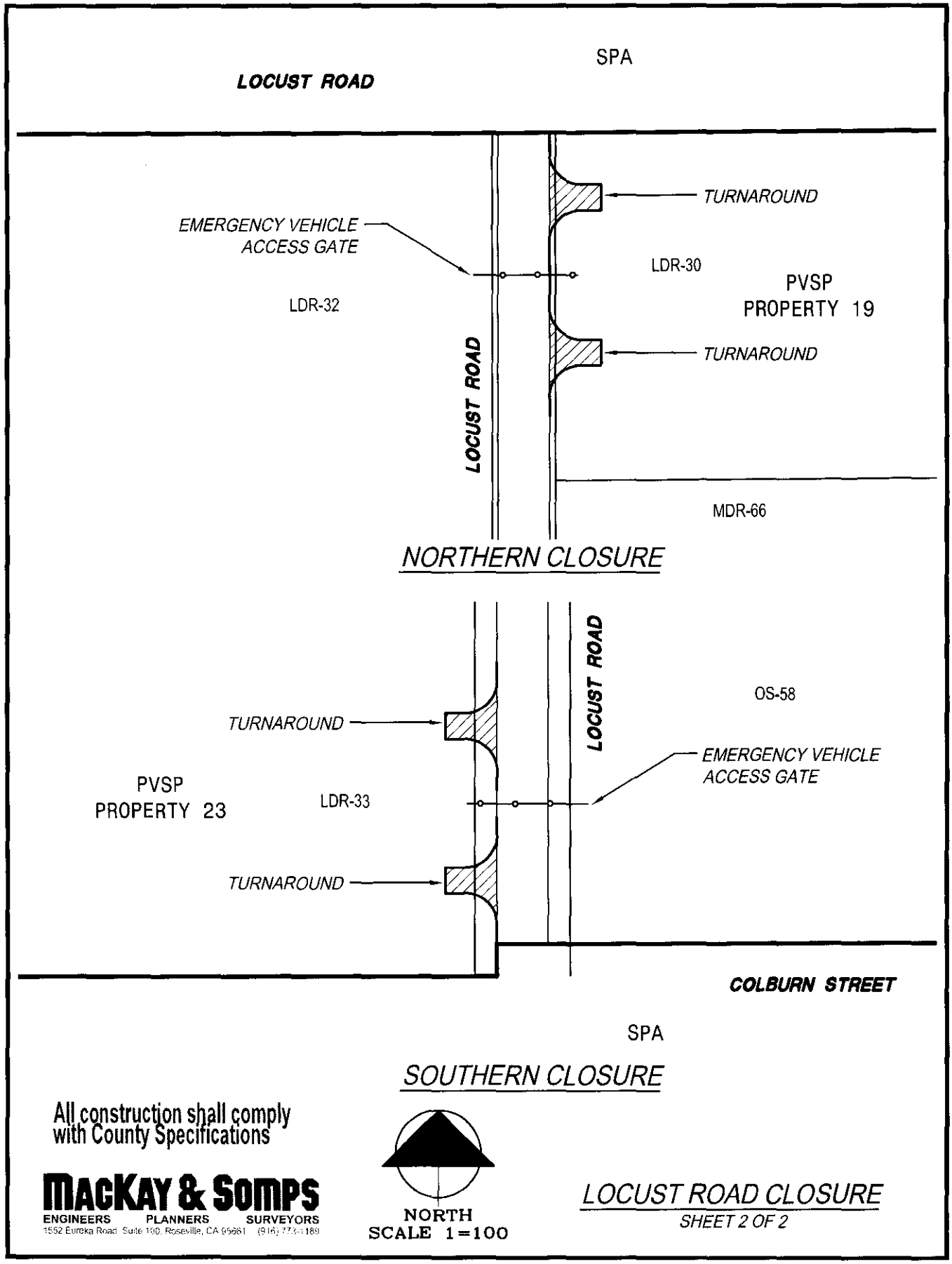

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Location Map