



# Community Impact Assessment

*I-80/SR 65 Interchange Improvements Project*  
*Placer County, Interstate 80 and State Route 65*  
*03-PLA-80-PM 1.9 to 6.1*  
*03-PLA-65-PM R4.8 to R7.3*

*EA 03-4E3200*

**November 2014**

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**November 2014**

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## List of Abbreviated Terms

AAGR	average annual growth rate
AMR	American Medical Response
BMPs	best management practices
BP	Business Professional
Caltrans	California Department of Transportation
CC	Community Commercial
CDFW	California Department of Fish and Wildlife
CEQ	President's Council on Environmental Quality
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CIA	community impact assessment
dB	decibels
dBA	A-weighted decibels
DCP	Dust Control Plan
EIR	environmental impact report
EN Line	eastbound to northbound
EPA	Federal Environmental Protection Agency
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FP	Flood Plain Combined
GI	General Industrial
HDR	High Density Residential
HI	Heavy Industrial
HOV	high-occupancy vehicle
I-80	Interstate 80
ISO	Insurance Service Organization
kV	kilovolt
LDR	Low Density Residential
L <sub>eq</sub> (h)	A-weighted decibels hourly equivalent sound level
LI	Light Industrial
LOS	level of service
MDR	Medium Density Residential
mg	million gallons
MSE	mechanically stabilized earth
MTP	Metropolitan Transportation Plan

NEPA	National Environmental Policy Act
NES	Natural Environment Study
NOA	Notice of Availability
NO <sub>x</sub>	nitrogen oxide
OS	Open Space
OSPOMP	Open Space Preserve Overarching Management Plan
PCTPA	Placer County Transportation Planning Agency
PCWA	Placer County Water Agency
PG&E	Pacific Gas and Electric Company
PM10	particulate matter 10 micrometers in diameter or less
PO	Professional Office
PQP	Public/Quasi Public
PR	Parks and Recreation
project	Interchange Improvements Project
RC	Regional Commercial
R-C	Recreation/Conservation
Roseville Electric	City of Roseville operates its own electric utility
RR	Rural Residential
RTP	Regional Transportation Plan
SACOG	Sacramento Area Council of Governments
SCS	Sustainable Communities Strategy
SE Line	southbound to eastbound
SMUD	Sacramento Municipal Utility District
SPMUD	South Placer Municipal Utility District
SR 65	State Route 65
SR 99	State Route 99
SRA	Shaded Riverine Aquatic
TMP	Traffic Management Plan
TSM	Transportation system management
UPRR	Union Pacific Railroad
USBR	United States Bureau of Reclamation
WAPA	Western Area Power Administration
WN Line	westbound to northbound connector ramp
WTP	water treatment plant
WWTPs	wastewater treatment plants





# Chapter 1 Introduction

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## 1.1 Purpose of Community Impact Assessment

The purpose of a community impact assessment (CIA) is to consider how a project would affect the people, businesses, neighborhoods, communities, and social and economic characteristics of an area. This CIA serves as one of the background technical reports that will be used to prepare relevant sections of the environmental document for the proposed project.

A CIA is “a process to evaluate the effects of a transportation action on a community and its quality of life” (Federal Highway Administration 1996). It describes the relevant existing conditions within an area; potential impacts of the project on the community and its neighborhoods; and potential measures to best avoid, minimize, or compensate for any adverse community impacts of a proposed project.

This document has been prepared to provide the Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans), Placer County, the Cities of Roseville and Rocklin, and the public with information about the socioeconomic and community-level effects of construction and operation of the Interstate 80/State Route 65 (I-80/SR 65) Interchange Improvements Project (project).

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

## 1.2 Project Summary Description

Caltrans, in cooperation with the Placer County Transportation Planning Agency (PCTPA), Placer County, and the Cities of Roseville, Rocklin, and Lincoln, proposes to improve the I-80/SR 65 interchange in Placer County, California, to reduce future traffic congestion, improve operations and safety, and comply with current Caltrans and local agency design standards.

The project is subject to state and federal environmental review requirements because the use of federal funds from the FHWA is proposed. Accordingly, project documentation is being prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Caltrans is the lead agency under NEPA and CEQA. This project is included in the Placer County 2035 Regional Transportation Plan (RTP) and the Sacramento Area Council of Governments (SACOG) 2035 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). Phase 1 of the project is programmed. The complete project (i.e., Phases 1 through 4) will be included in the upcoming 2036 MTP/SCS and 2015/2018 MTIP.

### 1.2.1 Location

The project is located in Placer County, in the cities of Roseville and Rocklin, at the I-80/SR 65 interchange (Figure 1-1). The project limits consist of I-80 from the Douglas Boulevard interchange to the Rocklin Road interchange (post miles 1.9–6.1) and SR 65 from the I-80 separation to the Pleasant Grove Boulevard interchange (post miles R4.8–R7.3). The total length of the project is 2.5 miles along SR 65 and 4.2 miles along I-80. The project area also includes various local roads—specifically, portions of Galleria Boulevard/Stanford Ranch Road, Pleasant Grove Boulevard, Eureka Road/Atlantic Street, East Roseville Parkway, Rocklin Road, and Taylor Road.

### 1.2.2 Purpose and Need

The project proposes to improve the I-80/SR 65 interchange in Placer County, California, in order to reduce future traffic congestion, improve operations and safety, and comply with current Caltrans and local agency design standards. Construction of the proposed improvements has independent utility. The project is not dependent on other projects or improvements to meet the purpose and need.

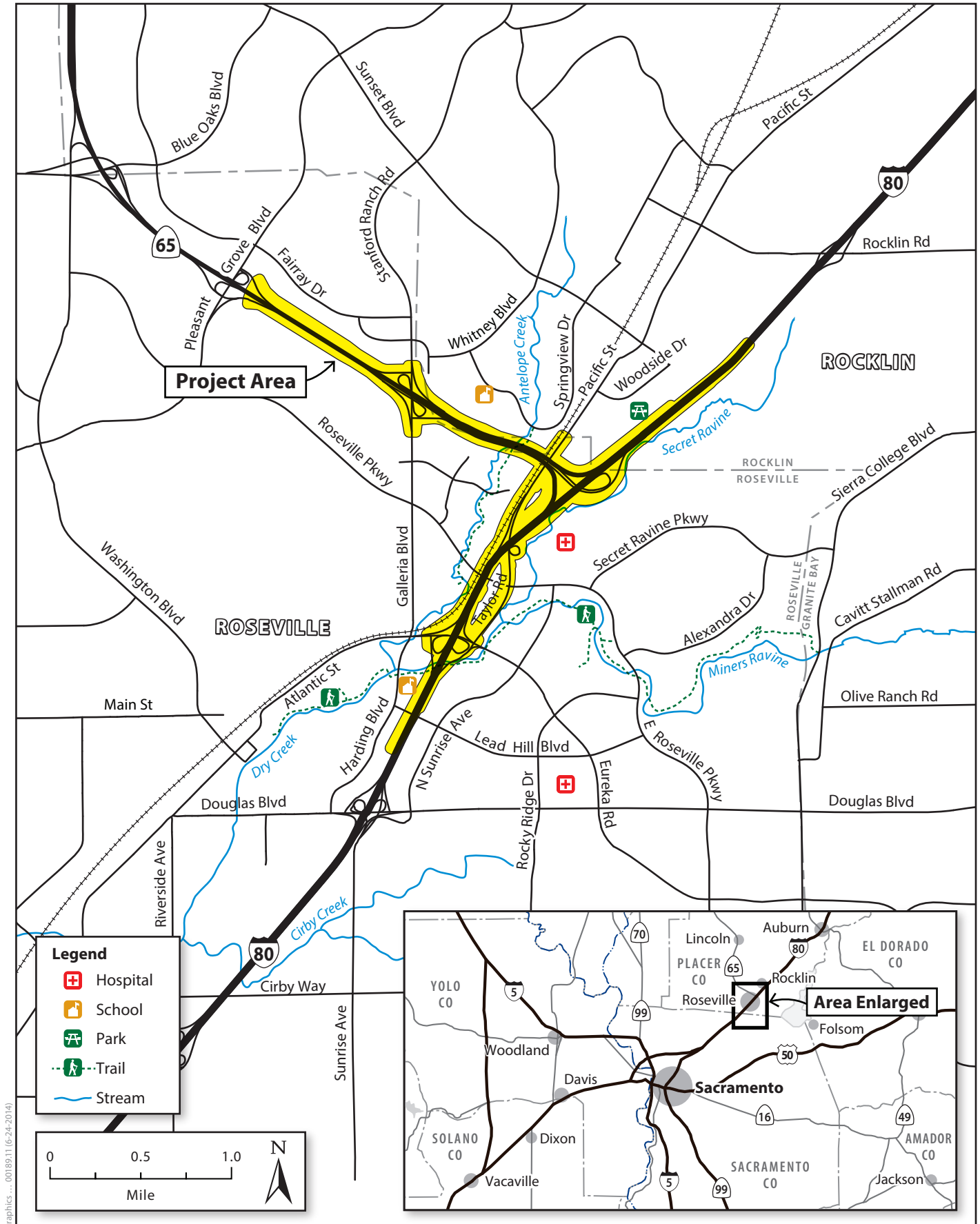
Termini (i.e., limits) for the project were developed through an iterative process involving engineering design and traffic operations analysis. Preliminary design concepts were tested with the traffic operations analysis model to evaluate how lane transitions and vehicle weaving influenced peak-hour conditions. Refinements were made to ensure that mainline lane balance was logical and that transitions did not cause unacceptable traffic operations such as extensive queuing or reduced speeds.

The purpose and objectives of the project are listed below.

- Upgrade the I-80/SR 65 interchange and adjacent transportation facilities to reduce no-build traffic congestion.
- Upgrade the I-80/SR 65 interchange and adjacent transportation facilities to comply with current Caltrans and local agency design standards for safer and more efficient traffic operations while maintaining and, if feasible, improving the current level of community access, at a minimum.
- Consider all travel modes and users in developing project alternatives.

The project is needed for the following reasons.

- Recurring morning and evening peak-period demand exceeds the current design capacity of the I-80/SR 65 interchange and adjacent transportation facilities, creating traffic operations and safety issues. These issues result in high delays and, wasted fuel, both of which will be exacerbated by traffic from future population and employment growth.
- Interchange design features do not comply with current Caltrans design standards for safe and efficient traffic operations and limit existing community access to nearby land uses.



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**Figure 1-1**  
**Project Vicinity**



- Travel choices are limited in the project area because the transportation network does not include facilities for all modes and users consistent with the complete streets policies of Caltrans and local agencies.

### 1.2.3 Alternatives

The following build alternatives are under consideration and were designed to satisfy the purpose and need identified previously while avoiding or minimizing environmental impacts.

- Alternative 1—Taylor Road Full Access Interchange
- Alternative 2—Collector–Distributor System Ramps
- Alternative 3—Taylor Road Interchange Eliminated

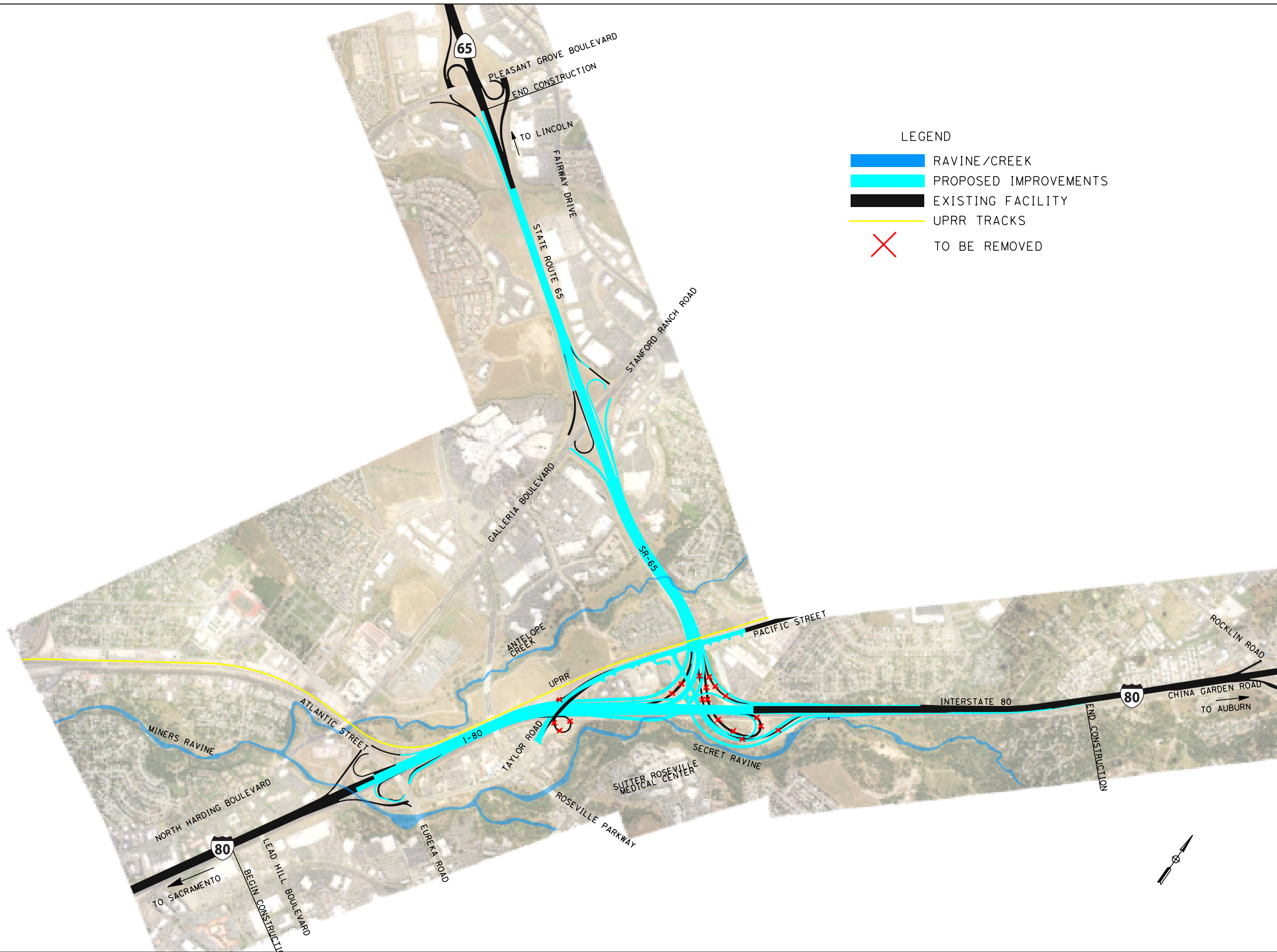
Alternatives 1–3 propose to add capacity, a bi-directional high-occupancy vehicle (HOV) system, and high-speed connector ramps. Local and regional circulation and access would be improved, as would weaving conditions along I-80 between Eureka Road/Atlantic Street and Taylor Road, and along SR 65 between the I-80/SR 65 interchange and Galleria Boulevard/Stanford Ranch Road. Other improvements would include widening the East Roseville Viaduct, replacing the Taylor Road overcrossing, and realigning the existing eastbound I-80 to northbound SR 65 loop connector (EN Line). See Figures 1-2 – 1-4 for a depiction of each build alternative.

The build alternatives include common design features and have similar phasing approaches, staging, storage, and site access. Common design features of the build alternatives are listed below. For alignment and other improvement features that differ between alternatives, see the individual alternative descriptions.

- I-80 would be widened to add one or two mixed-flow lanes and one or two auxiliary lanes in each direction of travel, depending on the location within the project limits. A retaining wall would be constructed in the eastbound direction between the Eureka Road interchange and the Roseville Parkway overcrossing. A tie-back wall would be constructed in the eastbound direction under the Roseville Parkway overcrossing.
- SR 65 would be widened to include one HOV lane, one additional mixed-flow lane, and one or two auxiliary lanes in each direction of travel, depending on the location within the project limits. Widening along SR 65 would occur on both the inside and outside of the existing pavement in both the northbound and southbound directions. The median would be fully paved and would include a concrete barrier. An additional concrete barrier would be added in the northbound direction between the HOV and general purpose lanes to prevent vehicle lane weaving between I-80 and the Galleria Boulevard/Stanford Ranch Road interchange. In the southbound direction, a 4-foot-wide pavement delineation soft barrier would separate the HOV and general purpose lanes to prohibit vehicle lane weaving between the Galleria Boulevard/Stanford Ranch Road on-ramp and the HOV direct connector ramp.
- The SR 65 mainline widening would require reconstruction of the ramp connections for all of the Galleria Boulevard/Stanford Ranch Road interchange ramps. The northbound Stanford

Ranch Road slip off-ramp would be widened to two lanes to accommodate a future project at the ramp terminus. A retaining wall would be required along northbound SR 65 under the Galleria Boulevard/Stanford Ranch Road overcrossing to accommodate the northbound Galleria Boulevard loop off-ramp improvements. The southbound Galleria Boulevard/Stanford Ranch Road on-ramp would be reconstructed to a two-lane ramp plus HOV preferential lane. The southbound Pleasant Grove Boulevard on-ramp also would be adjusted to accommodate the mainline widening. The existing wetland near the Pleasant Grove Boulevard on-ramp would not be affected and would be protected as an environmentally sensitive area during construction. The widening along SR 65 would occur within the existing right-of-way.

- The East Roseville Viaduct would be widened in the northbound and southbound directions, spanning Antelope Creek, Union Pacific Railroad (UPRR) tracks, and Taylor Road. The existing parallel structures would be widened on both sides and would require additional columns to support the widened structures. Bridge design requires that the widened portion of structures be configured similarly to the existing structure in order to provide consistent performance in regard to structure stiffness, deflection control, and seismic performance. Therefore, the additional columns would be placed parallel to the existing columns along the entire length of the viaduct. The viaduct widening in the northbound direction would shift the edge of deck approximately 33 feet closer to the Hearthstone apartment complex, and the widening in the southbound direction would shift the edge of deck approximately 10 feet closer to the Preserve at Creekside apartment complex.
- All proposed permanent columns, footings, and foundations for the East Roseville Viaduct would be located outside the ordinary high water mark of Antelope Creek, except at two locations. The two locations in Antelope Creek are on the upstream side of the northbound SR 65 widening. Structural stability of the bridge does not allow relocation of the columns.
- Although the viaduct structure is conventional, it is a large structure that will require a full construction season to construct. The proposed design of the structure is configured into smaller frames to allow it to be constructed in segments. Building the viaduct in segments allows the contractor to break up the work such that operations can be focused in smaller areas. For instance, the two columns in Antelope Creek can be constructed separately from other elements of the bridge to meet seasonal in-water restrictions. With appropriate construction staging, the portion of the viaduct over Antelope Creek would be constructed in approximately 4 months.
- Construction of the column foundations of the East Roseville Viaduct would use large-diameter (8- to 10-foot) steel-cased drilled shafts. The drilled shafts would minimize acoustic disturbance compared to a driven pile foundation. For the two columns affecting Antelope Creek, the steel casing would provide a construction zone similar to a cofferdam, but with less impact on the streambed because all construction activities can be confined inside of the 8- to 10-foot steel casing. The proposed column construction includes the following order of work.
  - Drill the shaft to the desired depth.
  - Auger out the material inside the steel casing and dispose of the materials per best management practices (BMPs).



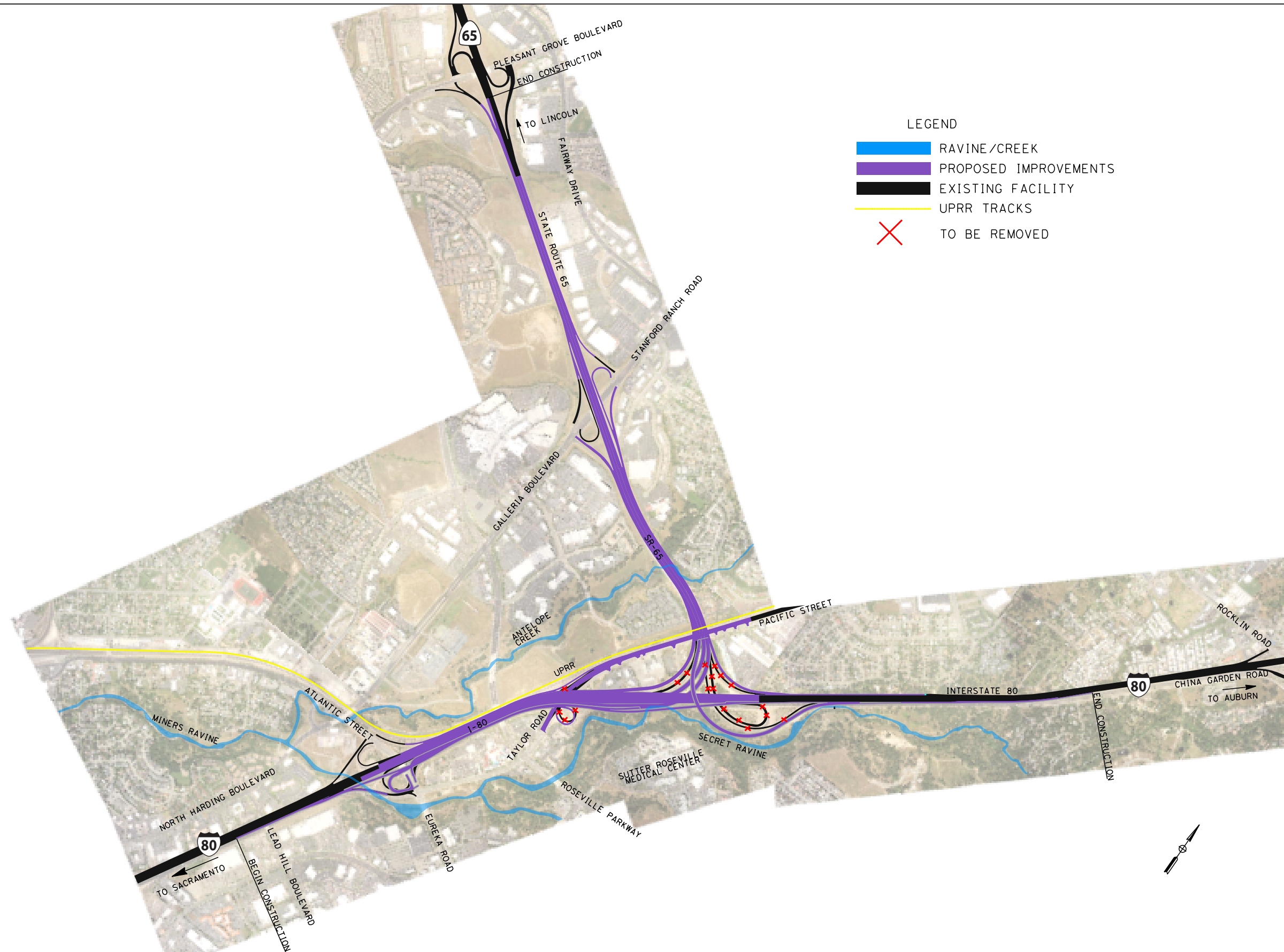
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Source: CH2MHill 2014.

**Figure 1-2**  
**Alternative 1—Taylor Road Full Access Interchange**







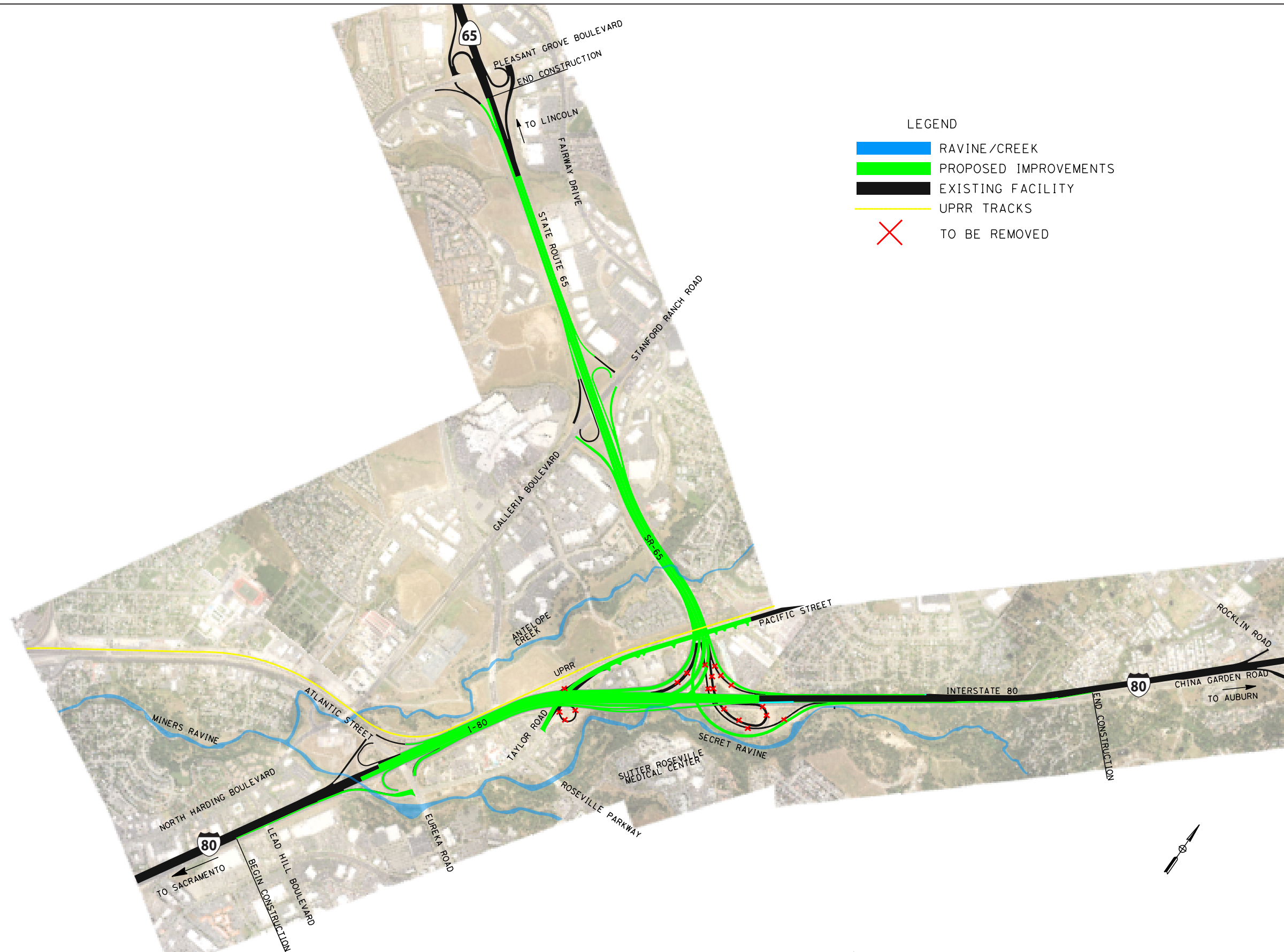
- LEGEND
- RAVINE/CREEK
  - PROPOSED IMPROVEMENTS
  - EXISTING FACILITY
  - UPRR TRACKS
  - ✕ TO BE REMOVED

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Source: CH2MHill 2014.

**Figure 1-3**  
**Alternative 2—Collector-Distributor System Ramps**





LEGEND

- RAVINE/CREEK
- PROPOSED IMPROVEMENTS
- EXISTING FACILITY
- UPRR TRACKS
- X TO BE REMOVED

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Source: CH2MHill 2014.

**Figure 1-4**  
**Alternative 3—Taylor Road Interchange Eliminated**



- Install reinforcing bar cage inside the casing, and pour the foundation and column. The foundation elevation would remain below the bottom elevation of the creek channel. Therefore, permanent impacts on the creek would consist of the viaduct column, which is smaller (approximately 5 by 8 feet) than the foundation diameter.
- Remove the steel casing after foundation construction is complete, or leave it in place and cut-off below the mud line of Antelope Creek.
- The existing eastbound I-80 to northbound SR 65 loop connector would be removed and replaced with a high-speed three-lane flyover. The existing eastbound to northbound and southbound to eastbound connector structures over I-80 would be removed and replaced, including removal of the existing piers and abutments. Approach roadways would be removed, and the areas would be regraded.
- One lane of capacity would be added to each connector ramp by realigning the existing ramps. The westbound to northbound connector ramp (WN Line) would be constructed on fill, with a retaining wall along a portion of the outside shoulder; the southbound to eastbound (SE Line) and eastbound to northbound (EN Line) connector ramps would consist of a combination of fill, retaining walls, and structures.
- A direct connecting HOV ramp would be added to serve eastbound I-80 to northbound SR 65 and southbound SR 65 to westbound I-80. The HOV connector would be located in the I-80 median and would be retained by mechanically stabilized earth (MSE) walls before transitioning to a structure over westbound I-80 and other local and/or connector ramps. The HOV connector would transition back to fill with a cast-in-place retaining wall along the shoulder before conforming to the East Roseville Viaduct.
- The existing I-80/Taylor Road ramp connections (eastbound off-ramp and westbound on-ramp) would be modified. The existing access from I-80 to the eastbound Taylor Road off-ramp would be removed and either relocated or reconfigured, depending on the alternative.
- Taylor Road within the project limits would be improved, including replacement of the Taylor Road overcrossing. The structure would be replaced to accommodate the I-80 widening, with a profile correction until conforming to the existing road grade. The facility would be widened to accommodate anticipated traffic volumes, but the number of lanes would vary by alternative. Curb, gutter, and sidewalk would be constructed along the south side of Taylor Road. Driveways also would be modified to conform to the roadway widening.
- Other ramps and intersections of the I-80/Eureka Road/Atlantic Street interchange, the SR 65/Galleria Boulevard/Stanford Ranch Road interchange, and the SR 65/Pleasant Grove Boulevard interchange would be improved.
- The southbound SR 65 to eastbound I-80 connector would be realigned and widened to two lanes; it would begin on fill before transitioning to structure in order to span various roadways and a portion of Secret Ravine. An approximately 400-foot-long retaining wall would be required along the outside shoulder, prior to the structure, to separate the roadway from the southbound SR 65 to westbound I-80 connector. This connector would be the top (fourth) level of the interchange structures, reaching a maximum elevation of approximately

80 feet above the I-80 mainline, decreasing in elevation as it transitions to eastbound I-80. Structure columns would be placed such that they avoid the Secret Ravine floodway but they may be located within the designated 100-year floodplain. Once back within the existing right-of-way (approximate station 139+00), the SE connector would be constructed in a combination of cut and fill, requiring a retaining wall along the outside shoulder before merging with eastbound I-80.

- The SE connector is proposed to be constructed with cast-in-place concrete; this will require the use of temporary falsework and supports approximately every 60 feet, which would create both permanent and temporary disturbance areas in the Olympus Pointe Open Space Preserve.
- Although all three build alternatives do not directly affect the Stone House on parcel 015-162-007, the entire parcel may be acquired due to the percentage of the parcel that would be disturbed. Additionally, the build alternatives would affect the Cattlemens restaurant parking lot. The area of impact varies by alternative.
- Construction is expected to require the use of earthmovers, bulldozers, paving machines, water trucks, dump trucks, concrete trucks, rollers, and pickup trucks.
- To avoid potential impacts on fish, pile driving would not be used as a construction method in or immediately adjacent to Secret Ravine, Miners Ravine, or Antelope Creek. No columns or other project elements would be permanently constructed in Secret Ravine or Miners Ravine. Up to two temporary crossings (e.g., Bailey bridges) of Secret Ravine, above the ordinary high water mark, and one temporary crossing of Antelope Creek may be necessary during construction.
- Temporary falsework platforms are required to construct the cast-in-place structures at Miners Ravine, Secret Ravine, and Antelope Creek. The platforms would be constructed outside the limits of the ordinary high water.
- Transportation system management (TSM) features identified in Alternative 4 would be incorporated into the build alternatives. (See Section 1.3.4.1, “Alternative 4—Transportation System Management.”) The following TSM features are common to each build alternative.
  - Freeway auxiliary lanes in both direction on SR 65 between I-80 and the Galleria Boulevard/Stanford Ranch Road interchange.
  - Ramp widening for storage and HOV bypass lane on the southbound Galleria Boulevard on-ramp.
  - Ramp widening for storage and HOV bypass lane on the northbound Galleria Boulevard on-ramp.
  - Ramp widening for storage and HOV bypass lane on the southbound Pleasant Grove Boulevard on-ramp.

### **Alternative 1—Taylor Road Full Access Interchange**

Alternative 1 would improve spacing and weaving movements between interchanges on I-80. The two existing Taylor Road interchange ramps would be relocated to the east and

reconstructed in a Type L-1/L-12 interchange configuration, providing two additional ramp connections and improving access between the local streets and freeway system. The interchange would be positioned within the I-80/SR 65 interchange footprint and would use portions of the existing eastbound I-80 to northbound SR 65 loop connector, as well as the existing southbound SR 65 to eastbound I-80 connector. The existing Taylor Road interchange ramps would be removed, and the area would be regraded.

### **Alternative 2—Collector-Distributor System Ramps**

Alternative 2 would improve spacing and weaving movements between interchanges on I-80 by collecting and redirecting eastbound ramp traffic onto a collector-distributor ramp system. The collector-distributor system would provide eastbound access to Taylor Road and access from Eureka Road at the Atlantic Street/Eureka Road interchange, and would restrict local traffic from leaving or entering I-80 mainline until after the critical weave area between Eureka Road and the I-80/SR 65 interchange. The two existing Taylor Road interchange ramps would remain in their current location but would be reconfigured to accommodate the surrounding improvements.

The proposed eastbound widening and retaining wall between the Eureka Road interchange and the Roseville Parkway overcrossing would require relocation of the 220 kilovolt (kV) Sacramento Municipal Utility District (SMUD) and Pacific Gas and Electric Company (PG&E) overhead transmission towers, the lines of which cross I-80 just south of Roseville Parkway. The eastbound lanes and retaining wall in Alternative 2 would affect the billboard located in the Golfland-Sunsplash parking lot. Relocation of the transmission towers and the billboard would require reconfiguration of the Golfland-Sunsplash parking lot.

### **Alternative 3—Taylor Road Interchange Eliminated**

Similar to Alternative 2, Alternative 3 would improve spacing and weaving movements between interchanges on I-80 by collecting eastbound Eureka Road on-ramp traffic. Weaving on I-80 would be significantly improved because ramp traffic would be redirected to a ramp collector-distributor system and would be restricted from entering and exiting I-80 mainline until after the critical weave area between Eureka Road and the I-80/SR 65 interchange. Unique to Alternative 3, the two existing Taylor Road interchange ramps would be eliminated, and access to the Taylor Road area would be accommodated by the adjacent local interchanges at the Atlantic Street/Eureka Road, Rocklin Road, and Galleria Boulevard/Stanford Ranch Road interchanges. The connector ramps serving I-80 and SR 65 (SW, EN, SE, WN, and HOV) are the same for Alternatives 2 and 3.

The proposed eastbound widening and retaining wall between the Eureka Road interchange and the Roseville Parkway overcrossing would require relocation of the 220 kV SMUD and PG&E overhead transmission towers, the lines of which cross I-80 just south of Roseville Parkway. Alternative 3 also would affect the billboard located in the Golfland-Sunsplash parking lot. Relocation of the transmission towers and the billboard also would require reconfiguration of the Golfland-Sunsplash parking lot.

## **No-Build Alternative (No-Project)**

The No-Build Alternative would not make any improvements to the I-80/SR 65 interchange or adjacent transportation facilities to satisfy the purpose and need identified above. HOV and auxiliary lanes proposed on SR 65 north of Galleria Boulevard/Stanford Ranch Road, and other local improvements separately proposed and identified in the MTP/SCS, would be implemented according to their proposed schedules.

### **1.3 Summary of Public Involvement Activities**

The public involvement process for the project began in April 2011 and will continue throughout the environmental documentation process. PCTPA has hosted the following public workshops in addition to stakeholder meetings. At each of these events, the community is given the opportunity to voice their questions and concerns, and to provide comments on the project. PCTPA has also created a website specifically for the project ([www.8065interchange.org](http://www.8065interchange.org)).

- Community Workshop #1, April 14, 2011, in Rocklin
- Community Workshop #2, January 25, 2012, in Auburn
- Community Workshop #3, January 15, 2013, in Roseville



# Chapter 2      Affected Environment

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This chapter describes the existing land use and the social and economic characteristics of the study area. For the purposes of this report, the CIA study area includes census tracts surrounding the project alignment with the potential to be affected by the proposed project (Figure 2-1).

## 2.1 Land Use

Land use characteristics include major existing land uses, land use designations, parks and recreation facilities, development trends, and relevant land use plans and policies applicable to the study area. I-80 runs east to west and SR 65 runs north to south. The study area is divided generally into three areas. The northwest portion of the study area includes the area north of I-80 and west of SR 65, the northeast portion of the study area includes the area north of I-80 and east of SR 65, and the south portion of the study area includes the area south of I-80.

### 2.1.1 Existing Land Uses

#### ***Northwest***

The northwest portion of the study area, located north of I-80 and west of SR 65, is dominated by suburban single-family residential development, the Roseville Galleria mall, and large-scale office and retail developments with associated surface parking. A variety of public and institutional uses are located in the area, including a small park, an electrical substation, a high school, an elementary school, and several churches. Antelope Creek and the Antelope Creek multi-use trail runs north and south through this portion of the study area; the UPRR tracks run parallel to I-80 and Taylor Road in this portion of the study area.

#### ***Northeast***

The northeast portion of the study area, located north of I-80 and east of SR 65, contains large-scale retail, infrastructure, and institutional uses immediately adjacent to SR 65. Nearly all land uses behind these frontages are single-family suburban residential neighborhoods, consisting of residences, neighborhood parks, a school, and several churches. Retail uses along SR 65 and I-80 include big-box clothing, sporting goods, and home improvement outlets, with occasional restaurants located throughout. The UPRR runs east-west through this portion of the study area, alongside and parallel to I-80.

#### ***South***

The southern portion of the study area includes everything in the study area that is south of I-80. The dominant land uses in this portion of the study area include suburban single-family residential and commercial development. Secret Ravine and its associated trails and Sierra College are located north of East Roseville Parkway, adjacent to I-80. Miners Ravine and its associated trails are located southeast of East Roseville Parkway. Most of the commercial

development in the eastern portion of the study area is located in between East Roseville Parkway and Douglas Boulevard, and includes big-box retail outlets, restaurants, a group of small to mid-sized medical institutions, and the Roseville Auto Mall.

## **2.1.2 Land Use Designations**

### **Northwest**

The northwest portion of the study area is located entirely within the city of Roseville. According to the *City of Roseville General Plan Land Use Map* (City of Roseville 2013) the main land use designations within this portion of the study area along SR 65 include Community Commercial (CC), Business Professional (BP) and Regional Commercial (RC). Land uses along I-80 include General Industrial (GI), which is UPRR property, as well Open Space (OS) and some High Density Residential (HDR) near the I-80/SR 65 interchange. The rest of this part of the study area mainly contains Low Density Residential (LDR) and Parks and Recreation (PR) land uses. The *City of Roseville General Plan Land Use Map* is included as Appendix A of this report.

### **Northeast**

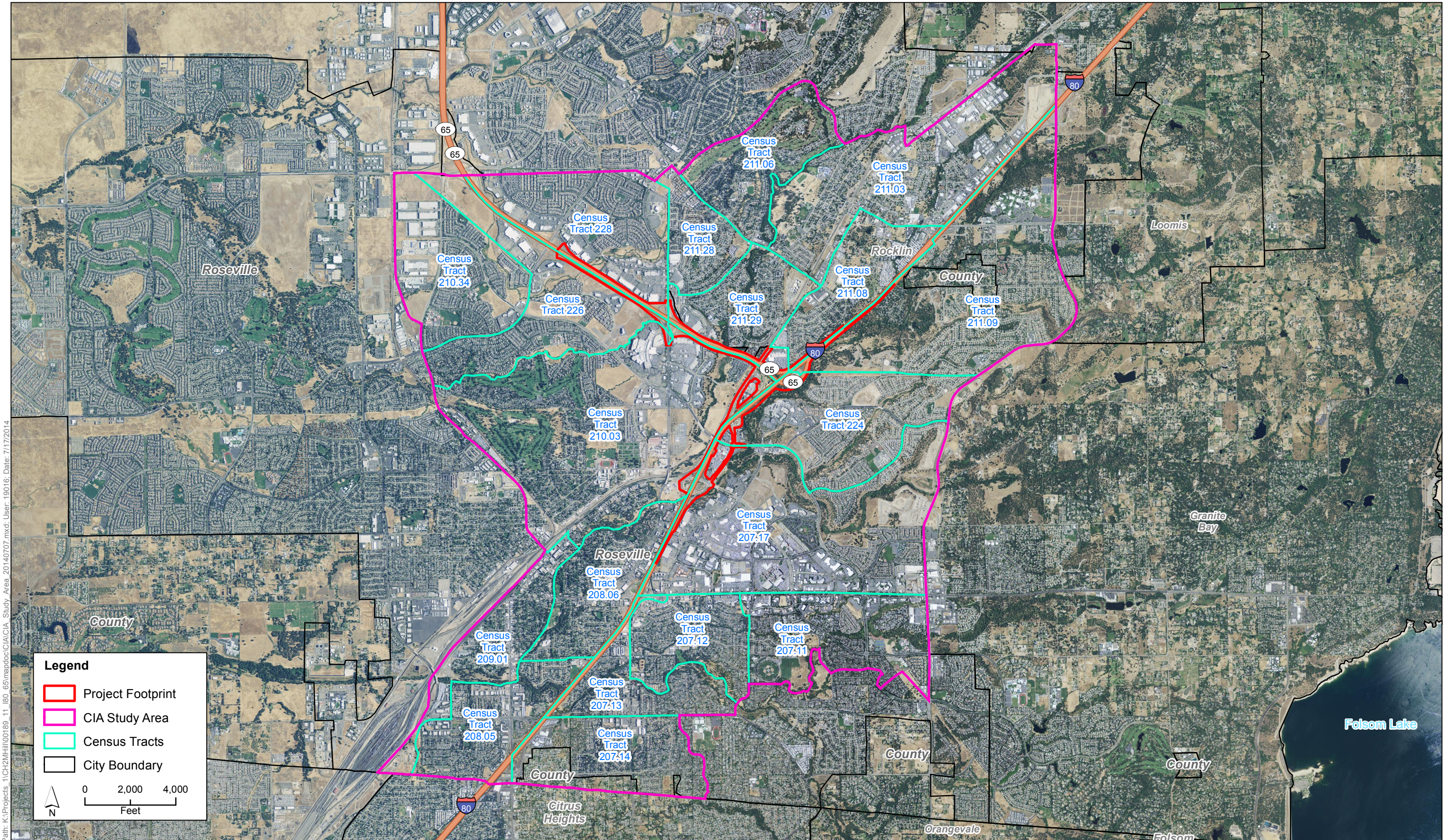
The northeast portion of the study area is located within the Cities of Roseville and Rocklin. According to the *City of Roseville General Plan Land Use Map* (City of Roseville 2013), the main land use designation in this portion of the study area within Roseville is Community Commercial (CC). Low Density Residential (LDR), High Density Residential (HDR), Parks and Recreation (PR), Open Space, and Public/Quasi Public land uses in Roseville are in the northern portion of the study area (City of Roseville 2013).

According to the *City of Rocklin General Plan Land Use Map* (City of Rocklin 2014), the dominant land use designations in this portion of the study area within Rocklin are Medium Density Residential (MDR) and Recreation/Conservation (R-C). Retail Commercial uses are adjacent to SR 65 and I-80 in this portion of the study area. Other land uses include Heavy Industrial (HI), Light Industrial (LI) and Professional Office (PO). The *City of Rocklin General Plan Land Use Map* is included as Appendix B of this report.

### **South**

The southern portion of the study area is located within the Cities of Roseville and Rocklin. Land uses in this portion of the study area within Roseville primarily include Community Commercial (CC), Regional Commercial (RC), Open Space/Flood Plain Combined (OS/FP) and Open Space (OS), and Low Density Residential (LDR) (City of Roseville 2013).

Land uses in this portion of the study area within Rocklin include Recreation/Conservation (R-C), Low Density Residential (LDR), Medium Density Residential (MDR), some Rural Residential (RR), and Public/Quasi Public (PQP) on the Sierra College parcel (City of Rocklin 2012).



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Figure 2-1  
CIA Study Area



### **2.1.3 Development Trends**

#### **2.1.3.1 City of Roseville**

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

#### **2.1.3.2 City of Rocklin**

Rocklin also is an incorporated city in Placer County and covers approximately 20 square miles, or 12,800 acres. The Land Use Element of many city and county general plans deals with growth and development. As stated in the *City of Rocklin General Plan* (City of Rocklin 2012b), because the city's physical growth is reaching the limits of its planning area, the focus on large-scale "planned developments" is expected to decline, with increased focus on the quality of the living environment within the city limits. The policies of the Land Use Element in the General Plan therefore were designed to guide decisions regarding new development in existing developed areas (commonly referred to as "infill development") and mixed-use development (commercial and residential) using smart growth principles. Similar to Roseville, most new growth and development in Rocklin would be accommodated by infill of vacant and underutilized lots, or intensification or reuse of land.

### **2.1.4 Adopted Plans and Programs**

Land use planning in the study area is governed by the *City of Roseville General Plan 2025* (City of Roseville 2012) and the *City of Rocklin General Plan* (City of Rocklin 2012b). Regional transportation planning for the study area is generally conducted by the Placer County Transportation Planning Agency (PCTPA). Only plans with direct relevance to the project are listed.

#### **2.1.4.1 Roseville General Plan**

The Roseville General Plan applies to the portion of the study area located in the City of Roseville (all project elements located north and west of the I-80/SR 65 interchange, including the interchange itself).

The first comprehensive General Plan for Roseville was adopted in 1977. While various elements were updated since 1977, the 1992 General Plan represented the first comprehensive update since that time. A technical update to the General Plan was accomplished in January 2003 that focused on updating information that had changed as a result of previous City Council actions (e.g., adoption of specific plans and update of the Capital Improvement Program). The

last major revision to the General Plan was in September 2010, as part of the Sierra Vista Specific Plan, and this new version, titled *City of Roseville General Plan 2025*, was adopted by the City Council on May 5, 2010. Since then, minor revisions have been made, including changes associated with adoption of the Creekview Specific Plan, approved on September 19, 2012.

For purposes of Roseville General Plan policy development, the city is divided into 14 specific plan/planning areas subareas. The project is located within the North Central Roseville, Infill, Northeast Roseville, and Stoneridge planning areas.

The Land Use Element of the Roseville General Plan describes the land use designations that appear on the plan's land use diagram. This element also outlines the legally required standards of density and intensity for the designated land uses. The Circulation Element describes the proposed circulation system and the street classification system. Relevant policies contained in the Roseville General Plan and related elements are described and evaluated in this CIA in Chapter 3, "Impacts."

The general plan land use map for the City of Roseville is included as Appendix A.

#### **2.1.4.2 Rocklin General Plan**

The Rocklin General Plan applies to the portion of the study area located in the City of Rocklin.

Adoption of the first Rocklin General Plan corresponded with the population boom and expansion of business and industry that began in 1974. The City of Rocklin updated the General Plan in 1991 to reflect the diversifying character of the community associated with new growth. The most recent update to the General Plan was in October 2012.

Similar to Roseville, the Land Use Element of the Rocklin General Plan describes the land use designations that appear on the plan's land use diagram and outlines the legally required standards of density and intensity for these designated land uses. The Circulation Element describes the proposed circulation system and the street classification system. Relevant policies contained in the Rocklin General Plan and related elements are described and evaluated in this CIA in Chapter 3, "Impacts."

#### **2.1.4.3 Placer County Transportation Planning Agency Regional Transportation Plan**

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

The *Placer County Transportation Planning Agency Regional Transportation Plan 2035* (RTP) was designed to be a blueprint for the systematic development of a balanced, comprehensive, multi-modal transportation system, including but not limited to, regional roadways, public

transit, passenger rail, aviation, goods movement, non-motorized facilities, transportation systems management, transportation safety and security, and intelligent transportation systems in Placer County (Placer County 2013a).

The RTP identified the project, titled “State Route 65/Interstate 80 Interchange Modifications,” as a “High Priority Regional Road Network Project.” The RTP also designated funding for the project and scheduled phase 1 of the project to be completed in 2020 and the entire project to be completed by 2035.

#### **2.1.4.4 City of Roseville Open Space Preserve Overarching Management Plan**

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

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

In the study area, Miners Ravine and Secret Ravine are considered to be part of the Olympus Point Preserve, which is labeled as Open Space Preserve under the OSPOMP (ECORP Consulting 2011).

#### **2.1.5 Parks and Recreational Facilities**

Various parks and recreational facilities are scattered throughout the study area (Figure 2-2). Parks and recreation areas in and adjacent to the project site are discussed below. The report *Resources Evaluated Relative to the Requirements of Section 4(f)* also discusses parks and recreational facilities in the project area as they relate to Section 4(f) of the Department of Transportation Act of 1966 (ICF International 2014a).

The City of Roseville has designated certain areas as Open Space, which the Roseville General Plan defines as non-traditional park lands such as vernal pool preserves, oak woodlands, watershed/riparian areas, and greenbelts. The General Plan states that these lands may be used as passive recreational areas for visual and aesthetic enjoyment. In addition, such areas may accommodate bikeway or other trail connections. Some of the areas that are designated as Open Space in the City’s General Plan also are considered Open Space Preserve by the OSPOMP.

The City of Rocklin has designated certain areas as Recreation-Conservation, characterized as areas of existing or future recreational use primarily related to outdoor facilities or areas of important environmental or ecological qualities.

### **2.1.5.1 Miners Ravine Trail**

Miners Ravine Trail follows the course of Miners Ravine, a tributary to Dry Creek. The trail is located in the eastern portion of the study area, generally south of East Roseville Parkway until it crosses under and continues on to the eastern edge of the study area. It includes a paved Class I multi-use trail for bicyclists and pedestrians.

### **2.1.5.2 Secret Ravine Trail**

Secret Ravine Trail is located in the eastern portion of the study area along I-80. It is also part of the drainage system that ultimately flows into Dry Creek. There are two existing portions of Secret Ravine Trail, in Roseville and Rocklin. The existing portion of the trail in Roseville is approximately 450 feet (0.09 mile) east of the southbound SR 65 to eastbound I-80 connector. The trail is below the grade of the existing interchange and is separated from the roadway by Secret Ravine, vegetation, and trees along the ravine. The existing trail in Rocklin is more than 1,300 feet east of I-80 and is separated from the freeway by residential areas and Secret Ravine.

### **2.1.5.3 Antelope Creek Trail**

Antelope Creek Trail is approximately 3 miles long and is used for bicyclists and pedestrians. It follows the Antelope Creek drainage through the northwest and northeast portions of the study area, passing under SR 65.

### **2.1.5.4 Highland Reserve Trail**

The Highland Reserve Trail is a Class I, off-street, paved, multi-use path owned and maintained by the City of Roseville. The trail extends from Pleasant Grove Parkway along the creek east to SR 65 within the Highland Reserve South Open Space Preserve, then makes a 90-degree turn and crosses the creek where the paved portion of the trail ends. The trail does not cross SR 65 at this time, but the trail is planned to extend to the east side of SR 65 in the future within Highland Reserve North. The trail is approximately 0.56 mile in length. The bridge over the creek is approximately 0.02 mile from the existing edge of pavement of SR 65.

### **2.1.5.5 Shea Center Trail**

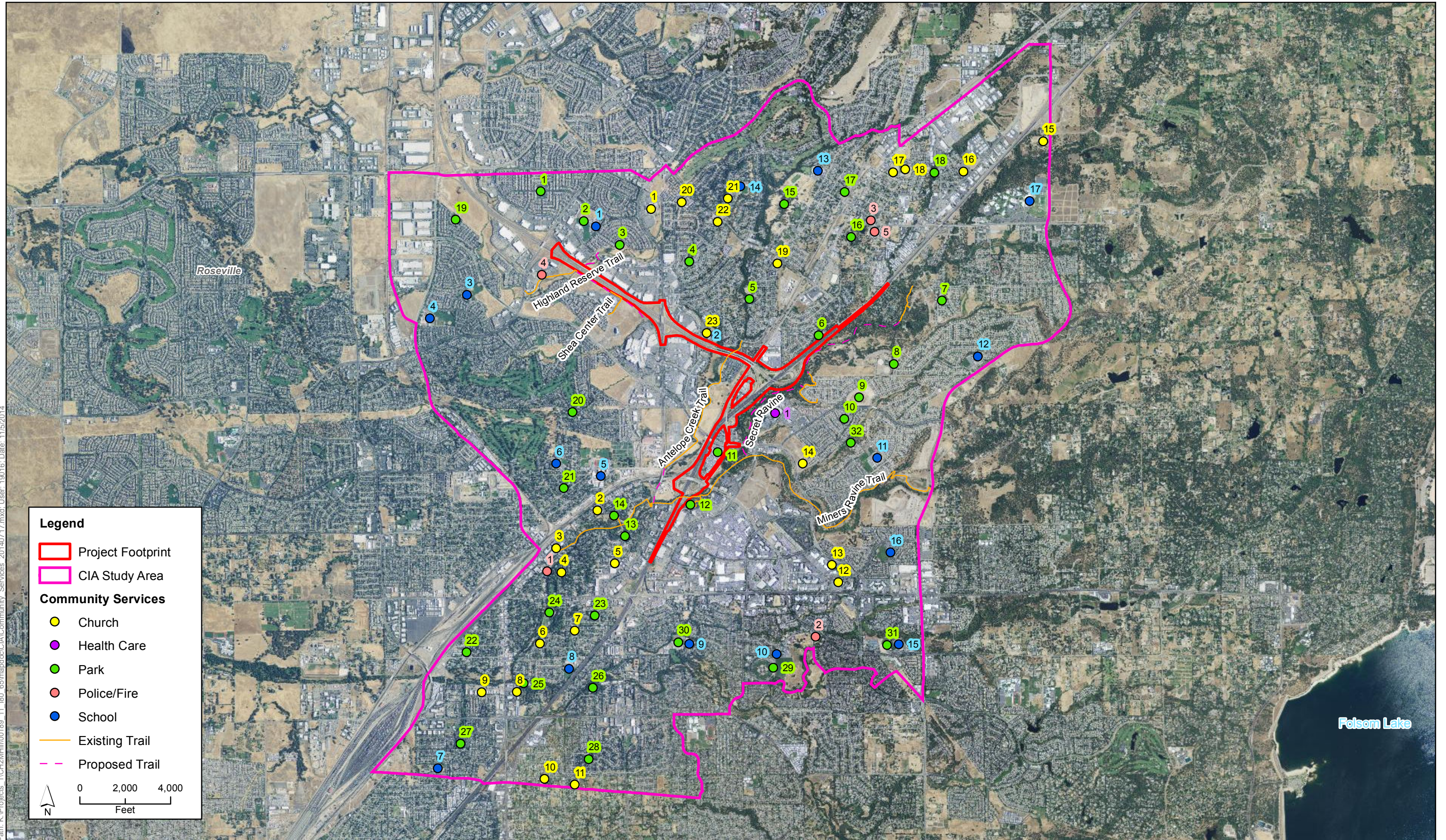
The existing portion of the trail is a Class I, off-street, paved, multi-use path owned and maintained by the City of Roseville. The trail extends from Gibson Drive along the east side of the Shea Center toward SR 65, where the trail turns north and parallels SR 65. The existing portion of the trail is approximately 0.29 mile in length and is approximately 0.02 mile from the existing edge of pavement of SR 65. A proposed portion of the trail would connect the existing portion of the trail to the Highland Reserve Trail and has been approved by the City of Roseville. The trail would be approximately 0.30 mile in length and adjacent to SR 65.

### **2.1.5.6 Conference Center/Galleria Trail**

The Conference Center/Galleria trail is a proposed Class I, multi-use path that would connect the Shea Center Trail to the Galleria at Roseville Mall. The trail has been approved by the City of



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**Legend**

- Project Footprint
- CIA Study Area

**Community Services**

- Church
- Health Care
- Park
- Police/Fire
- School

Existing Trail

Proposed Trail

0 2,000 4,000  
Feet



Figure 2-2  
Community Services in the CIA Study Area



**Figure 2-2  
Community Services Index**

Resource #	Resource
<b>Church (yellow)</b>	
1	Adventure Christian Church
2	Abundant Life Fellowship
3	Salvation Army
4	Christian Science Church
5	The Church of Jesus Christ of Latter-day Saints
6	Saint Rose Catholic Church
7	Hillcrest Alliance Church
8	Calvary Chapel Roseville
9	Horizon Community Church
10	Living Way Community Church
11	New Life Hungarian Church
12	Valley Springs Presbyterian Church
13	Metro Calvary
14	Saint Anna Greek Orthodox Church
15	The LIFEhouse Church
16	Saint Peter and Saint Paul Catholic Church
17	Foothills Church of Christ
18	Holy Cross Lutheran Church
19	Gracepoint Adventist Church
20	Spring Valley Church
21	Community Covenant Church
22	First Baptist Church of Rocklin
23	Destiny Christian Church
<b>Health Care (purple)</b>	
1	Sutter Roseville Medical Center
<b>Park (green)</b>	
1	Aldo Pineschi Sr. Park
2	Central Park
3	Erven Park
4	Vista Grande Park
5	Sunset East Park
6	Woodside Park
7	Corral-Alva Park
8	Joe Hernandez Park
9	Harry Crabb Park
10	Cambria Park
11	Roseville Golfand-Sunsplash
12	Olympus Point Sculpture Park
13	Lincoln Estates Park
14	Taylor Park

Resource #	Resource
15	Johnson-Springview Park
16	Quarry Park
17	Old Timers Park
18	Sierra Meadows Park
19	Summerhill Park
20	Diamond Oaks Park
21	Woodbridge Park
22	Mark White Neighborhood Park
23	Garbolino Park
24	Saugstad Park
25	Cirby Creek Park
26	Eastwood Park
27	Cresthaven Park
28	Kenwood Oaks Park
29	Maidu Park
30	Sierra Gardens Park
31	Ray E. Lockridge Park
32	False Ravine Park
<b>Police/Fire (pink)</b>	
1	Roseville Fire Department Station 1
2	Roseville Fire Department Station 4
3	Rocklin Fire Department
4	Roseville Fire Department Station 7
5	Rocklin Police Department
<b>School (blue)</b>	
1	Thomas Jefferson Elementary School
2	Antelope Creek Elementary School
3	Vencil Brown Elementary School
4	George A. Buljan Middle School
5	Roseville High School
6	Ferris Spanger Elementary School
7	Saint Albans Country Day School
8	George Cirby Elementary School
9	Warren T. Eich Elementary School
10	Maidu School
11	Stoneridge Elementary School
12	Sierra Elementary School
13	Spring View Middle School
14	Parker Whitney Elementary School
15	Excelsior Elementary School
16	Olympus Junior High School
17	Sierra College



Roseville and would be approximately 0.29 mile in length. The trail is proposed to generally run parallel to and west of SR 65.

#### **2.1.5.7 Woodside Park**

Woodside Park is a 5-acre park located adjacent to I-80 in the northern portion of the study area, within the City of Rocklin. Facilities in this neighborhood park include a basketball court, two play areas, picnic tables, barbecues, and decomposed granite pathways that wind through a grove of large oak trees.

#### **2.1.5.8 Sculpture Park**

The 0.8-acre Sculpture Park is located just east of the Eureka Road off-ramp and is a trailhead for Miners Ravine Trail. The park sits on a hill above where the trail emerges from under the eastbound off-ramp to Eureka Road. Stairs provide access to the trail from the area near “Cosmos,” a sculpture that was dedicated to the City of Roseville in 1990, and another paved trail connects to Miners Ravine Trail north of the sculpture from the trailhead parking area.

#### **2.1.5.9 Roseville Golfland-Sunsplash**

Roseville Golfland-Sunsplash is a theme park located in Roseville at the corner of Taylor Road and Roseville Parkway, in the eastern portion of the study area between I-80 and Taylor Road. The attractions include a miniature golf course (located adjacent to I-80), laser tag, Fastcar Raceway, an arcade, and concessions—all of which are open year-round, and a water park that is open during the summer months. The general hours of operation are 10:00 a.m. to 9:00 p.m. During summer, the water park stays open until 10:30 p.m. on certain nights.

#### **2.1.6 Farmland/Timberland**

No active farmland is in the study area or project vicinity. The state’s Farmland Mapping and Monitoring Program (FMMP) shows no important farmland in the study area or project vicinity. No timberland is in the study area or project vicinity.

### **2.2 Community Characteristics**

This section describes the community characteristics of the study area, including its demographics, presence or lack of cohesion, and community facilities.

#### **2.2.1 Demographic Profile**

##### **2.2.1.1 Population**

According to the *Placer County Housing Element, Part II Background Report* (Placer County 2013b), Placer County is one of the fastest-growing counties in the United States. Most of the

growth in the county has occurred in the incorporated areas, as the County’s General Plan policy has steered growth to the cities. From 2000 to 2010, the average annual growth rate (AAGR) for population for Placer County as a whole was 3.4 percent, a rate nearly three times California’s population AAGR of 1.0 percent during this period. Most of this growth occurred in the incorporated areas of the county, where the AAGR was 5.0 percent between 2000 and 2010. Growth in unincorporated areas of the county slowed to an AAGR of 0.7 percent between 2000 and 2010 (Placer County 2013b). The county’s population is expected to grow 26.33 percent by 2025, from 350,275 to 415,027 residents (California Department of Finance 2013).

The City of Roseville’s population in 2010 was 118,788. From 2000 to 2010, the city’s population increased by approximately 48.63 percent.

The City of Rocklin’s population in 2010 was 56,974. From 2000 to 2010, the city’s population increased by approximately 56 percent.

Table 2-1 shows the existing regional and local population change.

**Table 2-1. Existing Regional and Local Population Change**

Area	2000	2010	Percent Change (%)	AAGR (%)
Unincorporated Placer County	100,701	108,128	7.38	0.7
Placer County Total	248,399	348,432	40.27	3.4
Roseville	79,921	118,788	48.63	4.0
Rocklin	36,330	56,974	56.82	4.6

Source: Placer County 2013b.

### 2.2.1.2 Race/Ethnicity

As reported in the 2010 census (U.S. Census Bureau 2010), the total population of Placer County is 348,432. Of the total population, the largest group was White (approximately 83.5 percent), and persons of Hispanic or Latino origin of any race made up the next largest group (9.3 percent). The remaining population in descending order of proportion was Asian, two or more races, other race, Black or African American, American Indian/Alaskan Native, and Native Hawaiian/Pacific Islander (Table 2-2). The cities of Roseville and Rocklin are more ethnically diverse than the rest of Placer County. Table 2-2 indicates the ethnic distribution of the relevant census tracts.

**Table 2-2. Existing Regional and Local Race and Ethnicity Characteristics (2010)\***

Area	Total Population	Hispanic or Latino (of Any Race)	%	Not Hispanic or Latino													
				White	%	Black or African American	%	American Indian or Alaskan Native	%	Asian	%	Native Hawaiian/Pacific Islander	%	Other Race	%	Two or More Races	%
California	37,253,956	14,013,719	37.7	21,453,934	57.6	2,299,072	6.2	362,801	1.0	4,861,007	13.0	144,386	0.4	6,317,372	17.0	1,815,384	4.9
Placer County	348,432	16,696	4.8	290,977	83.5	4,751	1.4	3,011	0.9	20,435	5.9	778	0.2	13,375	3.8	15,105	4.3
Roseville	116,042	17,615	15.5	83,419	71.9	1,793	1.5	378	0.3	9,320	8.0	360	0.3	373	0.3	2,784	2.4
Rocklin	86,625	7,459	8.6	68,903	79.5	1,077	1.2	715	0.8	5,265	6.1	34	0.0	169	0.2	3,003	3.5
Census Tract 207.11	4,442	471	10.6	3,339	75.2	117	2.6	0	0.0	367	8.3	0	0.0	0	0.0	148	3.3
Census Tract 207.12	3,473	809	23.3	2,628	75.7	9	0.3	10	0.3	0	0.0	0	0.0	11	0.3	6	0.2
Census Tract 207.13	3,359	610	18.2	2,679	79.8	5	0.1	0	0.0	0	0.0	0	0.0	0	0.0	65	1.9
Census Tract 207.14	3,219	296	9.2	2,626	81.6	63	2.0	10	0.3	139	4.3	0	0.0	0	0.0	85	2.6
Census Tract 207.17	3,117	585	18.8	1,861	59.7	17	0.5	0	0.0	552	17.7	0	0.0	18	1.6	84	2.7
Census Tract 208.05	4,046	571	14.1	2,887	71.3	11	0.2	28	0.6	259	6.4	58	1.4	49	1.2	183	4.5
Census Tract 208.06	3,248	624	19.2	2,462	75.8	35	1.1	0	0.0	102	3.1	0	0.0	0	0.0	25	0.8
Census Tract 209.01	2,769	1,305	47.1	1,227	44.3	58	2.1	15	0.5	12	0.4	82	3.0	0	0.0	70	2.5
Census Tract 210.03	6,305	1,546	24.5	4,113	65.2	111	1.8	13	0.2	324	5.1	10	0.2	16	0.3	172	2.7
Census Tract 210.34	4,155	438	10.5	2,926	70.4	63	1.5	0	0.0	588	14.2	0	0.0	17	0.4	123	3.0
Census Tract 211.03	3,725	734	19.7	2,797	75.1	24	.06	30	0.8	0	0.0	0	0.0	38	1.0	102	2.7
Census Tract 211.06	2,027	135	6.7	1,726	85.2	19	.09	0	0.0	78	3.8	0	0.0	0	0.0	69	3.4
Census Tract 211.08	2,502	388	15.5	1,971	78.8	0	0.0	81	3.2	32	1.3	0	0.0	0	0.0	30	1.2
Census Tract 211.09	4,558	401	8.8	3,609	79.2	112	2.5	31	0.7	297	6.5	8	0.2	0	0.0	100	2.2
Census Tract 211.28	2,654	136	5.1	2,121	79.9	119	4.5	70	2.6	78	2.9	18	0.7	0	0.0	112	4.2
Census Tract 211.29	3,322	327	9.8	2,685	80.8	12	0.4	68	2.0	135	4.1	0	0.0	0	0.0	95	2.9
Census Tract 224.00	4,406	433	9.8	2,893	65.7	78	1.8	7	0.2	858	19.5	0	0.0	28	0.6	109	2.5
Census Tract 226.00	5,293	373	7.0	3,903	73.7	44	0.8	0	0.0	677	12.8	125	2.4	0	0.0	171	3.2
Census Tract 228.00	3,980	528	13.3	2,680	67.3	13	0.3	0	0.0	663	16.7	16	0.4	0	0.0	80	2.0

Source: U.S. Census Bureau 2010.

\* Refer to Figure 2-1 for location of census tracts included in this table

As shown in Table 2-2, several of the census tracts within the CIA study area are more ethnically diverse compared to the cities of Rocklin and Roseville, and compared to Placer County, with slightly higher percentages of residents that are Hispanic or Latino of any race. Census Tracts 211.09 and 211.8 have higher percentages of Black or African American residents than the rest of Rocklin (2.5 and 4.5 percent, respectively, compared to 1.2 percent). Several of the census tracts in Roseville have higher percentages of Asian residents than the rest of the city, including Census Tracts 207.17, 224, 226, and 228. See Figure 2-1 for locations of census tracts.

### 2.2.1.3 Income

According to the 2010 census (U.S. Census Bureau 2010), the census tracts in the study area generally have a lower median household income and a lower per capita income than Placer County, Roseville, and Rocklin. A notably higher percentage of families and individuals in Census Tracts 207.13, 207.14, and 209.01 are below the poverty level than the rest of Placer County, Roseville, and Rocklin. Table 2-3 shows income and poverty statistics in Placer County and the study area.

**Table 2-3. Income and Poverty Statistics for Placer County and the Study Area (2010)\***

Area	Median Household Income	Per capita Income	% of Families Below Poverty Level	% of All People Below Poverty Level
Placer County	73,356	34,917	4.8	8.4
Roseville	72,244	33,574	5.5	8.4
Rocklin	84,358	41,149	3.3	6.5
Census Tract 207.11	58,613	32,547	1.3	8.6
Census Tract 207.12	44,296	27,898	6.6	9.6
Census Tract 207.13	52,048	28,805	13.0	13.6
Census Tract 207.14	68,659	31,985	16.3	19.7
Census Tract 207.17	68,160	40,107	1.4	2.5
Census Tract 208.05	63,176	32,357	6.5	7.9
Census Tract 208.06	50,994	38,184	5.8	5.4
Census Tract 209.01	39,982	17,907	17.3	22.7
Census Tract 210.03	71,263	32,234	1.5	6.8
Census Tract 210.34	94,583	30,789	9.3	9.2
Census Tract 211.03	62,466	26,636	6.2	6.2
Census Tract 211.06	84,112	39,526	1.7	3.7
Census Tract 211.08	47,406	26,722	4.3	8.8
Census Tract 211.09	10,6995	44,173	4.2	9.8
Census Tract 211.28	63,044	29,085	4.9	11
Census Tract 211.29	61,610	30,472	4.2	9.6
Census Tract 224.00	90,081	43,668	4.5	5.1
Census Tract 226.00	58,639	29,864	1.5	4.8
Census Tract 228.00	10,3531	37,606	6.0	12

Source: U.S. Census Bureau 2010.

\* Refer to Figure 2-1 for location of census tracts included in this table



## **2.2.2 Community Cohesion**

The study area generally is divided into three areas (northwest, northeast, and south, as described in Section 2.1, “Land Use”). These areas are separated by SR 65 and I-80. Pedestrian and bicycle crossing is limited over/under both of these roadways, and crossing them in public or private motorized transportation is possible only at designated overpasses. The north and west portions of the study area are further divided by railroad tracks running north-south through the project area. All portions of the study area are further divided geographically by waterways flowing at the bottom of small ravines. While these ravines include multi-use trails, crossings over the waterways within the ravines are limited.

The study area also is divided between the Cities of Roseville and Rocklin. Those living in the City of Rocklin receive different municipal services, attend different schools, and are governed by different representatives than those in the City of Roseville.

Finally, the majority of the study area consists of large-scale retail outlets located adjacent to I-80 and SR 65. These outlets, particularly those connected with the Roseville Galleria mall, serve regional populations in addition to local shoppers. Residential neighborhoods and associated churches, schools, and parks generally are located further back from SR 65 and I-80, behind these large-scale retail outlets. Retail corridors along SR 65 and I-80 thus provide another series of boundaries separating the study area community. Because of the multiple physical, geographic, political, and land use barriers, the study area does not appear to possess a high level of community cohesiveness.

## **2.2.3 Community Facilities (Schools, Health Care, and Libraries)**

The following section details the schools, health care facilities, and libraries in the study area. There are no public community libraries in the study area, and libraries are not discussed further in this document. Community facilities and services are shown in Figure 2-2.

### **2.2.3.1 Schools**

As shown in Figure 2-2, schools are scattered throughout the study area. This section describes the schools nearest to the project limits. In the northwest portion of the study area, Catheryn Gates Elementary School is located at 1051 Trehowell Drive in Roseville. The school is approximately 0.6 mile southwest of the project limits, due west from the Roseville Galleria mall. Immediately west of Catheryn Gates is the Phoenix Schools Private Preschool, located at 1071 Trehowell Drive in Roseville. The preschool is located 0.7 mile southwest of the project limits.

Also in the northwest portion of the study area, the Sacramento Valley campus of the private online education company University of Phoenix is located at 516 Gibson Drive in Roseville. The campus is located 0.2 mile southwest of SR 65, between Pleasant Grove Boulevard and Galleria Boulevard. Roseville High School is located at 1 Tiger Way in Roseville, approximately 0.75 mile from the project limits, immediately north of Atlantic Street. Roseville High School is

a public school that serves the northeastern part of Roseville. Ferris Spanger Elementary School is located at 699 Shasta Street in Roseville, approximately 1 mile west of the project limits.

In the northeast portion of the study area, Antelope Creek Elementary School is located at 6185 Springview Drive in Rocklin. The school is located approximately 0.2 mile northeast of project limits, midway between Galleria Boulevard and Taylor Road. Also in the northeast portion of the study area, Thomas Jefferson Elementary school is located at 750 Central Park Drive in Roseville, approximately 0.3 mile east of the project limits.

In the southern portion of the study area, Stoneridge Elementary School is located at 2501 Alexandria Drive in Roseville. It is approximately 0.9 mile southwest of the project limits. Sierra Elementary school is located at 6822 Camborne Way in Rocklin, approximately 1 mile southwest of the project limits. Sierra College, a community college, is located at 5000 Rocklin Road in Rocklin, approximately 1.08 miles northeast of the project limits.

### **2.2.3.2 Health Care Facilities**

All of the health care facilities in the study area are located in the southern portion of the study area. Sutter Medical Group is located in Roseville, approximately 0.10 mile southeast of the project site, immediately south of the SR 65/I-80 interchange. Associates In Women's Health Care, located at 5 Medical Plaza Drive in Roseville, provides obstetric and gynecologic care.

Image Health One, located at 1411 Secret Ravine Parkway #100 in Roseville, provides services to increase muscle strength. Sutter Roseville Ortho Therapy, located at 2 Medical Plaza Drive in Roseville, provides orthopedic physical therapy services.

Kaiser Permanente Roseville Medical Center, a hospital with emergency medical services, is located at Douglas Boulevard and Eureka Road in Roseville. Sunrise Healthcare Center, located at 600 Sunrise Avenue in Roseville, is located approximately 0.15 mile east of the project site.

## **2.2.4 Access, Circulation and Parking**

### **2.2.4.1 Access**

The primary roads in the project area and vicinity are shown on Figure 1-1. Several businesses in the study area have driveways that front directly onto Taylor Road. These businesses could have potential ingress/egress impacts during construction, including Golfland-Sunsplash, Cattlemens Restaurant, as well as the various hotels and automotive shops along Taylor Road in the study area.

### **2.2.4.2 Circulation**

In addition to roadways, the multimodal transportation system in the study area includes public transit, bikeways, pedestrian pathways/sidewalks and rail service.

## **Transit and Rail Services**

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

Multiple Roseville Transit routes run through the study area. The "A" and "B" lines run on Roseville Parkway, North Sunrise Avenue, and Galleria Boulevard. The "M" line runs on Galleria Boulevard, Pleasant Grove Boulevard, and Fairway Drive, while the "S" line runs on SR 65, Roseville Parkway, and Galleria Boulevard. All four lines have transfer points at the Roseville Galleria mall.

Roseville Transit also provides three commuter line pick-up locations in the study area. The first is located at the Taylor Road and I-80 park-and-ride lot, which is on Taylor Road between East Roseville Parkway and Eureka Road. The second is located at the Galleria Transfer Point park-and-ride lot, which is on Galleria Circle and West Drive. The third is located at Westfield Galleria, 1151 Galleria Boulevard.

Placer County Transit, the operator of mass transportation in the suburbanized western portion of Placer County, operates the following routes.

- Auburn to Light Rail (Watt/I-80)
- Lincoln/Sierra College
- Highway 49
- Alta/Colfax
- Taylor Road Shuttle

The Auburn to Light Rail route runs hourly buses between 5 a.m. and 7 p.m. and runs on I-80, SR 65, and Roseville Parkway with a pick up point at the Roseville Galleria mall. The Lincoln/Sierra College route runs hourly buses between 6 a.m. and 7 p.m. and the route runs from Sierra College along I-80 to the Roseville Galleria mall and then north from the study area. The Taylor Road Shuttle runs three morning and 5 afternoon/evening buses Monday through Saturday from the Auburn station to Sierra College.

In addition, the Placer Commuter Express operates service from Colfax to downtown Sacramento. There are four morning buses and four evening buses. The Commuter Express line runs directly through the study area on I-80.

The Capital Corridor intercity passenger rail service runs between San Jose and Auburn and has stations in both Roseville and Rocklin. The service utilizes the UPRR tracks that parallel Taylor Road/Pacific Street.

### **Pedestrian and Bicycle Facilities**

Sidewalks are provided adjacent to developed areas within the project area with the exception of Taylor Road between just east of Roseville Parkway and Pacific Street. Within the study area the availability of sidewalks varies depending on the level and type of development. Signalized crosswalks are provided throughout the study area at major intersections.

The City of Roseville's existing bikeway system includes 27 miles of Class I bike trails, 83 miles of Class II bike lanes and 9 miles of Class III bike routes. Roseville also permits bicycling on all public sidewalks, except a select few in Downtown Roseville. In some instances (typically along arterial roads), the City provides wide sidewalks that are referred to as Class 1A side paths. These are intended to supplement on-street bike lanes. Since sidewalks, including Class IA side paths, are primarily intended and designed to serve pedestrians, the City does not sign or map Class IA side paths or other sidewalks as bikeways (City of Roseville 2008).

The City of Rocklin has Class II on-street bike lanes on numerous roadways throughout the city. There are several Class I bikeways including one along Antelope Creek. An additional Class I bikeway is proposed along Secret Ravine Creek (City of Rocklin 2011).

#### **2.2.4.3 Parking**

Parking is provided throughout the study area both on-street and in private lots. Businesses in the study area that have private parking lots near the project boundary include Golfand-Sunsplash on Taylor Road, the hotels along Taylor Road and Roseville Parkway, the businesses on Taylor Road between I-80 and SR 65, including Cattlemens Restaurant and a Seventh Day Adventist church, and various automotive shops along Taylor Road east of SR 65.

## **2.3 Emergency Services and Utilities**

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

### **2.3.1 Emergency Services**

The following section discusses police and fire protection and emergency medical services in the study area.

#### **2.3.1.1 Police Protection**

The City of Roseville Police Department, headquartered at 1051 Junction Boulevard (west of the study area), provides primary law and traffic enforcement for the portion of the study area within

the City of Roseville. The department maintains a full service police department with approximately 195 full-time staff, including 127 sworn officers (this results in a ratio of 1.2 officers per 1,000 population), and other staff as needed to support the department's mission and meet community needs (Guenther pers. comm.). The Roseville Police Department is responsible for patrol duty within the city limits, including parks and open space areas, responding to and investigating crimes and other calls for service, providing animal control services, and traffic safety (i.e., enforcing the Vehicle Code and responding to traffic collision or traffic hazard calls). The City of Roseville also operates a city jail. The crime rate has been approximately 4,000 crimes per 100,000 population for the past several years. No Roseville police stations are located in the study area.

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

The Placer County Sheriff's Department, headquartered at 2929 Richardson Drive in Auburn, provides law enforcement and traffic enforcement to the unincorporated areas of Placer County. The Placer County Sheriff's Department does occasionally assist other agencies, including the Cities of Roseville and Rocklin, when requested (Nitzberg, pers. comm.).

### **2.3.1.2 Fire Protection**

The City of Roseville is responsible for fire protection services in the study area within the city limits. The Roseville Fire Department has eight existing fire stations and two planned fire stations in the city, and additional fire stations will be planned as future specific plans and/or annexations occur. The fire department primarily responds to medical emergency calls but has the capability to respond to fire, hazardous material incidents, and rescue calls. The fire department, which employs approximately 119 staff, received 12,925 calls for service in 2012. The fire department meets its goal of responding to calls in 492 seconds in populated areas approximately 90 percent of the time and has an ISO [Insurance Service Organization] rating of 3 (City of Roseville 2014). Three City of Roseville fire stations are located within the study area.

For the portion of the study area in the City of Rocklin, fire prevention, fire suppression, emergency medical, and technical rescue services are provided by the City of Rocklin Fire Department. The nearest station is located at 3970 Rocklin Road, which is within the study area. In addition to emergency response and rescue, the fire department maintains the fire stations, fire apparatus, and water systems essential for fighting fires in the community. The Rocklin Fire Department responded to 3,758 emergency calls in 2012 (Mirichi pers. comm.)

### **2.3.1.3 Emergency Medical Services**

The Roseville Fire Department responds to many 911 medical and trauma emergencies, and provides basic and advanced life support care in the portion of the study area located within Roseville. As stated above, the Rocklin Fire Department also responds to many similar emergencies in the portion of the study area within the City of Rocklin.

In addition to emergency response services provided by the respective fire departments of Roseville and Rocklin, American Medical Response (AMR) is a private company that provides the study area with ambulance services; AMR maintains response times under 10 minutes for the majority of calls. AMR serves western Placer County and locates ambulances throughout the region, including within the cities of Rocklin and Roseville.

## **2.3.2 Utilities, Public Services, and Communications Providers**

### **2.3.2.1 Electricity and Natural Gas**

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

For the portion of the study area within the City of Rocklin, privately-owned PG&E provides electrical and natural gas services to the City of Rocklin and is required by the State Public Utilities Commission to update the systems to meet any additional demand. PG&E builds infrastructure on an as-needed basis.

PG&E, SMUD and Western Area Power Administration (WAPA) own and operate electric overhead utilities that cross I-80 in the project area.

As stated previously, an electric substation is located within the study area on Galleria Boulevard, south of the Roseville Galleria mall. In addition, the Kinder Morgan natural gas Rocklin station is located north of the project area, adjacent to I-80.

PG&E provides natural gas to both the City of Roseville and the City of Rocklin. Underground gas lines run along Taylor Road in the study area.

### **2.3.2.2 Water Supply**

The City of Roseville's water is primarily derived from surface sources, mainly American River water delivered through Folsom Lake. Through this intake Roseville receives water from the United States Bureau of Reclamation (USBR) as well as Placer County Water Agency (PCWA) raw water that is wheeled through USBR facilities. While surface water is the City's primary

supply source, groundwater is occasionally used as a short term, back-up supply for drought and emergency conditions (City of Roseville 2010).

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

The City of Rocklin receives its water supply from the PCWA. The PCWA service area is currently divided into five zones. The City of Rocklin General Plan Update Planning Area is located in Zone 1, which is the largest of the five zones and extends north from the northern boundary of the City of Roseville to the City of Auburn and extends to the northwest to include the City of Lincoln. A small detached portion southwest of the City of Roseville near Baseline Road and Crowder Lane is also included in Zone 1 (City of Rocklin 2011).

PCWA-treated water is sold to customers residing in Auburn, Colfax, Loomis, Rocklin, and portions of Roseville and the surrounding unincorporated areas of Placer County. PCWA's surface water supply sources consist of water purchased from PG&E from the Yuba and Bear rivers, Middle Fork Project water from the American River, and Central Valley Project water from the American River (City of Rocklin 2011). The City of Rocklin does not rely on groundwater as a primary supply source during normal years. The PCWA currently has one groundwater well in the Foothill-Sunset Water System that supplies Rocklin and other surrounding communities if needed (City of Rocklin 2011).

The PCWA Zone 1 water system service area begins at an elevation of approximately 1,800 feet and ends at an elevation of 100 feet. For the most part, gravity moves raw water through a series of water canals to the water treatment plans and then to the water distribution system without additional pumping (City of Rocklin 2011). The City of Rocklin is served by three major transmission lines: a 24-inch transmission line along Pacific Street/Taylor Road, a 30-inch transmission pipeline that supplies water to the Stanford Ranch development, and a 42-inch transmission pipeline that runs south from Penryn to Lincoln. Zone 1 includes 14 storage tanks providing approximately 24.5 million gallons (mg) of storage capacity (City of Rocklin 2011). Three 10-million-gallon water storage tanks are proposed for eventual construction adjacent to the Sunset WTP; the first tank has been constructed. Storage capacity in the Foothill/Sunset system is presently 31 million gallons (City of Rocklin 2011).

### **2.3.2.3 Wastewater**

The City of Roseville owns and operates two wastewater treatment plants (WWTPs), the Dry Creek WWTP and the Pleasant Grove WWTP. The Dry Creek WWTP is located at 1800 Booth Road in Roseville and provides sewer service for the southeast portion of the City of Roseville, portions of Placer County, and the South Placer Municipal Utility District (SPMUD). The Dry Creek WWTP provides tertiary level treatment for up to 18 million gallons per day and serves a population of approximately 111,000. Treated wastewater is discharged to Dry Creek, which flows to Natomas East Main Drainage Canal, and is ultimately discharged to the Sacramento

River (California Regional Water Quality Control Board 2014a). The Pleasant Grove WWTP is located at 5051 Westpark Drive in Roseville and provides sewer service for the northwest portion of the City of Roseville, portions of Placer County, and the SPMUD. The Pleasant Grove WWTP provides tertiary level treatment for up to 12 million gallons per day and serves a population of approximately 102,000. Treated wastewater is discharged to Pleasant Grove Creek, a tributary to the Sacramento River (California Regional Water Quality Control Board 2014b). SPMUD provides sewer collection and maintenance service to the City of Rocklin, as well as the town of Loomis, the community of Penryn, and a portion of Granite Bay.

#### **2.3.2.4 Solid Waste**

The City of Roseville Solid Waste Division provides residential, commercial, and industrial waste removal within the City of Roseville. Recology Auburn Placer provides residential and commercial garbage service within the City of Rocklin. Waste from both cities is taken to the Western Regional Sanitary Landfill, which is located about 6 miles northwest of the I-80/SR 65 interchange and is operated by the Western Placer Waste Management Authority.

#### **2.3.2.5 Communications**

Consolidated Communications provides telephone service to the City of Roseville. Consolidated Communications and AT&T provide telephone service to the City of Rocklin. Comcast provides local cable television service.

### **2.4 Economic Conditions**

This section discusses the economic conditions of the study area and the surrounding region, including employment and income data and a description of business activity in the study area.

#### **2.4.1 Regional Economy and Employment**

The study area is located in Placer County, a region that had seen job growth and increases in taxable sales prior to the economic downturn. The county is specialized in six sectors (Construction; Financial Activities; Leisure and Hospitality; Educational and Health Services; Trade, Transportation, and Utilities; and Other Services). The largest proportions of total jobs in Placer County in 2012 are in Trade, Transportation, and Utilities (approximately 21 percent, with 27,000 jobs); Educational and Health Services (approximately 16 percent, with just over 20,000 jobs); and Government (approximately 14 percent, with nearly 19,000 jobs). These industries combined make up approximately half of Placer County's economy (Center for Strategic Economic Research 2014). Table 2-4 below shows Placer County's employment by industry.



**Table 2-4. Placer County Employment by Industry**

Industry Sector	2002	2007	2012	% Change 2002-2007	% Change 2007-2012
Total All Industries	120,700	140,400	131,800	9.2%	-6.1%
Agriculture	400	300	400	0.0%	33.3%
Mining and Logging	100	100	0	-100.0%	-100.0%
Construction	14,700	14,700	8,400	-42.9%	-42.9%
Manufacturing	8,100	8,500	6,300	-22.2%	-25.9%
Trade, Transportation and Utilities	23,500	29,200	27,500	17.0%	-5.8%
Information	2,500	2,600	2,300	-8.0%	-11.5%
Financial Activities	8,200	11,300	10,200	24.4%	-9.7%
Professional and Business Services	12,700	14,300	13,900	9.4%	-2.8%
Educational and Health Services	11,800	15,800	20,400	72.9%	29.1%
Leisure and Hospitality	15,400	19,100	18,700	21.4%	-2.1%
Other Services	3,900	4,500	5,000	28.2%	11.1%
Government	19,500	20,000	18,700	-4.1%	-6.5%

Source: Center for Strategic Economic Research 2014.

Total employment in Placer County is projected to increase approximately 32 percent by 2022, to a total of nearly 174,000 jobs. Employment projections show that the strongest growth through 2022 in Placer County will be in the Construction; Professional and Business Services; and Education and Health Services sectors (approximately 66, 44, and 40 percent, respectively) (Center for Strategic Economic Research 2014). It is projected that, by 2022, the highest proportion of employment in Placer County will be in Trade, Transportation, & Utilities (approximately 20 percent); Educational & Health Services (almost 16 percent); and Leisure & Hospitality (approximately 14 percent). The Construction sector is projected to experience the greatest shift in composition in Placer County by 2021 (an increase of nearly 2 percentage points) (Center for Strategic Economic Research 2014). Table 2-5 below shows Placer County's employment projections by industry.

**Table 2-5. Placer County Employment Projections by Industry**

Industry	2012	2022	% Change 2012-2022
Total, All Industries	131,800	174,441	32.4%
Agriculture	400	526	31.6%
Construction	8,400	13,929	65.8%
Manufacturing	6,300	6,864	9.0%
Trade, Transportation and Utilities	27,500	35,444	28.9%
Information	2,300	2,823	22.7%
Financial Activities	10,200	13,974	37.0%
Professional and Business Services	13,900	20,000	43.9%
Educational and Health Services	20,400	28,581	40.1%
Leisure and Hospitality	18,700	24,248	29.7%
Government	18,700	21,139	13.0%

Source: Center for Strategic Economic Research 2014.

In 2012, there were over 10,600 business establishments in Placer County—a number which has increased approximately 2 percent since 2007. The Other Services sector experienced the greatest positive shift in composition in Placer County between 2007 and 2012. In the same period, Construction experienced the greatest negative shift in Placer County (Center for Strategic Economic Research 2014).

#### **2.4.2 Business Activity in the Study Area**

The major employers in the City of Roseville include Kaiser Permanente, Hewlett-Packard, the City of Roseville, Sutter Roseville Medical Center, local school districts, Union Pacific Railroad, and Wal-Mart (two locations) (City of Roseville 2011). Major employers in the City of Rocklin include the Rocklin Unified School District, Oracle America, Inc., United Natural Foods, Inc., Esurance, Sierra College, and Wal-Mart (two locations) (City of Rocklin 2014).

Business activities immediately adjacent to the study area are associated with the variety of auto repair shops and self-storage businesses along Taylor Road and the large-scale retail businesses along SR 65, both associated with the Roseville Galleria mall and operated independently of the mall. There are also scattered restaurants; smaller businesses including a law office, gyms, and hardware store; hotels; Roseville Golf-and-Sunsplash, and various medical services providers.

# Chapter 3      Impacts

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This chapter presents the findings of an evaluation of project-related effects on land use, growth, social characteristics (including environmental justice concerns), acquisition/ displacement/ relocation, and economic activity within the study area. Cumulative impacts of the project also are addressed.

## 3.1 Land Use

Land use impacts evaluated in the following sections include direct and indirect conflicts with existing and planned land uses; consistency with the *City of Rocklin General Plan* (City of Rocklin 2012b), *City of Roseville General Plan 2025* (City of Roseville 2012), *Placer County Regional Transportation Plan 2035* (Placer County 2013a), and the *Open Space Preserve Overarching Management Plan* [ECORP Consulting 2011], and impacts on parklands.

### 3.1.1 Consistency and Compatibility with Existing and Planned Land Uses

In general, the project would involve modifications to portions of SR 65, I-80, Taylor Road, and the interchanges between these roadways. The project would require acquisition of some strips of land from adjacent parcels, which would displace existing uses. Removal of these land uses, which include strips of open space and commercial use, would not significantly alter the overall land use make-up of the study area. The changes in land use would be consistent and compatible with existing land uses. In addition, as detailed in the RTP (Placer County 2013a), the project has been included in future land use planning in the study area and region and therefore would be consistent and compatible with planned land uses in the project area. Property acquisitions are discussed later in the chapter.

### 3.1.2 Indirect Land Use Impacts

Temporary construction impacts would affect residents and businesses adjacent to the project corridor. Indirect impacts include short-term increases in air quality emissions (e.g., diesel fumes and dust from construction activities), noise from heavy equipment operations, and glare and lighting from potential nighttime construction activities. Construction also would require temporary detours and lane closures, which could cause temporary increases in traffic congestion throughout the project area during the construction period.

Permanent indirect land use impacts on neighborhoods and businesses also would result from the project. Widening of SR 65 has the potential to bring traffic closer to residences adjacent to the highway. Changes to lane locations on I-80 and new ramp structures also would bring traffic closer to residences. Neighborhoods most likely to experience the most severe impacts include the residences in the Rocklin neighborhoods located between Pacific Street and I-80 along Westwood Drive, the multi-family units directly north of SR 65 and west of I-80 along Hearthstone Drive and Placer West Drive and the Roseville residences south of SR 65 and west

of I-80 along Antelope Creek Drive. The project also would move the roadway closer to businesses throughout the study area.

Permanent indirect land use impacts on residents and employees of businesses along the length of the project corridor include increased roadway noise and reduced localized air quality because of higher levels of auto and truck emissions. These impacts would be similar under all of the alternatives. Potential air quality and noise impacts are discussed in detail in the Air Quality Study Report (ICF International 2014b) and Noise Study Report (ICF International 2014c) prepared for this project.

Landscaping that would be developed as part of the project would lessen some of these effects. Minimization measures, including measures to reduce impacts related to air quality, noise, and visual resources are described in Chapter 4 of this CIA.

### 3.1.3 Direct Land Use Impacts

The project would require property acquisitions. Table 3-1 shows the amount of right-of-way acquisition under each alternative. In addition, figures that show the right-of-way acquisition locations by alternative are included in Appendix C.

**Table 3-1. Property Acquisitions by Build Alternative**

Parcel Number	Description	Alternative 1	Alternative 2	Alternative 3
015-162-001	Corner of Cattlemens Restaurant parking lot	0.05	0.05	0.05
015-450-079	Roseville Golfand-Sunsplash	0	0.10	0.11
015-162-002	Cattlemens Restaurant parking lot	1.93	1.34	1.34
015-162-004	Flooring Liquidators	0.69	0.54	0.54
015-162-006	Seventh Day Adventist Church	0.18	0	0
015-162-007	Stonehouse property	2.90	2.90	2.90
015-450-022	Secret Ravine	0.27	1.20	1.20
015-450-059	Hilton Garden Inn side lot	0	0.03	0.03
455-010-032	Olympus Point Open Space Preserve	0.99	0.99	0.99
456-010-028	Olympus Point Open Space Preserve	3.61	4.59	4.59
015-450-058	Larkspur Landing Roseville LP	0	0.06	0.05
456-020-069	Olympus Point Open Space Preserve	0.71	0.71	0.71
456-020-070	Olympus Point Open Space Preserve	0.43	0.08	0.08
<b>Total</b>		<b>11.76</b>	<b>12.59</b>	<b>12.59</b>

An estimated 13 parcels would be directly affected by acquisitions of strips of land. Under all of the build alternatives, a portion of parcel 015-162-001 and 015-162-002 would be acquired, which would remove land from the Cattlemens Restaurant parking lot. The most right-of-way take from this property would occur under Alternative 1. Under all of the alternatives, right-of-way would be acquired from the Flooring Liquidators parcel. The most amount of take would occur under Alternative 1. Under Alternative 1, 0.18 acre would be acquired from parcel 015-162-006. This would result in the loss of 25 parking spaces from the Seventh Day Adventist Church. There would be no impacts on this parcel under Alternatives 2 and 3. Under all of the

build alternatives, the Stonehouse property (parcel 015-162-007) may be acquired due to the percentage of the parcel that would be affected. Under Alternatives 2 and 3, strips of land would be acquired from parcels 015-450-059 and 015-450-058, which would remove some landscaping from the Hilton Garden Inn and Larkspur Landing properties. Alternatives 2 and 3 also would acquire a portion of parcel 015-450-079, the Roseville Golfland-Sunsplash theme park, including the existing digital billboard on this property and would remove some parking. Alternative 3 would require slightly more right-of-way take from this parcel than Alternative 2 (0.11 acre compared to 0.10 acre).

In addition, strips of land would be acquired along Secret Ravine under all of the build alternatives. This land is identified as the Olympus Point Open Space Preserve set aside as part of a regulatory permitting action, as described in the OSPOMP (ECORP Consulting 2011). This area also is designated as Open Space in the City of Roseville's General Plan. As shown in Table 3-1, Alternative 1 would require slightly more land from parcel 046-020-070 than Alternatives 2 and 3 (0.43 acre compared to 0.08 acre). Under Alternatives 2 and 3, more land would be acquired from parcel 015-450-022 than under Alternative 1 (1.20 acres compared to 0.27 acre). The strips of land that would be removed from these parcels are located between I-80 and Secret Ravine, west and north of the Sutter Roseville Hospital. Recreationists passively use the portions of the Secret Ravine area adjacent to the freeway. Developed trails and public areas are located southeast of the creek, away from the project area. Oak trees and riparian vegetation that currently serve as a buffer between I-80 and the Secret Ravine area would be removed from the areas proposed to be acquired. Mitigation measures to account for the loss of trees are discussed in the Natural Environment Study (NES) prepared for the project (ICF International 2014d).

The Roseville General Plan (City of Roseville 2012) states that these lands may be used as passive recreational areas for visual and aesthetic enjoyment. In addition, such areas may accommodate bikeway or other trail connections.

### 3.1.4 Consistency with State, Regional, and Local Plans and Programs

The following sections assess the project's consistency with plans and policies adopted by the City of Roseville, the City of Rocklin, and the PCTPA. Only policies with direct relevance to the project were included in the consistency analysis.

#### 3.1.4.1 City of Roseville General Plan

The *City of Roseville General Plan 2025* was reviewed to identify policies relevant to the project. The project's consistency with relevant policies is discussed below.

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

As stated in the project description, the roadway system in the project area already experiences peak period congestion. The purpose of and need for the project is to reduce forecasted congestion by increasing capacity at the system interchange. Improvements also would increase capacity on local roads, including Eureka Road/Atlantic Street, Taylor Road, East Roseville Parkway, and Galleria Boulevard/Stanford Ranch Road. The project is consistent with this policy.

**Circulation Element – Goal 1, Policy 3:** Work with neighboring jurisdictions to provide acceptable and compatible levels of service on the roadways that cross the City’s boundaries.

The project represents a collaboration between the Cities of Roseville and Rocklin, Placer County, Caltrans, and PCTPA to ensure acceptable and compatible levels of service throughout the study area, but most specifically on SR 65 and I-80 and the interchanges that connect them. The project is consistent with this policy.

### 3.1.4.2 City of Rocklin General Plan

The *City of Rocklin General Plan* was reviewed to identify policies directly relevant to the project. The project’s consistency with relevant policies is discussed below.

#### **Circulation Element –**

**Policy C-10 A.:** Maintain a minimum traffic Level of Service “C” for all signalized intersections during the p.m. peak hour on an average weekday, except in the circumstances described in C-10.B and C. below.

**Policy C-10 B.:** Recognizing that some signalized intersections within the City serve and are impacted by development located in adjacent jurisdictions, and that these impacts are outside the control of the City, a development project which is determined to result in a Level of Service worse than “C” may be approved, if the approving body finds (1) the diminished level of service is an interim situation which will be alleviated by the implementation of planned improvements or (2) based on the specific circumstances described in Section C. below, there are no feasible street improvements that will improve the Level of Service to “C” or better as set forward in the Action Plan for the Circulation Element.

**Policy C-10 C.:** All development in another jurisdiction outside of Rocklin’s control which creates traffic impacts in Rocklin should be required to construct all mitigation necessary in order to maintain a LOS C in Rocklin unless the mitigation is determined to be infeasible by the Rocklin City Council. The standard for determining the feasibility of the mitigation would be whether or not the improvements create unusual economic, legal, social, technological, physical or other similar burdens and considerations.

As stated above, the purpose of and need for the project is to reduce forecasted congestion. The project also would increase capacity on local roads in the project area. The project is consistent with these policies

**Circulation Element – Policy C-11:** Continue to participate with adjacent jurisdictions toward the completion and improvement of streets that extend into other communities through individual

cooperation and/or use of the Placer County Transportation Planning Agency (PCTPA), joint powers authorities, and similar entities.

As stated above, the Proposed project represents a collaboration between the cities of Roseville and Rocklin, Placer County, Caltrans, and the Placer County Transportation Planning Agency to improve streets that extend into the City of Roseville, including Taylor Road/Pacific Street. The project would be consistent with this General Plan policy.

**Circulation Element – Policy C-12:** Encourage improvements to the existing Federal Interstate and State highway system, and the addition of new routes that would benefit the City of Rocklin.

The project entails major improvements to I-80 and SR-65, which would reduce system congestion and benefit the City and residents of Rocklin. The project is consistent with this policy.

### 3.1.4.3 Placer County Transportation Planning Agency Regional Transportation Plan

The *Placer County Regional Transportation Plan 2035* was reviewed to identify policies directly relevant to the project. The project's consistency with relevant policies is discussed below.

**Goal 1:** Maintain and upgrade a safe, efficient, and convenient countywide roadway system that meets the travel needs of people and the movement of goods through and within the region.

**Objective A:** Identify and prioritize improvements to the roadway system.

**Policy 1:** Work with Caltrans and local jurisdictions to identify roadways in need of major upgrading to meet standards for safety and design, maximize system efficiency and effectiveness, and plan their improvement through regional planning, corridor system management planning, and capital improvement programming.

The project represents a need identified by Caltrans and the PCTPA to upgrade the I-80/SR 65 interchange in order to meet standards for safety and design and to maximize system efficiency and effectiveness. The project was identified by both agencies as necessary, and both regional planning and capital improvement programming were incorporated into its planning. The project is consistent with this policy.

**Objective C:** To promote economic development, prioritize roadway maintenance and improvement projects on principal freight and tourist travel routes in Placer County.

**Policy 1:** Maintain and improve the Interstate 80 Corridor as one of the major connections for freight distribution to and from destinations east of California.

**Policy 2:** Improve State Route 65 in order to facilitate goods movement and access to jobs.

The project represents an effort to improve the I-80 corridor by reducing delays associated with the I-80/SR 65 interchange and likely will assist in reducing travel times for vehicles engaged in freight distribution to and from destinations east of California. In addition, the project would

reduce travel times on SR 65, thereby facilitating goods movement and access to jobs on this roadway. The project is consistent with these policies.

**Goal 9:** By integrating land, air, and transportation planning, build and maintain the most efficient and effective transportation system possible while achieving the highest possible environmental standards.

**Objective E:** Participate in state, multi-county and local transportation efforts to insure coordination of transportation system expansion and improvements.

**Policy 1:** Continue to coordinate with local jurisdictions in transportation improvement efforts.

The project represents a collaboration between the Cities of Roseville, Rocklin, and Lincoln, Placer County, Caltrans, and PCTPA to improve transportation in the region. The project is consistent with this policy.

In addition, one of the measures in the Transportation System Management Action Plan (from the Action Element of the RTP) references the use of ridesharing:

2. Continue to work cooperatively with SACOG, SMAQMD, and the City of Roseville on implementation and enhancement of regional rideshare programs that encourage the use of alternative modes of transportation. (SACOG, SMAQMD, PCTPA, City of Roseville, local employers)

The project includes the creation of an HOV lane on SR 65. It also represents a collaboration between the Cities of Roseville, Rocklin, and Lincoln, Placer County, Caltrans, and PCTPA to improve transportation in the region. The project is consistent with this policy.

#### 3.1.4.4 City of Roseville Open Space Preserve Overarching Management Plan

The OSPOMP was reviewed, and the project’s consistency with the plan is discussed below.

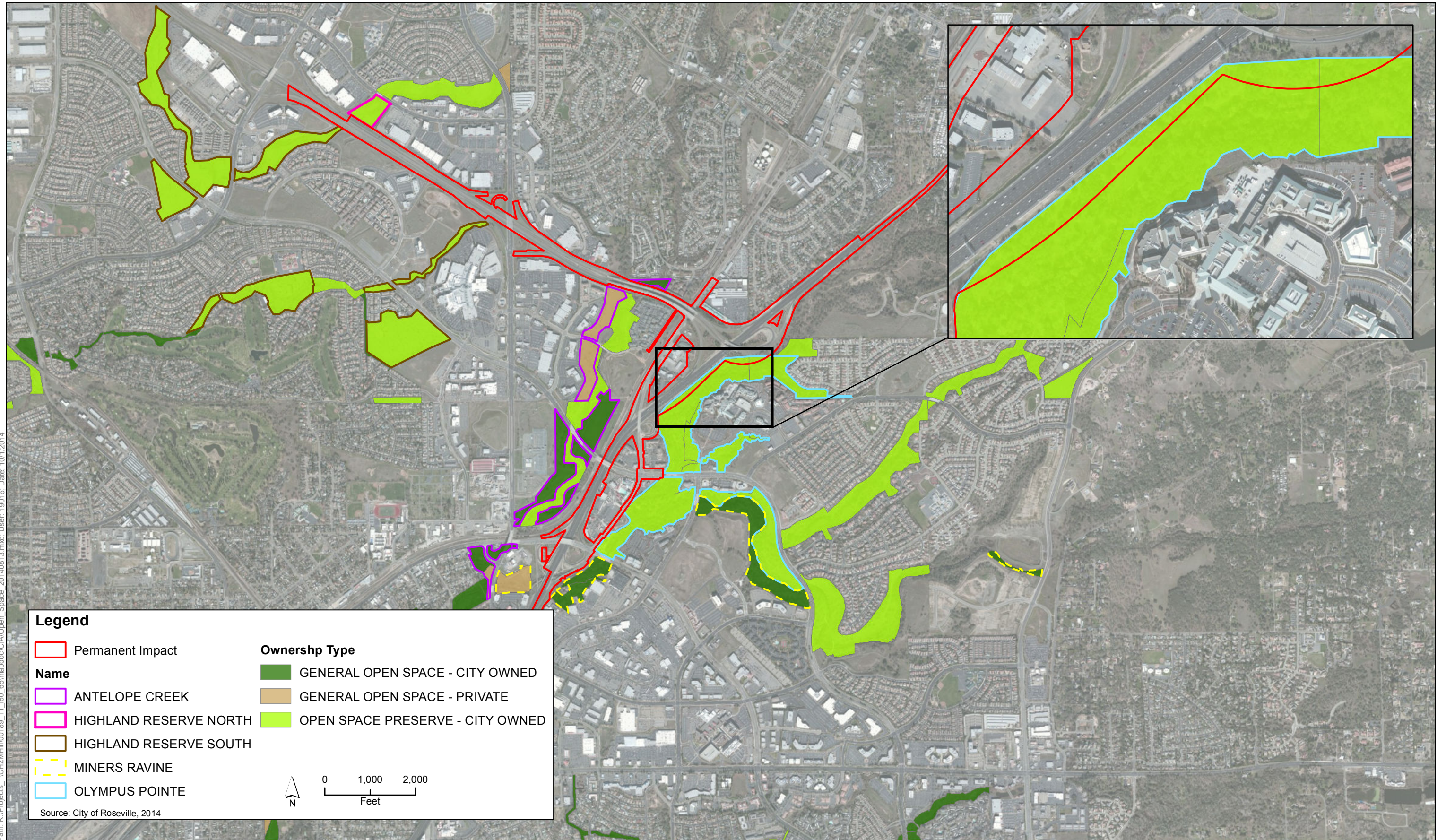
As stated in Chapter 2, the study area contains land designated by the OSPOMP as Open Space Preserve and General Open Space. Any property acquisitions that are located in Open Space Preserve would require an amendment to the OSPOMP and changes to the Biological Opinion (re-initiation of Section 7 consultation). Changes in activities in General Open Space are not subject to the Section 7 requirements of the OSPOMP, although there may be project-specific Section 7 or Section 404 triggers and other restrictions. Figure 3-1 shows where acquisitions of Open Space Preserve and General Open Space would occur. In addition, Table 3-2 shows the total acres of permanent acquisitions of General Open Space and Open Space Preserve in the study area by alternative.

**Table 3-2. Permanent Acquisitions of Open Space Lands in the Study Area**

Open Space Lands in the Olympus Pointe–Open Space Preserve	Permanent Acquisition (acres)
Alternative 1	4.43
Alternative 2	6.64
Alternative 3	5.86



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**Figure 3-1**  
Impacts to Open Space Lands in the  
Interstate 80 / State Route 65 Interchange Improvements Project



As shown in Table 3-2, acquisition of several acres of Open Space Preserve in the Olympus Pointe Preserve would be required for each of the build alternatives. The most land would be acquired under Alternative 2 (6.64 acres) and the least would be acquired under Alternative 1 (4.43 acres). The OSPOMP would require an amendment to reflect these changes. Effects on Open Space Preserve and the regulatory actions that would result are further described in the NES prepared for the project (ICF International 2014d).

In areas designated as General Open Space, recreational uses (e.g., birding, biking, walking/running) are allowed off-trail. Allowed recreational uses within Open Space Preserve are use of the bike trails (including City- and federally authorized bike jump or skills parks), social trails located away from endangered species habitat and approved by the Open Space Manager, outlook points, and community gardens. In General Open Space areas, additional allowed recreational uses are fishing with an appropriate fishing license and following all laws and regulations regarding fishing, and additional community gardens (ECORP Consulting 2011). None of the build alternatives would affect recreational uses in the General Open Space or Open Space Preserve lands. Impacts on specific trails are described in Section 3.1.5 “Parks and Recreational Facilities.”

### **3.1.5 Parks and Recreational Facilities**

This section discusses the impacts of the project on relevant park and recreational facilities in the study area. As stated in Chapter 2, multiple parks, trails, and open space areas are located throughout the study area. This section discusses the parks and trails adjacent to proposed improvements with the potential to be directly or indirectly affected by project construction or operation. Other parks and recreational facilities in the study area are not anticipated to experience changes in access or use as a result of the project. A summary of the effects relative to Section 4(f) of the Department of Transportation Act of 1966 is also included. The complete Section 4(f) evaluation can be found in the report *Resources Evaluated Relative to the Requirements of Section 4(f)* (ICF International 2014a).

#### **3.1.5.1 Miners Ravine Trail**

Miners Ravine Trail is located within the floodway along Miners Ravine. It is a publicly owned facility with mixed recreation and non-motorized transportation use. The trail follows the creek drainage and crosses under I-80 as well as the I-80 westbound on-ramp and eastbound off-ramp at the Eureka Road/Atlantic Street interchange. No permanent right-of-way would be acquired from the Miners Ravine Trail under any of the build alternatives. Under Alternatives 2 and 3, the grade profile of the trail would need to be lowered by approximately 6 inches under the Eureka Road/Atlantic Street eastbound off-ramp to maintain vertical clearance requirements.

The temporary construction easement would affect approximately 0.35 mile of the trail from approximately 740 feet (0.14 mile) west of the Eureka Road on-ramp to approximately 630 feet (0.12 mile) east of the Eureka Road off-ramp. A temporary construction zone would be established at the closure points. Temporary wooden falsework would be constructed underneath I-80, and ramps would be constructed over the trail to prevent construction debris from falling on trail users. Installation of the falsework may require short-term closures of the trail. The trail

would be closed just east of where the trail crosses under Harding Boulevard/ Galleria Boulevard and where the trail east of I-80 splits east of Sculpture Park. To maintain trail access, a detour would be provided during falsework installation and while the work on the trail is underway via Harding Boulevard/Galleria Boulevard, Lead Hill Boulevard, North Sunrise Avenue, and Sculpture Park—a distance of approximately 1 mile. Signs would be posted at each closure point depicting the detour for trail users.

The detour would maintain access to the trail around the temporary construction zone. No other access points would be affected during construction. Once the trail profile correction is completed, the trail would reopen for use and access points would be the same as prior to project implementation. During construction, trail users would have direct views of construction activities and of vehicles traveling through the project area. These impacts would be temporary and would occur only during the construction period. Activities along the trail are transitory (e.g., walking, skating, and bike riding); the trail is close to I-80 and Atlantic Street/Eureka Road, and is exposed to noise levels typical of an urban area.

The temporary occupancy of Miners Ravine Trail and the detour during construction is also discussed in the report *Resources Evaluated Relative to the Requirements of Section 4(f)*. The provisions of Section 4(f) are not triggered because the project would not require acquisition of permanent right-of-way from the Miners Ravine Trail and the temporary occupancy of Miners Ravine Trail during trail profile correction, I-80 mainline widening, construction of the collector-distributor ramp, and widening of the Eureka Road off-ramp under Alternatives 2 and 3 would meet all of the temporary occupancy criteria outlined in 23 CFR 774.13(d).

### **3.1.5.2 Secret Ravine Trail**

Secret Ravine Trail is a publicly owned facility with mixed recreation and non-motorized transportation use. There are two existing portions of the trail in Roseville and Rocklin.

The existing portion of the trail in Roseville is approximately 450 feet (0.09 mile) east of the southbound SR 65 to eastbound I-80 connector. The trail is below the grade of the existing I-80/SR 65 interchange and separated from the roadway by vegetation and trees along the ravine. Access to the trail is from outside the project area (Petruchio Way and Viola Way) and would not be affected. Improvements proposed in this area include improving the SR 65 and I-80 connectors, constructing new connection ramps, and widening the I-80 mainline. Trail users may have intermittent views of construction activities, but these would not affect use of the trail. Although construction noise may be audible, no adverse noise impacts are anticipated because construction noise would be short term and intermittent.

The existing trail in Rocklin is more than 1,300 feet east of I-80 and is separated from the freeway by residential areas and Secret Ravine. Improvements on I-80 would include widening to the west; no impacts are anticipated for this trail.

The evaluation for Section 4(f) effects concluded that the proposed project would not cause a constructive use to the Secret Ravine Trail because proximity impacts would not substantially impair the protected activities, features, or attributes of the trail (ICF International 2014a).

### 3.1.5.3 Antelope Creek Trail

Antelope Creek Trail is a publicly owned facility with mixed recreation and non-motorized transportation use. The trail follows the Antelope Creek drainage and crosses under the East Roseville Viaduct (SR 65). No permanent right-of-way would be acquired from the Antelope Creek Trail. During widening of the East Roseville Viaduct and SR 65 mainline, a temporary construction zone would be established on both sides of the trail for access to the viaduct/SR 65 and installation of new columns. The temporary construction zone would be required under all build alternatives. Temporary wooden falsework would be constructed underneath the viaduct and over the trail. The falsework would prevent construction debris from falling on trail users during viaduct and mainline widening, and would ensure uninterrupted use of the trail during construction activities.

One of the columns required for construction of the viaduct will impact the Antelope Creek trail. Column placement requires realignment of the section of trail underneath the viaduct. To minimize trail closures, the new portion of trail will be constructed and, when completed, trail users will be shifted to the new trail section. Following the shift, the old trail section will be permanently closed to accommodate the viaduct column. During short periods of 1 to 2 days, the trail may be closed to allow for construction of the viaduct falsework over the trail, and to construct trail conforms. Falsework construction and trail closures would be scheduled to occur during times (e.g., weekdays) that would minimize impacts on trail users, or temporary rerouting of the trail around the construction area would be provided. In addition, construction vehicles (not equipment) may need to cross the trail to reach the new column locations. In this situation, appropriate traffic control measures (signs and flaggers) would be used as necessary to maintain the safety and flow of travel on the trail.

The trail follows the creek drainage and is below the elevation of SR 65; views of the roadway are part of the existing environment. During construction, trail users would have direct views of construction activities on either side of the trail and of construction vehicles traveling through the project area. These impacts would be temporary and would occur only during the construction period. Widening the viaduct and mainline would create a solid “ceiling” over the trail as it passes beneath SR 65; however, this change would not interfere with use of the trail and would be similar to the existing views of the roadway.

Recreationists using the trail are walking, skating, and bike riding; the trail is not considered a noise-sensitive receptor. Traffic noise from SR 65 is part of the existing urban environment for trail users in this area. According to the Noise Study Report prepared for the project, construction noise could result in maximum noise levels of 91 to 96 A-weighted decibels (dBA) (at a distance of 50 feet from an active construction area) (ICF International 2014c). Trail users traveling through the construction area could experience these noise levels when equipment that generates the maximum noise levels is in use. However, construction noise would be short term and intermittent, and trail users would not experience loss of access or use of the trail.

The temporary occupancy of Antelope Creek Trail and the detour during construction is also discussed in the report *Resources Evaluated Relative to the Requirements of Section 4(f)*. The provisions of Section 4(f) are not triggered because the project would not require acquisition of permanent right-of-way from the Antelope Creek Trail and temporary occupancy of the Antelope

Creek Trail during viaduct and mainline widening would meet all of the temporary occupancy criteria outlined in 23 CFR 774.13(d) (ICF International 2014a).

#### **3.1.5.4 Highland Reserve, Shea Center, and Conference Center/Galleria Trails (Existing and Proposed)**

The existing and proposed portions of the Highland Reserve, Shea Center, and Conference Center/Galleria Trails are shown on Figure 2-2. Implementation of the proposed project would not interfere with development of the proposed Conference Center/Galleria Trail planned for right-of-way acquisition once the development along the parcels adjacent to SR 65 commences, nor would it interrupt the continuity of the planned trail. The northern extension of the Highland Reserve Trail is identified as a long-term project in the *Bicycle Master Plan*, and development of the Shea Center Trail is contingent upon the next phase of development for the Shea Center (Dour pers. comm.). The proposed project would not affect future development of either trail.

Proposed construction activities on SR 65 in this area would occur within the existing roadway right-of-way where the southbound Pleasant Grove Boulevard on-ramp would be adjusted to accommodate the mainline widening. There would be no temporary or permanent use of trail right-of-way; the trails would not be used for access to the project. Access to the trails is from areas outside the project area and there would be no change in access.

The evaluation for Section 4(f) effects concluded that the proposed project would not cause a constructive use to the Highland Reserve, Shea Center, and Conference Center/Galleria trails because proximity impacts would not substantially impair the protected activities, features, or attributes of the trails (ICF International 2014a).

#### **3.1.5.5 Woodside Park**

Woodside Park is a 5-acre park adjacent to I-80 in the northern portion of the study area, in the City of Rocklin. (Figure 2-2). An existing noise wall separates this park from I-80. Several large trees are present along the north side of the noise wall, which creates an additional sense of separation. Under all of the build alternatives, I-80 would be widened within the existing right-of-way, and the existing noise wall would not require reconstruction or relocation. No permanent right-of-way would be acquired from the park, and a temporary construction easement would not be required for staging or other construction activities.

Access to the park is from Westwood Drive and would not be affected by the project. The existing noise wall and large trees block direct views of I-80. During construction, park users may have intermittent and temporary views of construction equipment. Visitors also could experience temporary construction-related noise effects but would not experience any loss of access or use of recreational facilities. Woodside Park already is exposed to noise levels typical of an urban park. The described construction-related impacts would be intermittent and short term.

### **3.1.5.6 Sculpture Park**

The 0.8-acre Sculpture Park is located just east of the Eureka Road off-ramp and is a trailhead for Miners Ravine Trail. No right-of-way would be acquired from Sculpture Park on a permanent or temporary basis under any alternative. Additionally, the park would not be used for access to the project area. Access to the project area would be from I-80 and Eureka Road/Atlantic Street. Access to the park would be maintained during construction and would not change.

The sculpture and viewing area in the park sit above the trail, with trees and vegetation along the edge of the park. Park and trail users have intermittent but existing views of I-80, the Eureka Road off-ramp, and Miners Ravine from the park and trails. Construction activities and vehicles would be visible during the construction period, but these temporary views would not interfere with use of the park or affect views of the sculpture. Additionally, construction of the proposed project would not substantially change the viewshed from the existing viewshed. Traffic noise from I-80 is part of the existing environment for park and trail users. The park is within approximately 160 feet of the Eureka Road off-ramp, close to I-80, and already exposed to noise levels typical of an urban park.

### **3.1.5.7 Roseville Golfland-Sunsplash**

Roseville Golfland-Sunplash is a theme park located in Roseville at the corner of Taylor Road and East Roseville Parkway, just south of I-80. It is open 365 days a year and includes a water park that is open during summer.

Alternatives 2 and 3 would require acquisition of portions of the Golfland-Sunplash property (parcel 015-450-079). Alternative 2 would affect the existing billboard on this property and would remove some parking. Alternative 3 would require more right-of-way take from this parcel than Alternative 2, affecting the billboard and requiring reconfiguration of the parking lot. Alternative 3 also would remove a picnic area that is currently used for patrons that bring their own food to the park. This picnic area contains about 20 tables and is heavily used during summer (Rogers pers. comm.). Alternative 1 would not require acquisition of any permanent right-of-way from this property. Parking impacts are discussed in Section 3.2.2.3, "Relocations and Acquisitions."

Golfland-Sunplash is accessible through two driveways on Taylor Road. Alternatives 1 and 2 would not require construction on this portion of Taylor Road, and access would not be disrupted. Alternative 3 would require improvements to the Taylor Road/East Roseville Parkway intersection. Potential lane closures on Taylor Road during construction could cause access delays. However, access to Golfland-Sunplash would be maintained, and the driveways would not be temporarily or permanently closed.

The western edge of the miniature golf course on the Golfland-Sunplash property has direct views of the I-80 corridor. The northern portion of the miniature golf course is buffered from East Roseville Parkway by a line of trees and vegetation. Views of the project area, including I-80, East Roseville Parkway, and Taylor Road, can be seen from some areas of the water park. The project area is not visible from most of the other attractions, including much of the water park and miniature golf course, the concession area, the racetrack, and the indoor attractions.

According to the Noise Study Report for the project, construction noise could result in maximum noise levels of 91 to 96 dBA (at a distance of 50 feet from an active construction area) (ICF International 2014c). Construction noise would be short term, intermittent, and overshadowed by local traffic noise.

Permanent noise impacts also would occur as a result of the project. As stated in the Noise Study Report, noise levels of up to 68 dBA  $L_{eq}(h)$  (A-weighted decibels hourly equivalent sound level) are predicted at the miniature golf course. Traffic noise levels would increase by up to 2 decibels (dB) relative to existing conditions, which would not result in a substantial increase in noise levels. Because this increase would approach or exceed acceptable traffic noise levels at this location, traffic noise impacts are predicted. Noise impacts are further discussed in the Noise Study Report (ICF International 2014c).

### **3.1.6 Farmland/Timberland**

No active farmland or FMMP-designated farmland is within the study area. No timberland is in the study area or project vicinity. The project would not affect farmland or timberland.

### **3.1.7 Growth Inducement**

This section discusses the potential growth inducement impacts of the project on the areas most likely to be affected, which are anticipated to be the Cities of Roseville and Rocklin.

#### **3.1.7.1 NEPA and CEQA Basis for Analysis of Growth Inducement Impacts**

The findings of the growth analysis contained in this CIA are used as the basis for the assessment of growth inducement effects included in the NEPA/CEQA environmental document that will be prepared for the project. Therefore, NEPA and CEQA considerations are relevant to the growth analysis presented in this section.

The President's Council on Environmental Quality (CEQ) regulations, which implement NEPA, require evaluation of the potential environmental consequences of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences that may occur in areas beyond the immediate influence of a proposed action at some time in the future. The CEQ regulations refer to these consequences as *secondary impacts* (40 Code of Federal Regulations [CFR] 1508.8). Secondary impacts may include changes in land use, economic vitality, and population density—all of which are elements of growth.

CEQA also requires analysis of a project's potential to induce growth. The State CEQA Guidelines (Section 15126.2[d]) require that environmental documents:

[d]iscuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a wastewater treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities,



requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristics of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

Based on this guidance, growth inducement impacts would result from a project that would directly or indirectly foster (i.e., promote or encourage) additional economic or population growth or construction of additional housing. Fostering of growth can occur when an obstacle to growth is removed (e.g., when expansion of infrastructure resolves growth-constraining capacity problems). For an analysis to reach the conclusion that a project is growth-inducing, as defined by CEQA, it must find that a project would foster additional growth in economic activity, population, or housing.

If the analysis determines that a project is growth-inducing, the next question is whether that growth may cause adverse effects on the environment. Environmental effects resulting from induced growth fit the CEQA definition of *indirect effects* in State CEQA Guidelines Section 15358(a)(2). These indirect or secondary effects of growth may result in significant environmental impacts. CEQA does not require that an environmental impact report (EIR) prepared for a project speculate unduly about the precise location and site-specific characteristics of significant indirect effects caused by induced growth, but a good faith effort is required to disclose what is feasible to assess. Potential secondary effects of growth could include consequences that result from growth fostered by a project (e.g., conversion of open space to developed uses, increased demand on community and public services and infrastructure, increased traffic and noise, degradation of air and water quality, or degradation or loss of plant and wildlife habitat).

If significant indirect environmental effects of growth may occur, the final question is whether those effects already have been considered and mitigated, or overridden if unavoidable, in a completed CEQA process. If the induced growth is consistent with an approved general plan or community plan for the area, and if a CEQA document on that plan adequately addresses the effects of growth, the environmental effects of growth induced by the project already have been evaluated. In this circumstance, the EIR for a project may refer to the completed CEQA document for the impact analysis and does need not reevaluate previously identified impacts. A project that would induce growth not consistent with an adopted general plan or community plan could indirectly cause additional significant environmental impacts beyond those evaluated in the earlier CEQA document on the plan.

Growth inducement may constitute an adverse impact if the growth is not consistent with or accommodated by the land use plans and growth management policies for the affected area. Local land use plans provide development patterns and growth policies that allow orderly expansion of urban development that is supported by adequate urban public services (e.g., water supply, roadway infrastructure, and sewer service). A project that would induce *disorderly growth* (i.e., conflict with the local land use plans) could indirectly cause additional adverse environmental impacts and other public service impacts, sometimes referred to as *secondary impacts*. Therefore, to assess whether a growth-inducing project would result in adverse

secondary effects, it is important to assess the degree to which the growth accommodated by the project would be consistent with applicable land use plans.

A transportation improvement, such as the proposed project, would be considered growth-inducing if it would cause economic or population increases greater than what is planned by the local agency without the project. If the improvement would cause new development and an influx of residents, as well as increase the economic strength in an area, it may be growth-inducing. It is not assumed that growth in an area is fundamentally beneficial, detrimental, or of little significance to the environment.

The decision to allow potentially induced growth is the subject of separate decision making by the lead agency responsible for allowing such projects to move forward. Because the decision to allow growth is subject to separate discretionary decision making, and because such decision making itself is subject to CEQA, the analysis of growth inducement effects is not intended to determine site-specific environmental impacts or specific mitigation for the potentially induced growth. Rather, the discussion is intended to disclose the potential for environmental effects to occur more generally, such that decision makers are aware that additional environmental effects are possible if growth-inducing projects are approved. The decision of whether impacts do occur, their extent, and the ability to mitigate them is appropriately left to consideration by the agency responsible for approving such projects, at such times as complete applications for development are submitted.

### **3.1.7.2 Analysis of Growth Inducement Impacts**

Growth rates and patterns are influenced by various local, regional, and national forces that reflect ongoing social, economic, and technological changes. Ultimately, the amount and location of population growth and economic development that occurs in a specific area are controlled largely by local governments through zoning, land use plans and policies, and decisions regarding development applications. Local government and other regional, state, and federal agencies and tribes also make decisions about infrastructure (e.g., roads, water facilities, and sewage facilities) that may influence growth rates and the location of future development.

Transportation infrastructure is one component of the overall infrastructure that may serve to accommodate planned growth. This infrastructure also may serve to hasten or shift planned growth, or to encourage and intensify unplanned growth in an area. Transportation projects may induce growth when they directly or indirectly promote, shift, or intensify planned growth or encourage unplanned growth in a community or region. An example of a growth-inducing transportation project includes construction of a new roadway through an undeveloped area, which could open access to a new area and promote unplanned growth.

To determine the potential for growth-related impacts associated with the project, a first-cut screening was performed in accordance with the *Guidance for Preparers of Growth-Related, Indirect Impact Analyses* (referred to in the remainder of this section as *the Guidance document*) (California Department of Transportation 2006). The interrelated screening factors (accessibility, growth pressure, project type, and project location) discussed in Chapter 5 and summarized in Figure 5-2 of the Guidance document were considered. The results of this analysis are detailed below.

In terms of accessibility, the project would improve the I-80/SR 65 interchange and adjacent intersections to reduce future traffic congestion. All of the roadways to be improved are already in existence, and no new roads would be constructed. The land surrounding the project is made up of commercial, residential, and open space. Improving the I-80/SR 65 interchange and adjacent intersections would improve access throughout the project area, which would benefit the surrounding residents of Rocklin and Roseville.

In terms of growth pressure, the extent to which the project would induce growth in the project area depends largely on the strength of local planning and growth management mechanisms, including adhering to adopted growth boundaries, maintaining existing zoning restrictions and land use designations, and implementing farmland and floodplain protection policies. In this case, there appears to be a strong, integrated structure that discourages premature and unplanned growth in the project area. The Cities of Roseville and Rocklin have provided land use designations to guide future growth in the study area; and new development must adhere to these land use designations, per the rules and regulations of the relevant cities. Adherence to these restrictions reduces pressure for unplanned development by making adequate quantities of land available for development in locations that best serve the policy goals of the relevant cities. Given the coordinated growth control mechanisms in place, the project is unlikely to substantially encourage unplanned development in the project area, or to shift or hasten planned growth along the SR 65 and I-80 corridors. Growth-related impacts of the project related to growth pressure would be minimal to none.

In terms of project type, the project includes improving the I-80/SR 65 interchange and adding HOV lanes. As described in the Guidance document, these types of projects on an existing facility are described specifically as projects that could cause growth-related impacts because they add capacity to an existing freeway.

In terms of project location, the project is located in a suburban area. As detailed in the Guidance document, transportation projects in suburban areas could cause growth-related impacts because of a greater presence of open space/vacant land. Presently, the land in the study area consists largely of residential uses, in addition to commercial and open space. The study area is largely built out. As stated in Chapter 2, growth is expected in the surrounding region. The population of Placer County is growing and is expected to grow rapidly in the Cities of Rocklin and Roseville. This growth would not be attributable to, or otherwise influenced by, the project.

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

## **3.2 Community Impacts**

This section addresses the community impacts of the project, including effects on community character and cohesion, community facilities, relocations, and environmental justice.

### 3.2.1 Community Character and Cohesion

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

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

By its nature, the study area is heavily divided. SR 65 and I-80 divide the study area into three separate areas (described in Chapter 2), and traveling across SR 65 and I-80 in between these separate areas is not easily achieved. Even within the three separate areas within the study area, there is a division of commercial uses (primarily big-box retail outlets) and residential uses (primarily suburban, single-family developments). The commercial developments are designed primarily to serve a regional, not local, clientele, thereby dividing each subarea within the study area into retail outlets populated with mostly non-local shoppers and local residents within their neighborhoods.

The affected roadways in the study area, including Taylor Road and Pacific Street, serve as a primary transportation route for commuters and patrons of the local businesses and shopping areas. During the construction period, roadways would remain open with unrestricted travel during hours of non-construction activities. Travelers may experience delays during periods of active construction that would require temporary lane closures. These delays could discourage some travelers from using these access routes, but lane closures would be temporary, and implementation of the project’s Traffic Management Plan (TMP) would ensure that access to adjacent properties would be provided during construction and that delays would be minimized as much as possible.

Overall, the project would improve existing roadways. Alternatives 1 and 2 would not construct any new structures or roadways that would significantly alter the divisions already existing in the community or that could further divide existing communities. Alternative 3 would eliminate the Taylor Road interchange, which would reduce access to businesses on Taylor Road in Roseville and would reduce access options for local residents that currently use Taylor Road to access residential areas. This would also reduce access to businesses on Pacific Street in Rocklin. Alternative 3, with the elimination of the Taylor Road interchange, would be considered a new barrier within the project area that could affect community cohesion.

There is little potential for cut-through traffic to disrupt existing neighborhoods or community areas. Although the project could cause traffic delays in the study area during active construction periods, cut-through traffic routes that could avoid these delays are not readily available. Thus,

no negative effects on community cohesion would be caused by cut-through traffic associated with the project.

### **3.2.2 Community Facilities**

This section addresses the impacts of the project on schools, health care facilities, and alternative transportation in the study area.

#### **3.2.2.1 Schools**

The project would not require acquisition or displacement of any school sites in the study area. As discussed in Chapter 2, various schools are close to the project area. These schools could experience temporary noise impacts associated with project construction; these impacts are analyzed in the Noise Study Report prepared for the project.

School bus travel and individual motorist travel to and from local schools use roadways that would be affected by the project. Project construction could cause delays in motorists reaching the school and delays in school bus routes. Advanced notice and coordination with school officials will be included in the project's TMP, which would minimize any potential temporary impacts.

#### **3.2.2.2 Health Care Facilities**

The proposed project would not require acquisition or displacement of any health care facilities in the study area. As discussed in Chapter 2, health care facilities are close to the project area. These facilities could experience temporary noise impacts associated with project construction; these impacts are analyzed in the Noise Study Report prepared for the project.

#### **3.2.2.3 Access, Circulation and Parking**

Construction of the project would result in delays of varying lengths for motorists on I-80, SR 65, adjacent intersections, and local roads throughout the study area, which would temporarily limit access and affect regional circulation. Similarly, construction of the project could also potentially result in delays for bicyclists and pedestrians and changes in routes. Traffic controls and delays anticipated for the project, including delays for public transit, pedestrians and bicyclists, and temporary Class I trail detours, will be specified in the TMP. TMPs are evolving documents that are periodically modified as the project development process proceeds and new or refined project-related information becomes available. The TMP for the project, which may continue to be updated up to and even during the construction phase, will establish the applicable restrictions on delays, hours of closure, maximum length of delays and closures, and number of closures allowed within a set distance. At the time of construction, the actual closure and delay lengths and hours used for closures will be determined by the construction contractor and submitted to Caltrans for approval.

When completed, improvements to the I-80/SR 65 interchange would provide regional and local benefits by reducing traffic congestion and delays. However, some businesses would lose

parking as a result of right-of-way acquisition required for road widening. Table 3-3 shows the estimated number of parking spaces that would be lost under each build alternative.

**Table 3-3. Parking Impacts by Build Alternative**

	<b>Assessor's Parcel Number</b>	<b>Number of Parking Spots Lost</b>	<b>Parcel Description</b>	<b>Type of Impact</b>
Alternative 1	015-162-006	25	Seventh Day Adventist Church	Taylor Road changes require relocation of intersecting road to pass through parking lot
	015-162-002	79	Cattlemens Restaurant	Realignment of SW connector
Alternative 2	015-162-002	39	Cattlemens Restaurant	Realignment of SW connector
	015-450-079	18	Roseville Golf and Sunsplash	SMUD and PG&E tower relocation for CD alignment
Alternative 3	015-162-002	42	Cattlemens Restaurant	Realignment of SW connector
	015-450-079	18	Roseville Golf and Sunsplash	SMUD and PG&E tower relocation for CD alignment

As shown in Table 3-3, Cattlemens Restaurant (parcel 015-162-002) would lose parking under all of the build alternatives. According to the City of Roseville Municipal Code (Section 19.26.030), a full-service restaurant must provide one parking space per 100 square feet. The restaurant is approximately 12,000 square feet; therefore, approximately 120 parking spaces should be provided. The current lot contains approximately 220 spaces. According to Peter Mrozik, the Director of Information and Special Projects at Cattlemens Restaurant, the parking lot fills to capacity at dinner time at least once a month. During these times, patrons are parking on the street, using the lots of neighboring businesses, or circling the lot to wait for an open spot. Special events/banquets are held approximately 50 times per year and the parking lot fills up during these times as well (Mrozik pers. comm.). The most parking lost would be under Alternative 1 (79 spaces). While the restaurant would still have an acceptable amount of parking under the City of Roseville's Municipal Code, this would impact the restaurant during special events and on evenings when the restaurant is particularly busy.

Under Alternative 1, the Seventh Day Adventist Church on Taylor Road (parcel 015-162-006) would lose 25 parking spaces. According to the City of Roseville Municipal Code (Section 19.26.030), places of worship must provide one parking space for each three seats of fixed seating, or one space per 50 square feet for non-fixed seats in the assembly. The church is approximately 16,000 square feet and seats up to 300 people. It has 106 parking spaces. The church is undergoing reconstruction, but does not allow for greater capacity than approximately 300 people because of parking restrictions. (Andelkovic pers. comm.). The church currently has approximately 107 members; however, during special events such as monthly potlucks, fellowship meetings, funerals, and convocations, the church is filled to capacity (Andelkovic pers. comm.). Alternative 1 would remove 25 spaces from this parking lot, or approximately one quarter of the parking, reducing the available parking to below the requirements of the City of Roseville Municipal Code. In addition, access to the church is via Taylor Road and Stonehouse Court. According to Sacha Andelkovic, the pastor of the Seventh Day Adventist Church, Taylor Road can get very busy and patrons coming from Rocklin and making a left turn onto

Stonehouse Court sometimes need to wait for up to 2 minutes. Noise is also a concern for the pastor because the project would expand the roadway closer to the church.

Both Alternatives 2 and 3 would affect the Golfland-Sunsplash property (parcel 015-450-079) and would result in a loss of parking spaces. The Golfland-Sunsplash parking lot fills to capacity every day in the summer when the water park is open (Rogers pers. comm.). When the Golfland-Sunsplash lot is full, visitors have access to the adjacent State-owned park-and-ride lot. Although this lot is typically full from Monday through Friday, visitors are able to park in the lot on the weekends. The lot contains approximately 500 spaces. In addition, a 2-acre dirt lot across the street from Golfland-Sunsplash accommodates visitor parking when the other lots are full.

Alternatives 2 and 3 would maintain or improve circulation on Taylor Road. Alternative 3 would eliminate the Taylor Road interchange and would negatively affect access to businesses that are currently accessed via this interchange. These businesses include the Cattlemens Restaurant and automotive shops on Taylor Road in Roseville, and the Rocklin businesses on Pacific Street, including the shopping center at the corner of Pacific Street and Sunset Boulevard. The Taylor Road corridor is used as a major arterial for residents commuting between Rocklin and Sacramento. According to Mr. Burris of the Rocklin Chamber of Commerce, Rocklin residents often exit Taylor Road and drive north on Pacific Street to access surrounding residential neighborhoods because it is more convenient to exit at Taylor Road and drive north on Pacific Street. Many residents tend to avoid freeway congestion at the I-80/SR 65 interchange, as well as the traffic at the I-80 Rocklin Road exit near Sierra College. Residents in the neighborhoods north of Rocklin Road would be inconvenienced if the Taylor Road interchange was eliminated and they needed to use a different exit (Burriss pers. comm.).

### **3.2.3 Relocations and Acquisitions**

No residences or businesses would be relocated as a result of the proposed project. Right-of-way acquisition that would occur under each of the build alternatives is presented in Table 3-1 above. As stated previously, strips of land would be acquired from 13 parcels in the study area. Under all of the build alternatives, this would primarily affect the Cattlemens Restaurant parking lot (parcel 015-162-002) and the Roseville Golfland-Sunsplash theme park (parcel 015-162-001). Also under all of the build alternatives, strips of land would be acquired from the Flooring Liquidators property (parcel 015-162-004). The most property would be acquired from this parcel under Alternative 1. Impacts related to acquisitions (land use, parking, and economic impacts) are discussed in other sections of this report.

Under Alternative 1, land would be acquired from the Seventh Day Adventist Church on Taylor Road (parcel 015-162-006), which would result in a loss of 25 parking spaces.

### **3.2.4 Environmental Justice**

The project is being developed in accordance with the Civil Rights Act of 1964, as amended; the Uniform Relocation and Assistance and Real Property Acquisition Policies Act of 1970, as amended; and Executive Order 12898 (Federal Actions to Address Environmental Justice in

Minority Populations and Low-Income Populations). Executive Order 12898 requires each federal agency to take the appropriate and necessary steps to identify and address disproportionately high and adverse human health and environmental effects of its programs, policies, and activities on minority and low-income populations.

*Environmental justice* refers to the fair treatment of people of all races, cultures, and incomes with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. The CEQ's *Environmental Justice: Guidance under the National Environmental Policy Act (1997)* indicates that environmental justice concerns may arise from impacts on the natural or physical environment, such as human health or ecological impacts on minority and low-income populations, or from related social or economic impacts.

For adverse environmental justice effects to result from the project, two conditions need to exist. First, minority or low-income populations need to reside in parts of the study area that would be adversely affected by the project. Second, any adverse impacts would need to fall disproportionately on minority or low-income populations, rather than proportionately on all populations affected by the project.

As discussed in more detail in Chapter 2 (Table 2-2), several of the census tracts in the study area have higher percentages of minority populations and low-income populations, and higher percentages of families and individuals below the poverty level than the rest of Placer County, Roseville, and Rocklin.

While minority populations live within the study area, the nature of the project would not result in disproportionate effects on those populations. The census tracts with the higher percentages of poverty are not located adjacent to the project boundary but are further out in the study area. No relocations would occur. Construction of the project would generate dust, diesel fumes, and noise during construction periods. Impacts would be shared proportionally by all residents surrounding the study area, not experienced only by the minority residents. Therefore, avoidance, minimization, or mitigation measures are not required.

For the reasons above and based on the consideration of the benefits that the project would provide to *all* the minority and low-income residents of the study area, the project is not considered to cause disproportionately high and adverse human health and environmental effects on minority and low-income residents of the study area.

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have been included in this project. Caltrans' commitment to upholding the mandates of Title VI is evidenced by its Title VI Policy Statement, signed by the Director.

### **3.3 Emergency Services and Utilities**

This section addresses the impacts of the project on emergency services, including police, fire protection, and emergency medical services, and on utilities and communications providers.



### 3.3.1 Police, Fire Protection, and Emergency Medical Services

It is expected that public facilities and emergency service centers in the project vicinity would be minimally affected during construction. During construction, short-term lane closures would be necessary throughout the project corridor. The following emergency service providers would be notified by the lead agency prior to any road closures.

- Placer County Sheriff Department
- City of Rocklin Police Department
- City of Rocklin Fire Department
- City of Roseville Police Department
- City of Roseville Fire Department
- California Highway Patrol
- American Medical Response

Implementation of a TMP would ensure that construction would not create major delays for emergency service providers. In addition, emergency service providers would be notified as early as possible in order to plan for lane closures and other delays related to construction activity.

After construction is complete, Alternatives 1 and 2 could benefit the provision of emergency services in the study area, including law enforcement, fire, and emergency services, because the improved I-80/SR 65 interchange and adjacent interchanges would reduce congestion and enhance existing emergency service provider routes. Alternative 3, which includes closure of the Taylor Road interchange, could negatively affect provision of emergency services. Within the City of Rocklin, the closure of the Taylor Road interchange could not only affect police and fire department response times but also would affect mutual aid from Placer County and the nearby cities of Roseville and Citrus Heights (Lawrence pers. comm.). Closure of the Taylor Road interchange also could affect response time for the Roseville Police and Fire Departments (Sloan pers. comm.). Advanced notification of any closures would help to ensure that the local emergency service providers could make proper arrangements, in the event that the Taylor Road interchange is eliminated.

### 3.3.2 Utilities, Public Services and Communication Providers

All three build alternatives would affect the following utilities.

- A Consolidated Communications line is located within the existing Taylor Road overcrossing. This facility would need to be relocated and replaced along the proposed Taylor Road alignment. A Consolidated Communications line east of the I-80/SR 65 interchange may be affected by the mainline widening.
- Underground water lines owned by PCWA run along the existing Taylor Road. Depending on the depth of improvements on Taylor Road, underground water facilities may require relocation.

- South Placer Municipal Utilities District storm drains that run along I-80 mainline in both the eastbound and westbound directions near the Taylor Road overcrossing and the existing southbound SR 65 to westbound I-80 connector may be affected.
- PG&E underground gas lines run along existing Taylor Road. Depending on the depth of improvements on Taylor Road, underground gas facilities may require relocation.
- The SMUD and WAPA electric overhead utilities across I-80 would require protection from equipment during construction.

Alternatives 2 and 3 would affect the following utilities.

- Two parallel overhead electric transmission lines, one owned by PG&E, the other by SMUD, run perpendicular across I-80 just south of the East Roseville Parkway overcrossing. Two steel towers carry the 60 and 220 kilovolt (kV) electric lines over I-80 at the north corner of the Roseville Golf-and-Sunsplash parking lot.

Alternative 1 avoids the steel transmission towers, as the eastbound improvements would occur within the existing Caltrans right-of-way in this location. Alternatives 2 and 3 would require relocation of the 220 kV SMUD and PG&E overhead transmission towers. Relocation of the steel towers would require the Golf-and-Sunsplash parking lot to be reconfigured. Alternatives 2 and 3 also would require avoiding or relocating the existing Comcast line across I-80 near the eastbound auxiliary lane between Douglas Boulevard and Eureka Road.

Notifying and coordinating with utility providers would ensure that potentially affected utility customers are notified of potential service disruptions before they occur. No impacts to water supply, wastewater, or solid waste are anticipated.

## **3.4 Economic Impacts**

This section addresses the economic impacts of the project, including effects on local businesses in the study area and the tax revenue and construction effects on the surrounding communities.

### **3.4.1 Impacts on Businesses**

Direct impacts on businesses under all of the build alternatives include acquiring strips of land for roadway right-of-way from parcels throughout the project area. Acquisition impacts would primarily result in displacement of landscaping, and in some cases signage and parking. Direct impacts on businesses include the following.

- Right-of-way acquisition and roadway widening would displace parking from Cattlemens Restaurant on Taylor Road under all of the build alternatives. The most parking would be removed under Alternative 1 (79 spots), compared to Alternatives 2 and 3 (39 and 42 spots, respectively).

- For the Flooring Liquidators parcel at 2020 Taylor Road, right-of-way acquisition would occur under all three build alternatives, although more land acquisition is required under Alternative 1 (0.69 acre compared to 0.54 acre under Alternatives 2 and 3).
- Relocation of the SMUD and PG&E towers would remove 18 parking spots and the billboard for Golfand-Sunsplash under Alternatives 2 and 3. Alternative 3 also would remove a picnic area from this property.
- Narrow strips of land would remove some landscaping from the Hilton Garden Inn and Larkspur Landing hotels under Alternatives 2 and 3. Both Alternatives would remove 0.03 acre from the Hilton Garden Inn. Alternative 2 would remove 0.06 from Larkspur Landing, and Alternative 3 would remove 0.05 acre from Larkspur Landing.

Temporary construction impacts on businesses would be associated with all three build Alternatives. Indirect impacts include short-term increases in air emissions (e.g., diesel fumes and dust from construction activities) and noise from heavy equipment operations. Construction also would require temporary detours and lane closures, which could cause temporary increases in traffic congestion throughout the project area during the construction period. Alternative 1 would add and improve access to Taylor Road businesses. Alternative 2 would maintain access to Taylor Road businesses. Therefore, no permanent impacts on businesses in the study area are anticipated under Alternatives 1 and 2.

In addition to acquiring strips of land for right-of-way, indirect impacts on businesses would be associated with Alternative 3. According to the City of Rocklin's Economic Department, Taylor Road is used as a major arterial for residents commuting between Rocklin and Sacramento. If the interchange was eliminated, traffic levels would drop significantly and businesses on Taylor Road would suffer due to lack of visibility. Businesses that would be particularly affected include Cattlemens Restaurant and all of the businesses at the shopping center at Pacific Street and Sunset Boulevard. According to Karen Garner, the Public Affairs and Economic Growth Manager for the City of Rocklin's Economic Department, this shopping center already has struggled with occupancy, and eliminating the Taylor Road interchange would be another setback for the businesses in the shopping center (Garner pers. comm.). The businesses in this shopping center are geared toward the local community. For example, businesses near the intersection of Taylor Road, which include a Dollar Tree, a tax center, a dance studio, and a florist to name a few, are businesses that would be most frequented by residents of the surrounding neighborhoods.

Currently, from the Taylor Road exit it is approximately 0.2 mile to the entrance of Cattlemens Restaurant. If the Taylor Road interchange were eliminated, patrons coming from the west (Sacramento) would likely exit at Atlantic Street, and would then drive approximately 1 mile north on Taylor Road to reach the restaurant. Patrons coming from the east on I-80 could exit at Rocklin Road, and drive 0.75 mile east to Pacific Street, and then approximately 1.8 miles south to the restaurant, or they could exit Atlantic Street and drive back approximately 1 mile on Taylor Road. Patrons from local areas, namely the residential areas off of Taylor Road and Pacific Street, would likely take surface streets. The Cattlemens Restaurant in Roseville was built in 1974 and has been in business for approximately 40 years. However, it is an established restaurant in the area and has a prominent sign that can be seen from I-80. In general, Alternative

3 is anticipated to have a greater adverse affect on the businesses along Taylor Road than Alternatives 1 and 2.

As stated above, right-of-way acquisition would displace some land from the back lot of the Flooring Liquidators parcel on Taylor Road. Auto West Dodge leases this lot to store cars for inventory; the lot also houses a building used for parts and operations (Fitzgerald pers. comm.). In addition, some land on this parcel is leased by Enterprise Rent-a-Car, Caliber Collision, and a billboard—all of which provide revenue. Acquisition impacts would occur under all three build alternatives, although more land acquisition would be required under Alternative 1.

### **3.4.2 Local Tax Revenue Effects**

Acquisition of strips of land currently in private ownership would not result in business displacement. As stated above, no structures would be removed; therefore, these properties would not be removed from the property tax rolls.

### **3.4.3 Construction-Related Economic Impacts**

Construction of the project would generate a substantial amount of direct and indirect temporary economic activity, including the purchases of goods and services and employment of workers required for construction in the study area. According to construction cost estimates developed by the applicant, Alternative 1 would cost \$346,350,000, Alternative 2 would cost \$348,680,000, and Alternative 3 would cost \$339,710,000. The employment and income effects generated by construction expenditures would be spread over the period required to construct the project. The extent of the economic impact of construction expenditures on the local economies of Roseville, Rocklin, and the surrounding region would depend on the proportion of construction expenditures that occurred in the local and regional area and on the residential location of persons employed by construction contractors for the project.

## **3.5 Cumulative Impacts**

For purposes of this CIA, cumulative impacts on resources in the general project vicinity may result from closely related projects that add incrementally to the impacts of the proposed project. Other large-scale transportation projects would widen segments of I-80, SR 65, and local connectors and would create larger roadways, such as the Placer Parkway project that would widen nearby segments of SR 65 and Whitney Ranch Parkway. If these projects are constructed concurrently with the proposed project, potentially considerable cumulative impacts could result in traffic delays to motorists, including emergency service providers. However, including a TMP and providing early notification of service providers would reduce this impact.

# Chapter 4      Avoidance, Minimization, and/or Mitigation Measures

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## **4.1 Measures to Reduce Land Use Impacts**

In addition to the measures in the TMP, the following measures are proposed to reduce the adverse socioeconomic impacts that could result from the project. Caltrans has primary responsibility for implementing measures, although the cooperation of other agencies may be needed to implement certain measures. These measures would apply to all build alternatives.

### **4.1.1 Conflicts with Existing and Planned Land Uses**

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

### **4.1.2 Indirect Land Use Impacts**

Air quality, noise, and aesthetic mitigation and abatement measures should be implemented to reduce the indirect land use impacts of the project. The following measures are from the Air Quality Study Report (ICF International 2014b), Noise Study Report (ICF International 2014c), and Visual Impact Report (ICF International 2014e) prepared for the project.

#### **Implement California Department of Transportation Standard Specification Section 14**

To control the generation of construction-related particulate matter 10 micrometers in diameter or less (PM10) emissions, the project proponent will follow Standard Specification Section 14, “Environmental Stewardship,” which addresses the contractor’s responsibility on many items of concern, such as: air pollution; protection of lakes, streams, reservoirs, and other water bodies; use of pesticides; safety; sanitation; convenience for the public; and damage or injury to any person or property as a result of any construction operation. Section 14-9.02, which includes specifications relating to air pollution control by complying with air pollution control rules, regulations, ordinances, and statutes that apply to work performed under the contract, including air pollution control rules, regulations, ordinances, and statutes provided in Government Code Section 11017 (Public Contract Code Section 10231). Section 14-9.03 is directed at controlling dust.

#### **Implement Additional Control Measures for Construction Emissions of Fugitive Dust**

Additional measures to control dust will be borrowed from the PCAPCD Fugitive Dust Control Requirements and implemented to the extent practicable when the measures have not already been incorporated and do not conflict with requirements of Caltrans’ Standard Specifications, Special Provisions, NPDES permit, Biological Opinions, Clean Water Act Section 404 permit,

Clean Water Act Section 401 Certification, and other permits issued for the project. The following excerpt is taken from the PCAPCD Fugitive Dust Control Requirements Fact Sheet (PCAPCD 2013).

For areas to be disturbed of any size, Rule 228, Fugitive Dust, Section 400 establishes standards to be met by activities generating fugitive dust. Minimum dust control requirements, summarized below, are to be initiated at the start and maintained throughout the duration of construction:

401.1 – Unpaved areas subject to vehicle traffic must be stabilized by being kept wet, treated with a chemical dust suppressant, or covered. In geographic ultramafic rock units, or when naturally occurring asbestos, ultramafic rock, or serpentine is to be disturbed, the cover material shall contain less than 0.25 percent asbestos as determined using the bulk sampling method for asbestos in Section 502.

401.2 – The speed of any vehicles and equipment traveling across unpaved areas must be no more than 15 miles per hour unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust exceeding Ringelmann 2 or visible emissions from crossing the project boundary line.

401.3 – Storage piles and disturbed areas not subject to vehicular traffic must be stabilized by being kept wet, treated with a chemical dust suppressant, or covered when material is not being added to or removed from the pile.

401.4 – Prior to any ground disturbance, including grading, excavating, and land clearing, sufficient water must be applied to the area to be disturbed to prevent emitting dust exceeding Ringelmann 2 and to minimize visible emissions from crossing the boundary line.

401.5 – Construction vehicles leaving the site must be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off site.

401.6 – When wind speeds are high enough to result in dust emissions crossing the boundary line, despite the application of dust mitigation measures, grading and earthmoving operations shall be suspended.

401.7 – No trucks are allowed to transport excavated material off-site unless the trucks are maintained such that no spillage can occur from holes or other openings in cargo compartments, and loads are either;

401.7.1 Covered with tarps; or

401.7.2 Wetted and loaded such that the material does not touch the front, back, or sides of the cargo compartment at any point less than six inches from the top and that no point of the load extends above the top of the cargo compartment.

402 – A person shall take actions such as surface stabilization, establishment of a vegetative cover, or paving, to minimize wind-driven dust from inactive disturbed surface areas.

In addition, Rule 228 requires that all projects must minimize and clean-up the track-out of bulk material or other debris onto public paved roadways. For 1 acre and less disturbed surface area in areas that are not “Most Likely” to contain NOA according to PCAPCD’s NOA Hazard maps,

and where NOA has not been found, only these minimum dust measures must be met (i.e., no Dust Control Plan is required).

For projects where greater than 1 acre of the site's surface will be disturbed, a Dust Control Plan (DCP) must be submitted to PCAPCD for approval prior to the start of earth-disturbing activities if this requirement has been established as a Condition of Approval of a discretionary permit.

### **Engine Standards for Offroad Equipment**

In order to reduce nitrogen oxide (NO<sub>x</sub>) emissions from offroad equipment during construction, the project applicant will ensure that construction contracts stipulate that all offroad, diesel-powered equipment used during construction will be equipped with an Federal Environmental Protection Agency (EPA) Tier 4 engine, except for specialized construction equipment in which an EPA Tier 4 engine is not available. When Tier 4 engines are not available at the start of construction, the project applicant will ensure that equipment uses at least EPA Tier 3 engines. The project applicant will submit evidence of the use of at least Tier 3 engines to the PCAPCD. Since Tier 4 engines may not be available for all equipment and engine types at the start of construction, emissions reductions achieved by this measure were quantified based on the incremental difference in emissions between Tier 2 (current fleet average) and Tier 3 engines.

### **Mitigation Measure to Reduce Construction Noise**

As directed by Caltrans, the contractor will implement appropriate additional noise mitigation measures, which may include changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources.

### **Minimize Fugitive Light from Portable Sources Used for Construction**

At a minimum, the construction contractor shall minimize project-related light and glare to the maximum extent feasible, given safety considerations. Color-corrected halide lights will be used. Portable lights will be operated at the lowest allowable wattage and height and will be raised to a height no greater than 20 feet. All lights will be screened and directed downward toward work activities and away from the night sky and highway users and highway neighbors, particularly residential areas, to the maximum extent possible. The number of nighttime lights used will be minimized to the greatest extent possible.

### **Use Native Grass and Wildflower Species in Erosion Control Grassland Seed Mix**

The project proponent will require construction contractors to incorporate native grass and wildflower seed to standard seed mixes, which may be non-native, for erosion control measures that will be applied to all exposed slopes. Wildflowers will provide seasonal interest to areas where trees and shrubs are removed and grasslands are disturbed. Only wildflower and grass species that are native will be incorporated into the seed mix, and under no circumstances will any invasive grass or wildflower plant species be used as any component in any erosion control measures. Species will be chosen that are indigenous to the area and for their appropriateness to

the surrounding habitat. For example, upland grass and wildflower species will be chosen for drier, upland areas, and wetter species will be chosen for areas that will receive more moisture. If not appropriate to the surrounding habitat, wildflowers should not be included in the seed mix.

### **Implement Interchange and Slope Landscaping and Visual Buffers**

Landscaping within interchange loops and on constructed earth slopes will improve the visual quality of the roadway corridor by improving corridor aesthetics and helping to reduce the apparent scale of new and reconfigured aerial connectors. Visual buffers will also be planted to replace or supplement existing visual buffers for visual assessment units bordering the I-80 and SR 65 Corridors that are impacted by the project. This landscaping will also serve as a buffer and screen against nuisance lighting resulting from oncoming vehicle headlights and roadway lighting and help to prevent or greatly reduce nuisance lighting from affecting nearby sensitive viewers. Prior to approval of the roadway design, the Caltrans project landscape architect shall review project designs to ensure that the following elements are implemented in the project landscaping plan:

- One hundred percent of the species composition will reflect species that are native and indigenous to the Plan Area and California. Native plant species can be used to create attractive spaces, high in aesthetic quality, that are not only drought-tolerant but attract more wildlife than traditional landscape plant palettes. Use of native species promotes a visual character of California that is being lost through development and reliance on non-native ornamental plant species.
- The species list will include trees, shrubs, and an herbaceous understory of varying heights, as well as both evergreen and deciduous types. Plant variety will increase the effectiveness of the roadside planting areas by providing multiple layers, seasonality, diverse habitat, and reduced susceptibility to disease. Evergreen groundcovers or low-growing plants, such as *Ceanothus* spp., should be used in areas where taller vegetation would potentially cause driving hazards by obscuring site distances.
- Special attention should be paid to plant choices near residences to ensure that species chosen are of an appropriate height and rely on evergreen species to provide year-round light screening from nuisance light.
- Under no circumstances will any invasive plant species be used at any location.
- Vegetation shall be planted within the first six months following Project completion.
- An irrigation and maintenance program will be implemented during the plant establishment period and carried on, as needed, to ensure plant survival. However, design of the landscaping plan will try to maximize the use of planting zones that are water efficient. The design may also incorporate aesthetic features, such as a cobbling swales or shallow detention areas, which can reduce or eliminate the need for irrigation in certain areas.

If an irrigation system is required, areas that are irrigated will use a smart watering system that evaluates the existing site conditions and plant material against weather conditions to avoid overwatering of such areas. To avoid undue water flows, the irrigation system will be managed



in such a manner that any broken spray heads, pipes, or other components are fixed within 1–2 days, or the zone or system will be shut down until it can be repaired.

### **Implement Project Design Aesthetics**

The project will implement an aesthetic design treatment with a consistent motif for new and reconfigured structures such as retaining walls, lane barriers, and connector system structures. Choosing earth-toned colors for the surfaces would be less distracting to viewers than light or brightly colored surfaces. The design motif applied to structures will reflect a combination of naturally colored surfaces and surfaces that are textured to appear as natural materials (e.g., rock or cobble) or that incorporates a design theme (e.g., wildlife and plants of local, native oak woodlands; traditional architectural elements such as inset panels; or other design reflecting local heritage or environment) using form liners. This would reduce visual monotony, soften verticality, reduce glare, and be more visually pleasing to viewers than plain surfaces for retaining walls, exterior facing barriers and girders on bridges that would be visible to traffic passing under the overcrossing, decking, abutments and side supports, and columns. Local examples of such treatments include I-5/French Camp interchange in Stockton and State Route 99 (SR 99)/Sheldon Road overpass in Elk Grove. Non-local examples include Maryland 216 in Prince Georges County, Maryland; US 54/East Kellogg Drive and South Oliver Street Interchange, Wichita, Kansas; and Roberts Road Bridge in Los Gatos, California. Roughened retaining wall surfaces would soften the verticality of the wall faces by providing visual texture and reducing the amount of smooth surface that can reflect light. Furthermore, if possible, a plantable wall surface, such as a retaining wall structure that allows interstices for planting shall be evaluated for use as a possible best management practice to help introduce more landscaping. A local example includes the slopes east and west of the Rocklin Road/I-80 undercrossing. However, a plantable wall surface shall not be used if it would require more space and create a greater impact on adjacent visual assessment units. The shade of the wall will also be carefully considered. Studies have shown that structures 2 to 3 degrees darker than the color of the general surrounding area creates less of a visual impact than matching or lighter hues (U.S. Bureau of Land Management 2008). In general, very light buff/tan, brown, or gray colors stand out more than darker colors such as deep browns, deep red-browns, and deep warm grays that have the ability to complement the surrounding vegetation. Lane barriers coloring should complement project retaining walls and avoid using lightly colored concrete that appears to be white or greyish-white and, instead, use mid- to darker greys or tans to limit reflective glare.

### **Apply Minimum Lighting Standards**

All overhead street lighting is to be limited to the minimum required for driver safety and shall be designed using Illuminating Engineering Society's design guidelines and in compliance with International Dark-Sky Association approved fixtures. All lighting is to cause minimum impact on the surrounding environment and shall utilize downcast, cut-off type fixtures that are shielded and direct the light only toward surfaces requiring illumination. Therefore, lights must be installed at the lowest allowable height and cast low-angle illumination while minimizing incidental light spill onto adjacent properties, open spaces, or backscatter into the nighttime sky. The lowest allowable wattage shall be used for all lighted areas and the amount of nighttime lights needed to light an area shall be minimized to the highest degree possible. Light fixtures shall have non-glare finishes that will not cause reflective daytime glare. Lighting shall be

designed for energy efficiency, use high pressure sodium vapor lights with individual photocells, and have daylight sensors or be timed with an on/off program. Lights shall provide good color rendering with natural light qualities with the minimum intensity feasible for security, safety, and personnel access. Technologies to reduce light pollution evolve over time and design measures that are presently available may help, but may not be the most effective means of controlling light pollution once the project is designed. Therefore, all design measures used to reduce light pollution shall employ the technologies available at the time of project design to allow for the highest potential reduction in light pollution.

### **Install Visual Barriers between Construction Work Areas and Sensitive Receptors**

The contractor shall install visual barriers to obstruct undesirable views of construction activities from sensitive receptors, namely residents and recreational areas that are located adjacent to the construction site. The visual barrier may be chain link fencing with privacy slats, fencing with windscreen material, wood or concrete barrier/soundwall, or other similar barrier. The visual barrier shall be a minimum of 6 feet high to help to maintain the privacy of residents and block long-term ground-level views toward construction activities. While this visual barrier would introduce a visual intrusion, it would greatly reduce the visual effects associated with visible construction activities and screening construction activities and protecting privacy is deemed desirable.

#### **4.1.3 Direct Land Use Impacts**

Mitigation measures should be implemented to reduce direct land use impacts related to the removal of trees and vegetation from Secret Ravine. These measures are included in the NES (ICF International 2014d) prepared for the project.

### **Compensate for the Temporary and Permanent Loss of Non-Wetland Riparian Forest (including Shaded Riverine Aquatic [SRA] Cover)**

The project proponent will compensate for temporary and permanent impacts on non-SRA riparian forest at a minimum ratio of 2:1 and on SRA riparian forest habitat at a minimum of 3:1 (see Table 4-19 of the NES prepared for the project). For non-SRA riparian habitat, the project proponent may choose to purchase mitigation bank credits at a locally approved bank or compensate by restoring or enhancing riparian forest at on-site and/or off-site locations within the Dry Creek watershed. Each of these options is described below.

- 1. Mitigation Bank Credit Purchase.** If this option is chosen for non-SRA riparian forest habitats, the project proponent will provide written evidence to the resource agencies that compensation has been established through the purchase of mitigation credits. The amount to be paid will be the fee that is in effect at the time the fee is paid. The mitigation will be approved by California Department of Fish and Wildlife (CDFW) and may be modified during the permitting process.
- 2. On-Site and/or Off-Site Restoration in the Dry Creek Watershed.** This option may be chosen for non-SRA riparian forest and will be required for riparian forest identified as SRA cover. If on-site or off-site replacement planting will occur, the project proponent will

prepare an on-site mitigation planting plan, including a species list and number of each species, planting locations, and maintenance requirements. Plantings will consist of cuttings taken from local plants or plants grown from local material. Planted species for the mitigation plantings will be similar to those removed from the project area and will include native species, such as valley oak, Fremont cottonwood, Oregon ash, black willow, red willow, and arroyo willow. All plantings will be fitted with exclusion cages or other suitable protection from herbivory. Plantings will be irrigated for up to 3 years or until established.

If riparian habitat will be restored onsite, it should occur in the same year as construction. Plantings will be monitored annually for 3 years or as required in the project permits. If 75 percent of the plants survive at the end of the monitoring period, the revegetation will be considered successful. If the survival criterion is not met at the end of the monitoring period, planting and monitoring will be repeated after mortality causes have been identified and corrected.

To satisfy NMFS and compensate for the loss of SRA cover, this measure will include the following:

- Replace affected SRA cover vegetation (Table 4-19) at a 3:1 replacement ratio by planting native riparian trees in temporary impact areas and along existing unshaded banks. This linear distance will provide a 3:1 replacement ratio (i.e., 3 linear feet replaced for every 1 foot affected).
- Plant native riparian trees onsite to the maximum extent practicable, followed by planting on adjacent reaches of affected streams to minimize the need for off-site mitigation.
- Plant riparian trees that are intended to provide SRA cover along the water's edge at summer low flows and at levels sufficiently dense to provide shade along at least 85 percent of the bank's length when the plant reaches maturity.
- Ensure that riparian plantings intended for SRA cover mitigation are planted within 10 feet (horizontal distance) of the summer wetted channel. This maximum planting distance will ensure that riparian plantings will contribute to SRA cover once they approach maturity.
- Monitor and evaluate the revegetation success of riparian plantings intended for SRA cover mitigation as described above.

### **Compensate for the Permanent Loss of Oak Woodland**

The project proponent will compensate for the permanent loss of oak woodland at a minimum ratio of 1:1 (1 acre restored for every 1 acre permanently affected). Replacement plantings for oak woodland may be planted onsite and/or at off-site locations. If on-site replacement is not feasible, the project proponent will pay an in-lieu fee to the appropriate jurisdiction (i.e., the City of Roseville or the City of Rocklin).

If on-site or off-site replacement planting will occur, the project proponent will prepare a mitigation planting plan, including a species list and number of each species, planting locations, and maintenance requirements. Plantings will consist of cuttings taken from local plants or plants grown from local material. Planted species for the mitigation plantings will be similar to those

removed from the project area and will include native species, such as interior live oak, blue oak, valley oak, ceanothus (*Ceanothus* sp.), toyon (*Heteromeles arbutifolia*), and other locally appropriate species. All plantings will be fitted with exclusion cages or other suitable protection from herbivory. Plantings will be irrigated for up to 3 years or until established.

Plantings will be monitored annually for 3 years or as required in the project permits. If 75 percent of the plants survive at the end of the monitoring period, the revegetation will be considered successful. If the survival criterion is not met at the end of the monitoring period, planting and monitoring will be repeated after mortality causes have been identified and corrected.

#### **4.1.4 Consistency with Local and Regional Plans and Policies**

As stated in Chapter 2, the study area contains land designated by the OSPOMP as Open Space Preserve and General Open Space. Any property acquisitions that are located in Open Space Preserve would require an amendment to the OSPOMP and changes to the Biological Opinion (re-initiation of Section 7 consultation). Changes in activities in General Open Space are not subject to the Section 7 requirements of the Plan, though project-specific Section 7 or Section 404 triggers and other restrictions may apply. Up to 5.922 acres of Open Space Preserve in the Olympus Pointe Preserve, and up to 0.014 acres of Open Space Preserve in the Highland Reserve North Preserve would be permanently acquired. The OSPOMP would need to be amended to reflect these changes. Impacts on Open Space Preserve and the regulatory actions that would result are further described in the NES (ICF International 2014d) prepared for the project.

#### **4.1.5 Impacts on Park Facilities**

The following mitigation measures should be implemented to reduce impacts on park and recreational facilities due to construction.

- In the event that any inadvertent damage occurs to the Antelope Creek or Miners Ravine Trail, the area affected will be restored to the condition that existed prior to construction activities or better.
- The City of Roseville will provide advance notification of the Miners Ravine Trail closure on its websites and trailheads. Notices will include trail closure dates, approximate duration, and description of the detour available during closure.
- The City of Roseville will post signs at the Miners Ravine Trail trailheads and closure points, depicting the detour.

## **4.2 Measures to Reduce Growth Inducement Impacts**

The project is not anticipated to induce growth. Therefore, no measures to reduce impacts are proposed.

## 4.3 Measures to Reduce Social Impacts

### 4.3.1 Community Cohesion Effects

The community cohesion impacts of the project are anticipated to be minor. Therefore, no measures to reduce impacts are proposed.

### 4.3.2 Access and Circulation Impacts

A TMP is a program of activities for alleviating or minimizing work-related traffic delays by applying traditional traffic handling practices and innovative strategies including public awareness campaigns, motorist information, demand management, incident management, system management, construction methods and staging, and alternate route planning. TMP strategies also strive to reduce overall duration of work activities where appropriate. Typical components of a TMP can include measures such as the implementation of staging, traffic handling, and detour plans; restricting construction work to certain days and/or hours to minimize impacts to traffic and pedestrians; coordination with other construction projects to avoid conflicts; and the use of portable changeable message signs to inform the public of construction activities.

Implementation of the measures in the TMP would reduce the temporary access and circulation impacts of the project caused by potentially lengthy construction delays. In addition to the measures described above, the TMP will include the following measures:

- Any emergency service agency whose ability to respond to incidents will be affected by any lane closure must be notified prior to that closure.
- Work will be coordinated with the local busing system (including school buses and public systems) to minimize impacts on their bus schedules.
- The lead agency will provide information to residents and businesses before and during project work that may represent a negative impact on commerce and travel surrounding the zone of construction.

### 4.3.3 Parking Impacts

The project would result in removal of parking spaces for Cattlemens Restaurant, the Seventh Day Adventist Church, and Golfland-Sunsplash. Alternative 1 would remove a total of 104 spaces, Alternative 2 would remove a total of 57 spaces and Alternative 3 would remove a total of 60 spaces. Table 3-3 provides a detailed breakdown of the parking impacts by parcel and alternative. The remaining parking at Cattlemens Restaurant is acceptable under the City of Roseville's Municipal Code. In addition, overflow parking is available for Golfland-Sunplash at the adjacent State-owned park-and-ride lot and a 2-acre dirt lot across Taylor Road from Golfland-Sunplash. The reduced parking at the Seventh Day Adventist Church, under Alternative 1, would not be in compliance with City of Roseville's Municipal Code requirements for the church. The project proponents are in the process of meeting with affected property

owners to discuss options for minimizing and/or mitigating for the loss of parking at the three locations.

#### **4.3.4 Emergency Services and Utilities Impacts**

Implementation of the TMP will reduce potential impacts on the response times of emergency service providers (including law enforcement, fire protection, and ambulance service providers) caused by potential construction delays. Therefore, no additional measures to reduce impacts are proposed.

#### **4.3.5 Effects on Utilities, Public Services and Communications Providers**

Early notification of utility service and communications providers would help to ensure that patrons are notified prior to any temporary loss of service.

#### **4.3.6 Effects on Schools**

Implementation of the TMP will reduce potential impacts from bus route delays and delays for motorists to access schools. Therefore, no measures to reduce impacts are proposed.

#### **4.3.7 Environmental Justice Effects**

No environmental justice effects are anticipated to result from the project. Therefore, no measures to reduce impacts are proposed.

### **4.4 Measures to Reduce Acquisition/Displacement/Relocation Impacts**

As stated in Chapter 3, there would be acquisition required at several parcels in the project area for new right-of-way. In addition, some businesses would lose parking under the build alternatives. No businesses or residences would be displaced as a result of the project. Acquisitions and compensation to property owners would occur consistent with the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act, as amended.

### **4.5 Measures to Reduce Economic Impacts**

#### **4.5.1.1 Effects on Businesses**

As stated in Chapter 3, “Impacts,” portions of parcels would be acquired from several businesses, including Roseville Golfclub-Sunsplash, Cattlemens Restaurant, and the leased

businesses on the Flooring Liquidators property. Businesses would be compensated for any land that is acquired.

#### **4.5.1.2 Economic Effects on Businesses from Construction Delays and Road Closures**

Business notification measures included in the TMP for the project would reduce potential effects on local businesses from construction delays. Therefore, no measures to reduce impacts are proposed.

#### **4.5.1.3 Economic Effects on Businesses from Construction**

The construction-related economic effects of the project are anticipated to be beneficial. Therefore, no measures to reduce impacts are proposed.

#### **4.5.1.4 Temporary Effects on Local Tax Revenue**

The local tax revenue effects of the proposed project are anticipated to be minor. Therefore, no measures to reduce impacts are proposed.

### **4.6 Measures to Reduce Cumulative Impacts**

Implementation of measures above recommended for the project would reduce the cumulative impacts of the project. No additional impact-reducing measures are proposed.





# Chapter 5      References

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Appendix A

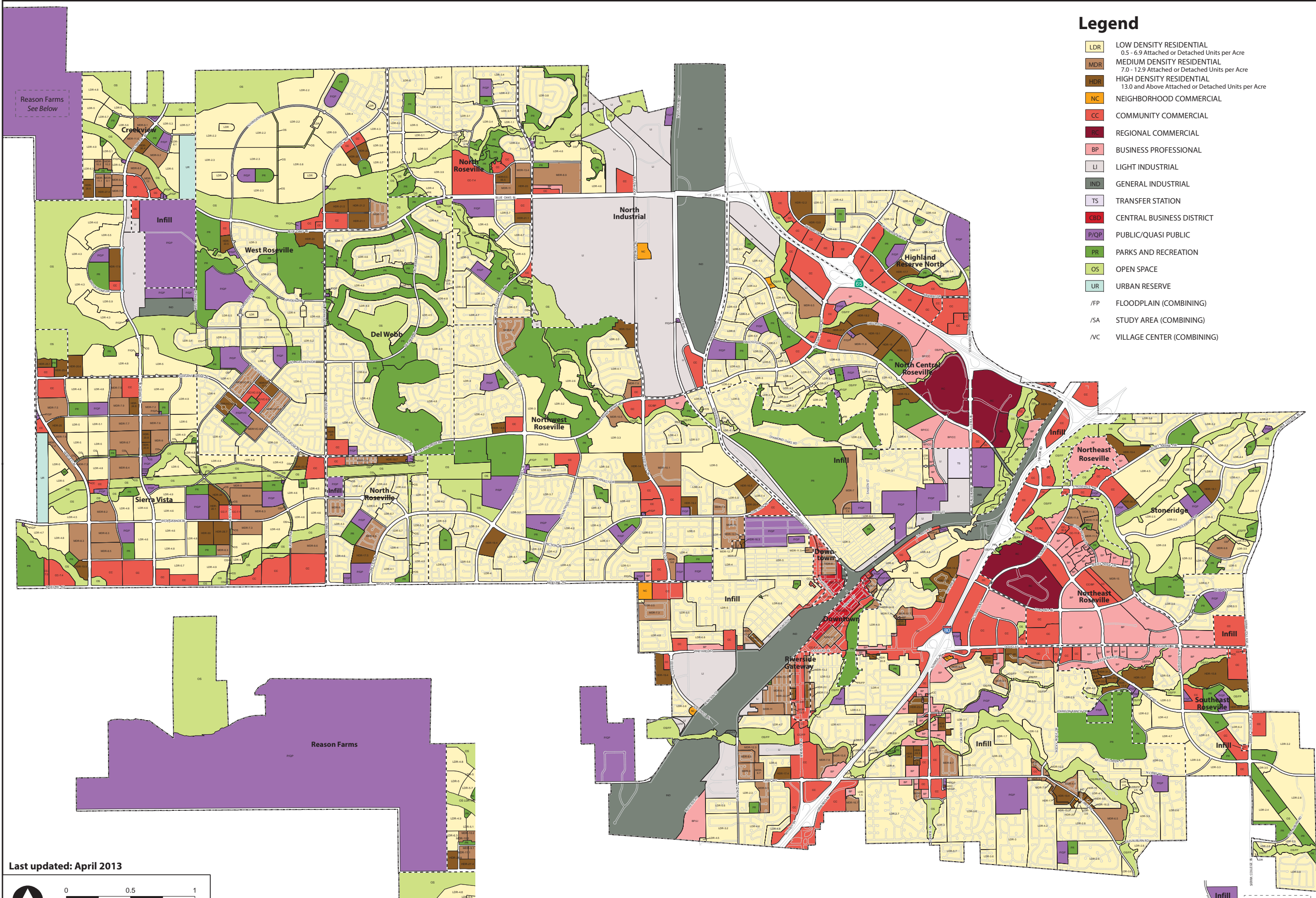
City of Roseville  
General Plan 2025–  
Land Use Map

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**Legend**

- LDR LOW DENSITY RESIDENTIAL  
0.5 - 6.9 Attached or Detached Units per Acre
- MDR MEDIUM DENSITY RESIDENTIAL  
7.0 - 12.9 Attached or Detached Units per Acre
- HDR HIGH DENSITY RESIDENTIAL  
13.0 and Above Attached or Detached Units per Acre
- NC NEIGHBORHOOD COMMERCIAL
- CC COMMUNITY COMMERCIAL
- RC REGIONAL COMMERCIAL
- BP BUSINESS PROFESSIONAL
- LI LIGHT INDUSTRIAL
- IND GENERAL INDUSTRIAL
- TS TRANSFER STATION
- CBD CENTRAL BUSINESS DISTRICT
- P/QP PUBLIC/QUASI PUBLIC
- PR PARKS AND RECREATION
- OS OPEN SPACE
- UR URBAN RESERVE
- /FP FLOODPLAIN (COMBINING)
- /SA STUDY AREA (COMBINING)
- /VC VILLAGE CENTER (COMBINING)



Last updated: April 2013



**Infill**  
 Roseville Water Treatment Plant,  
 9595 Barton Road  
 Located approx. 1.5 miles east





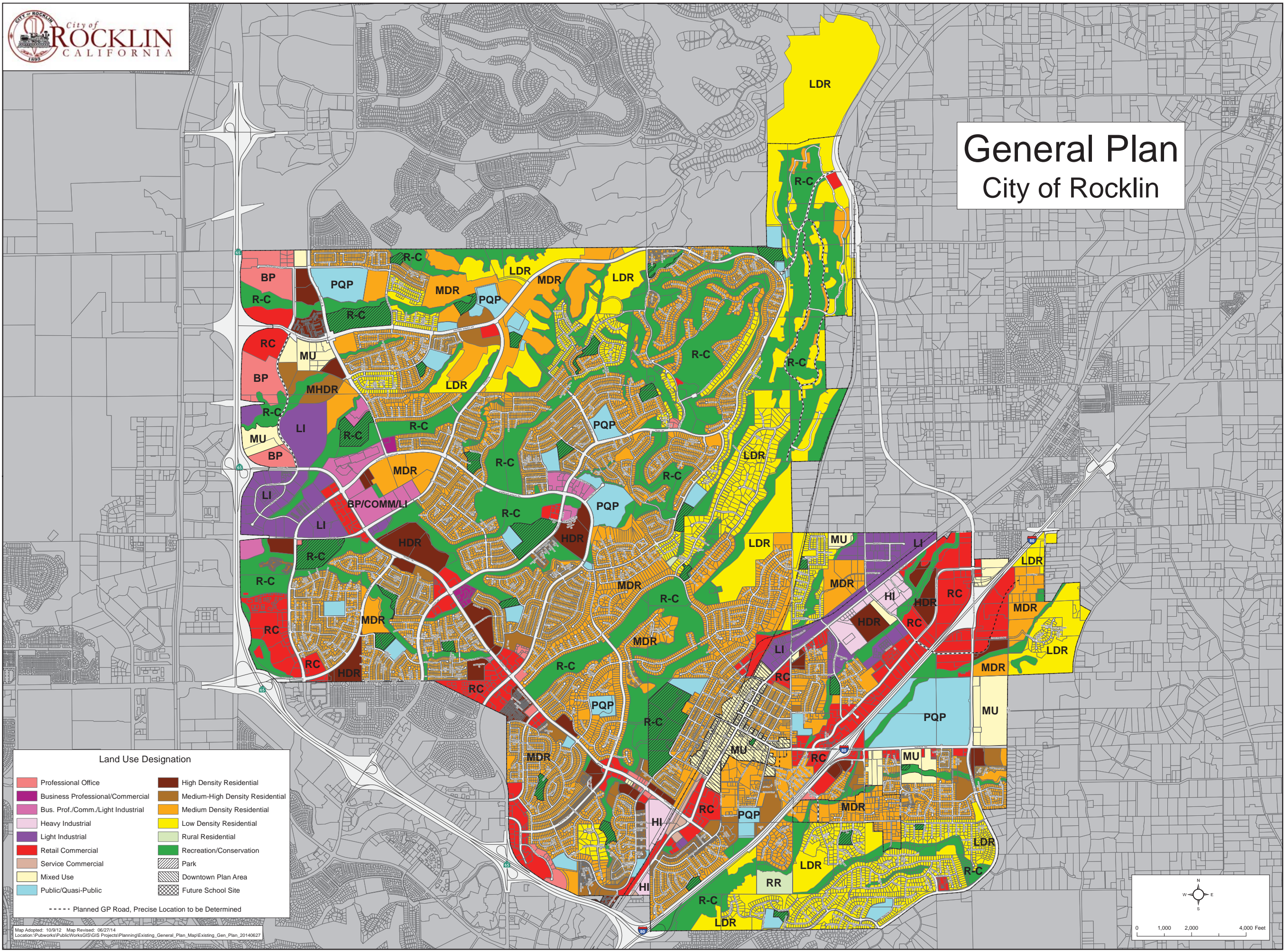
Appendix B

City of Rocklin  
General Plan 2025–  
Land Use Map

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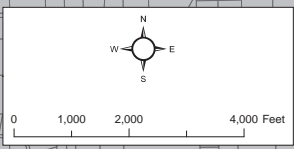
# General Plan City of Rocklin



**Land Use Designation**

<span style="color: #f08080;">■</span> Professional Office	<span style="color: #800000;">■</span> High Density Residential
<span style="color: #800080;">■</span> Business Professional/Commercial	<span style="color: #a52a2a;">■</span> Medium-High Density Residential
<span style="color: #c060c0;">■</span> Bus. Prof./Comm./Light Industrial	<span style="color: #ffa500;">■</span> Medium Density Residential
<span style="color: #e0b0e0;">■</span> Heavy Industrial	<span style="color: #ffff00;">■</span> Low Density Residential
<span style="color: #400080;">■</span> Light Industrial	<span style="color: #90ee90;">■</span> Rural Residential
<span style="color: #ff0000;">■</span> Retail Commercial	<span style="color: #008000;">■</span> Recreation/Conservation
<span style="color: #ffa500;">■</span> Service Commercial	<span style="color: #cccccc;">■</span> Park
<span style="color: #ffff00;">■</span> Mixed Use	<span style="color: #cccccc;">■</span> Downtown Plan Area
<span style="color: #add8e6;">■</span> Public/Quasi-Public	<span style="color: #cccccc;">■</span> Future School Site
- - - - - Planned GP Road, Precise Location to be Determined	

Map Adopted: 10/9/12 Map Revised: 06/27/14  
 Location: Pubworks\PublicWorks\GIS\GIS Projects\Planning\Existing\_General\_Plan\_Map\Existing\_Gen\_Plan\_20140627





Appendix C

Right of Way  
Acquisition Locations  
by Alternatives

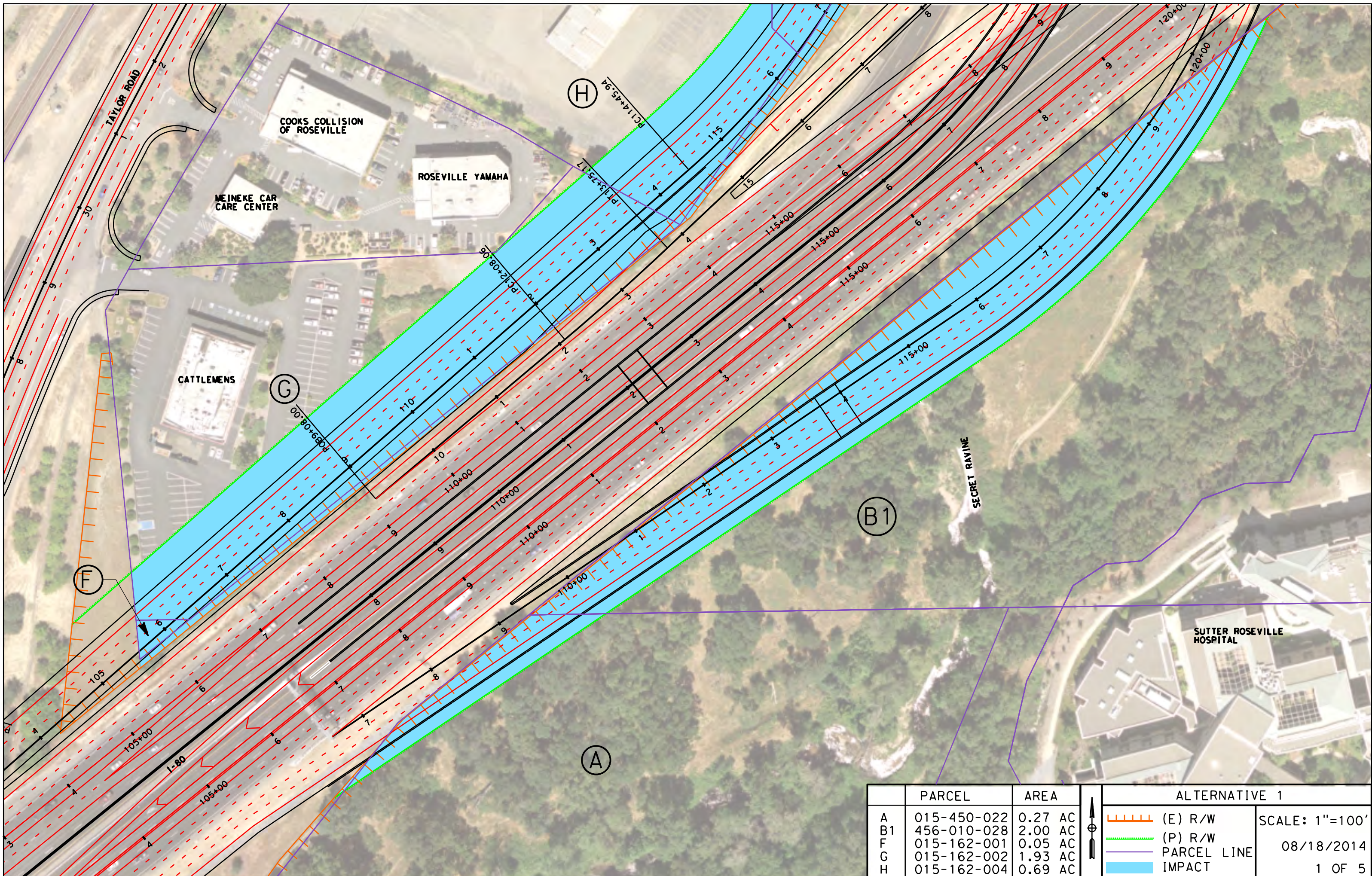
---



Alternative 1







COOKS COLLISION OF ROSEVILLE

ROSEVILLE YAMAHA

MEINEKE CAR CARE CENTER

CATTLEMENS

SECRET RAVINE

SUTTER ROSEVILLE HOSPITAL

	PARCEL	AREA
A	015-450-022	0.27 AC
B1	456-010-028	2.00 AC
F	015-162-001	0.05 AC
G	015-162-002	1.93 AC
H	015-162-004	0.69 AC

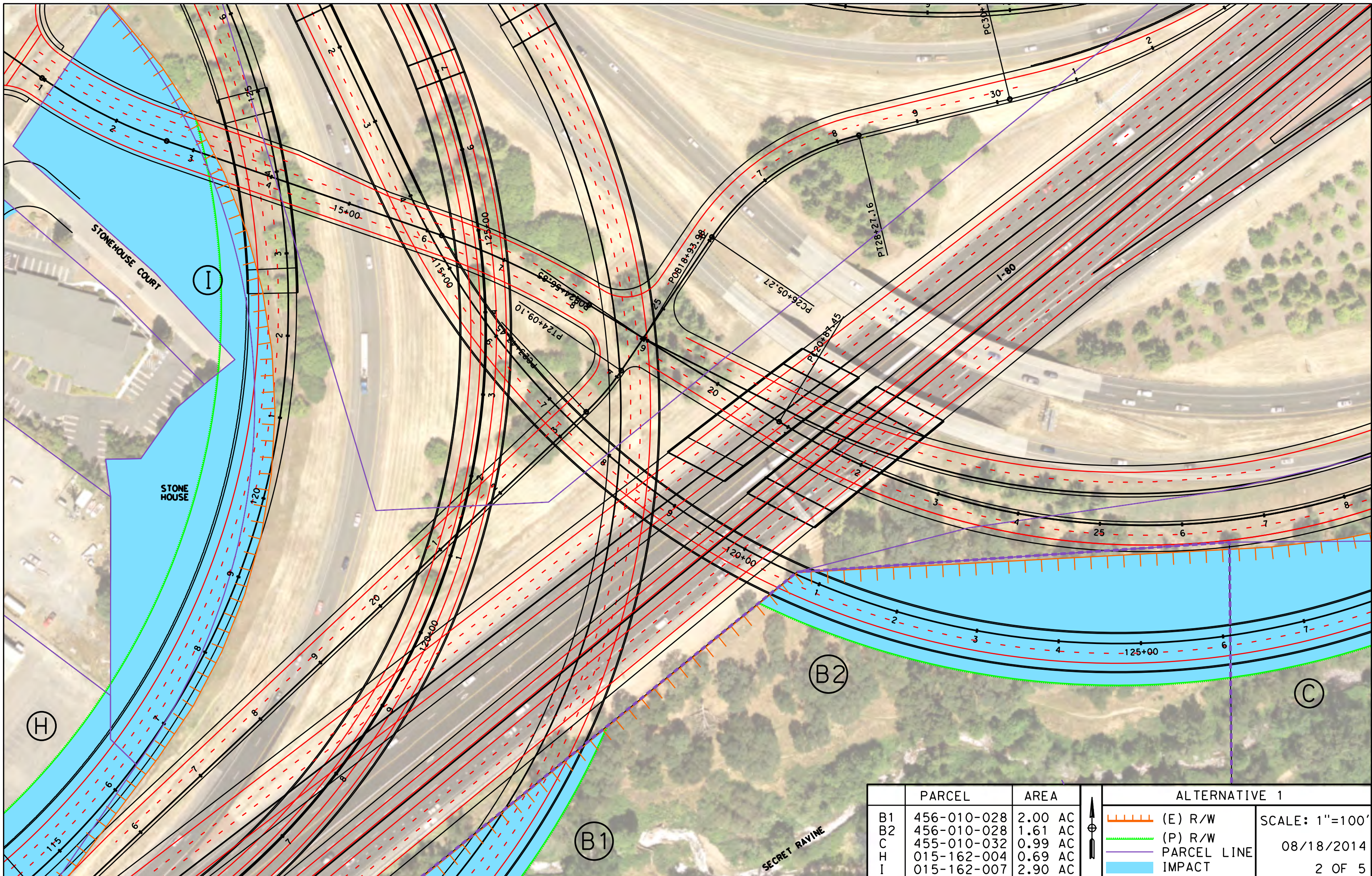
ALTERNATIVE 1

SCALE: 1"=100'

08/18/2014

1 OF 5

- (E) R/W
- (P) R/W
- PARCEL LINE
- IMPACT



	PARCEL	AREA
B1	456-010-028	2.00 AC
B2	456-010-028	1.61 AC
C	455-010-032	0.99 AC
H	015-162-004	0.69 AC
I	015-162-007	2.90 AC

ALTERNATIVE 1

- (E) R/W
- (P) R/W
- PARCEL LINE
- IMPACT

SCALE: 1"=100'  
08/18/2014  
2 OF 5

(B1)

(B2)

(C)

(H)

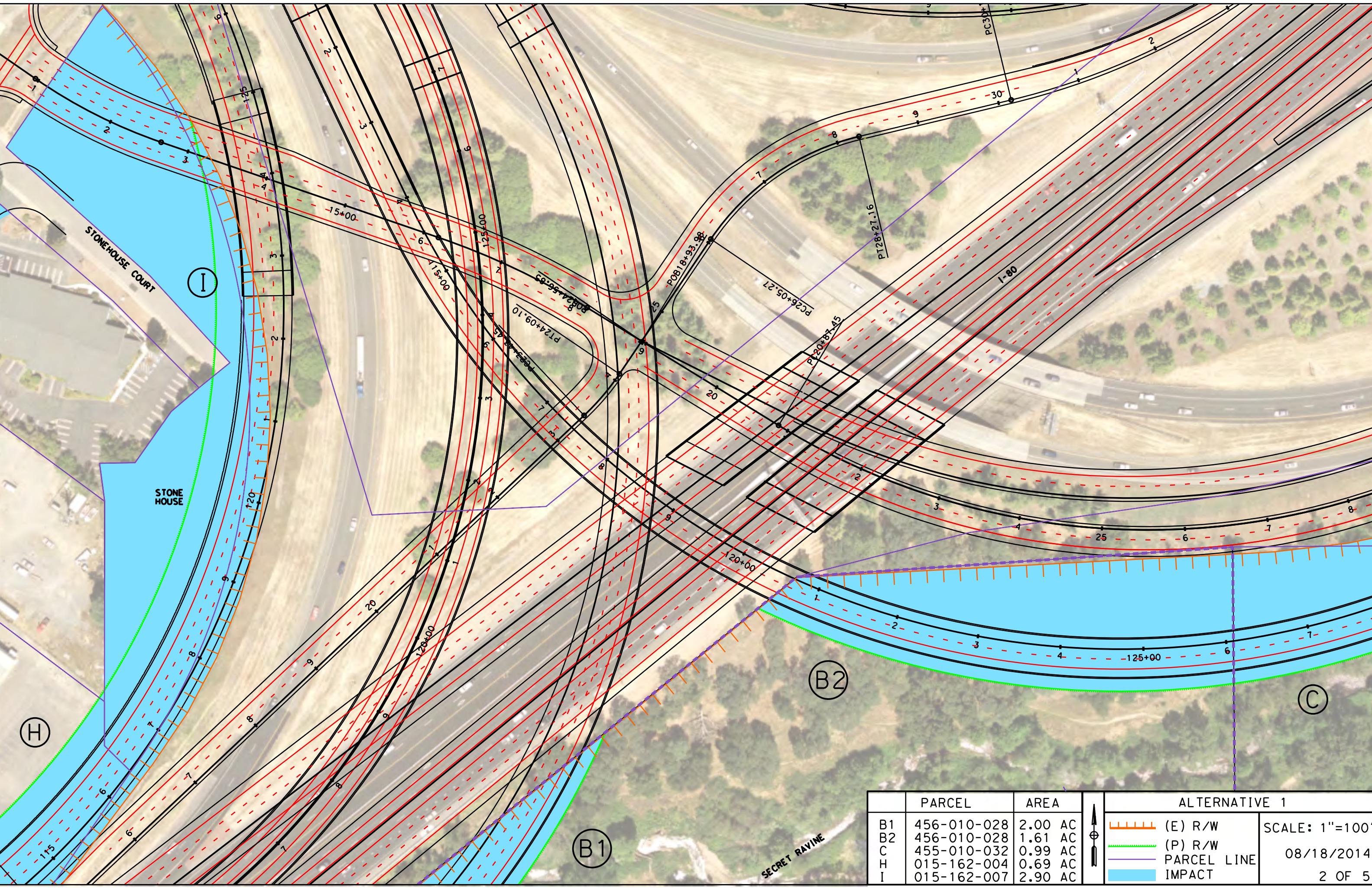
(I)

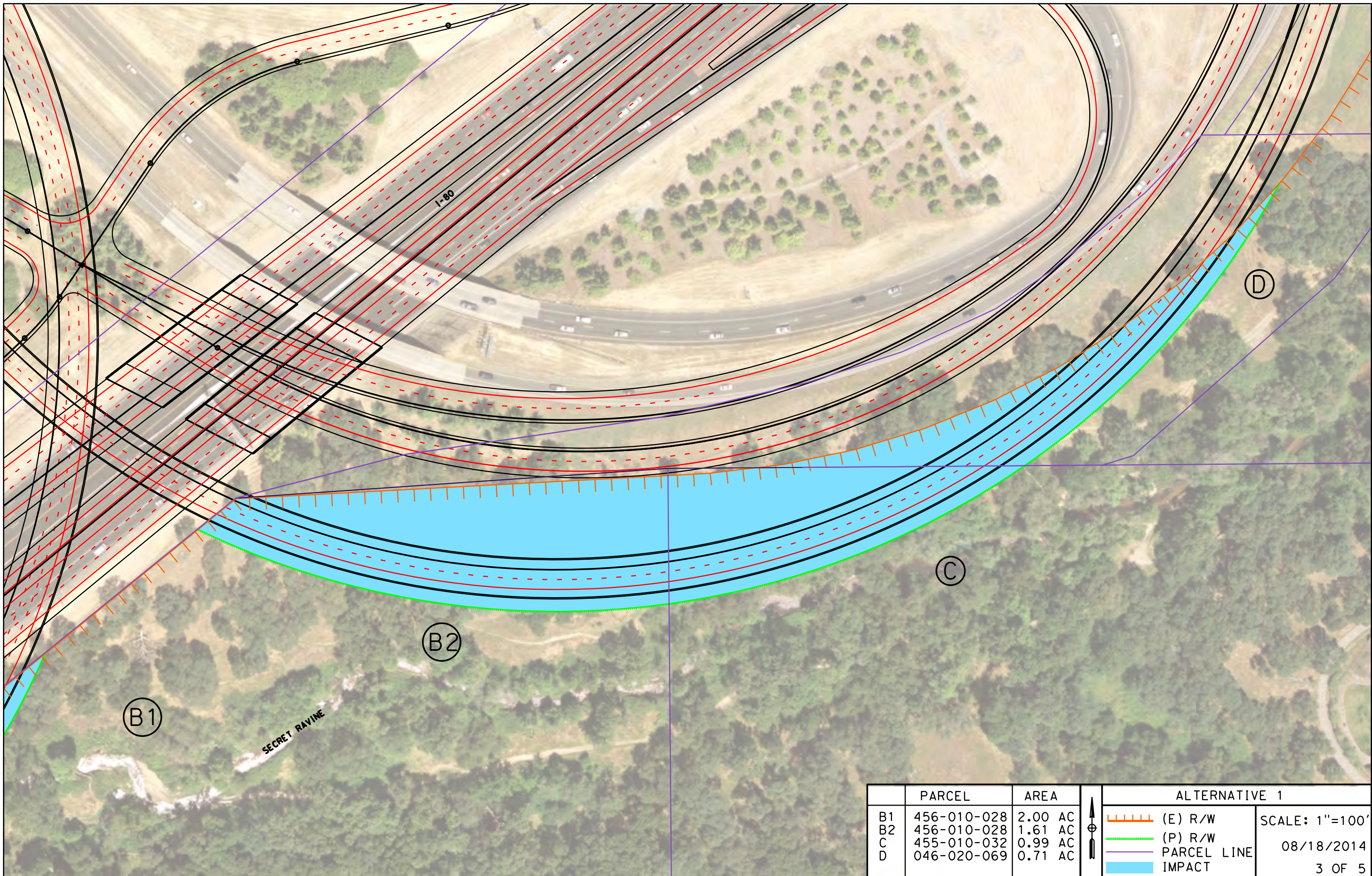
STONEHOUSE COURT

STONE HOUSE

SECRET RAVINE

1-80





I-80






SECRET RAVINE

(B1)

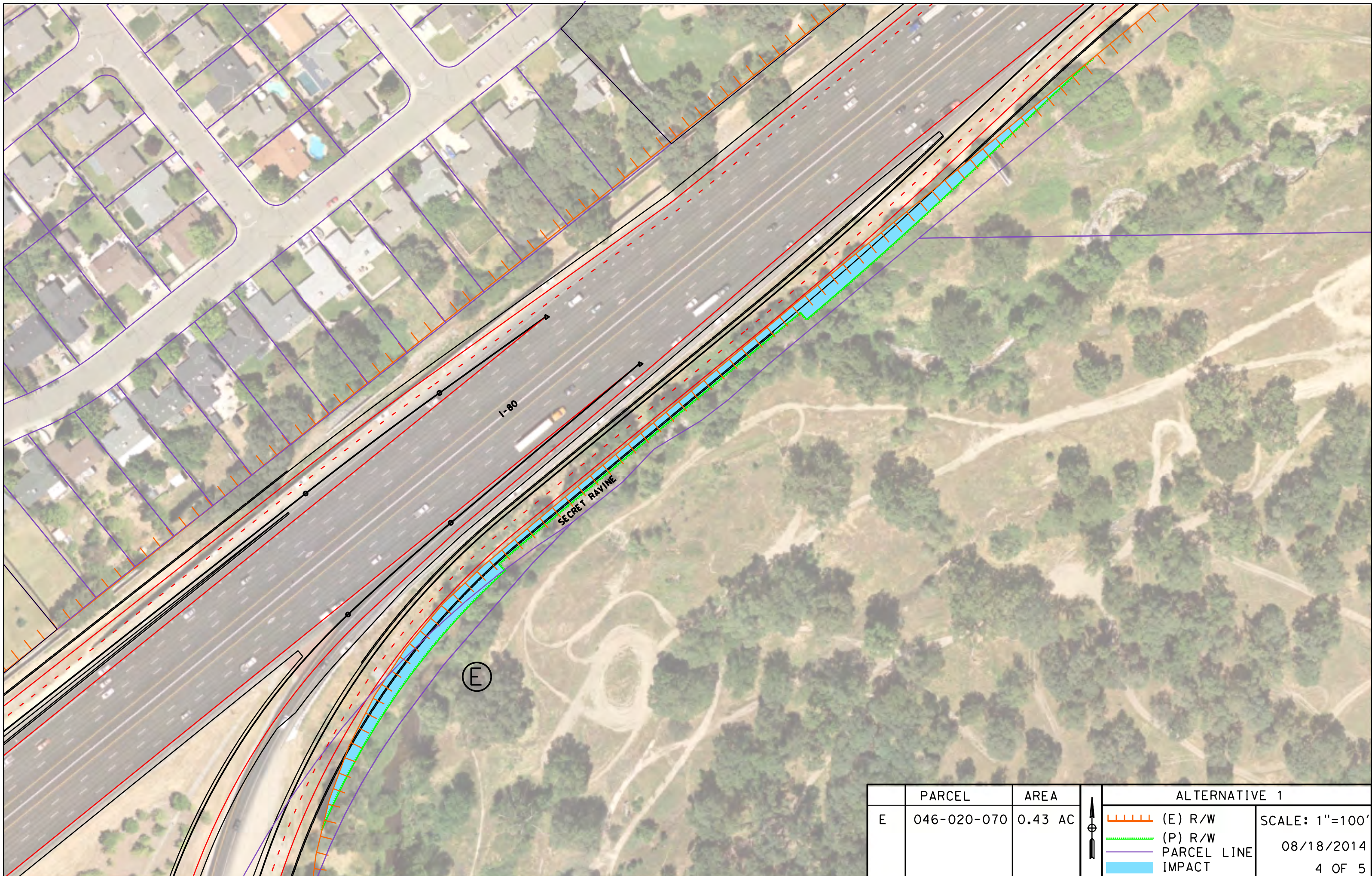
(B2)






(C)

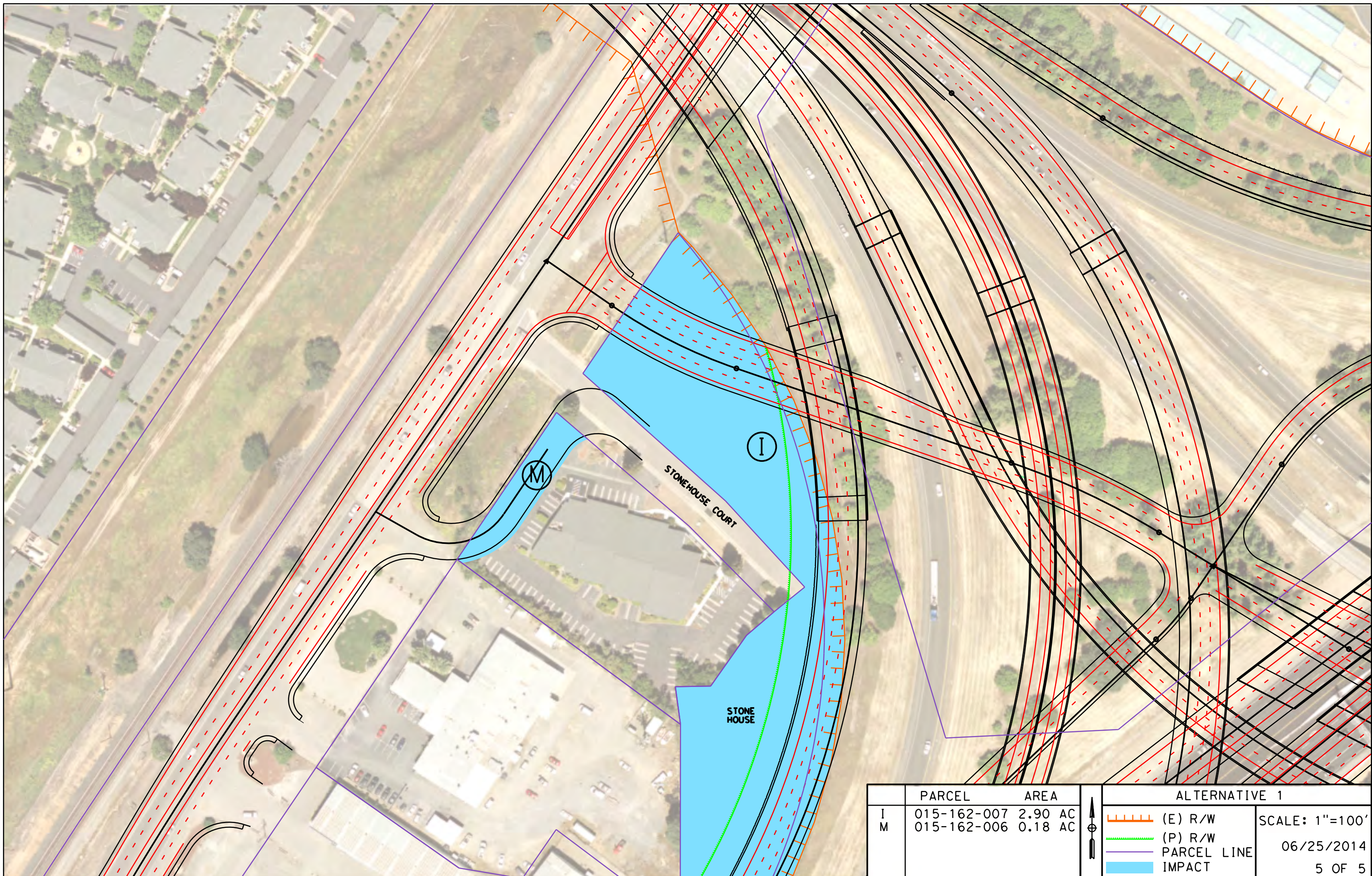
(D)

			ALTERNATIVE 1	
	PARCEL	AREA		(E) R/W
				(P) R/W
				PARCEL LINE
				IMPACT
				SCALE: 1"=100'
				08/18/2014
				3 OF 5





	PARCEL	AREA
B1	456-010-028	2.00 AC
B2	456-010-028	1.61 AC
C	455-010-032	0.99 AC
D	046-020-069	0.71 AC



			ALTERNATIVE 1	
	PARCEL	AREA		SCALE: 1"=100'
E	046-020-070	0.43 AC		 (E) R/W  (P) R/W  PARCEL LINE  IMPACT



	PARCEL	AREA
I	015-162-007	2.90 AC
M	015-162-006	0.18 AC

ALTERNATIVE 1	
	(E) R/W
	(P) R/W
	PARCEL LINE
	IMPACT

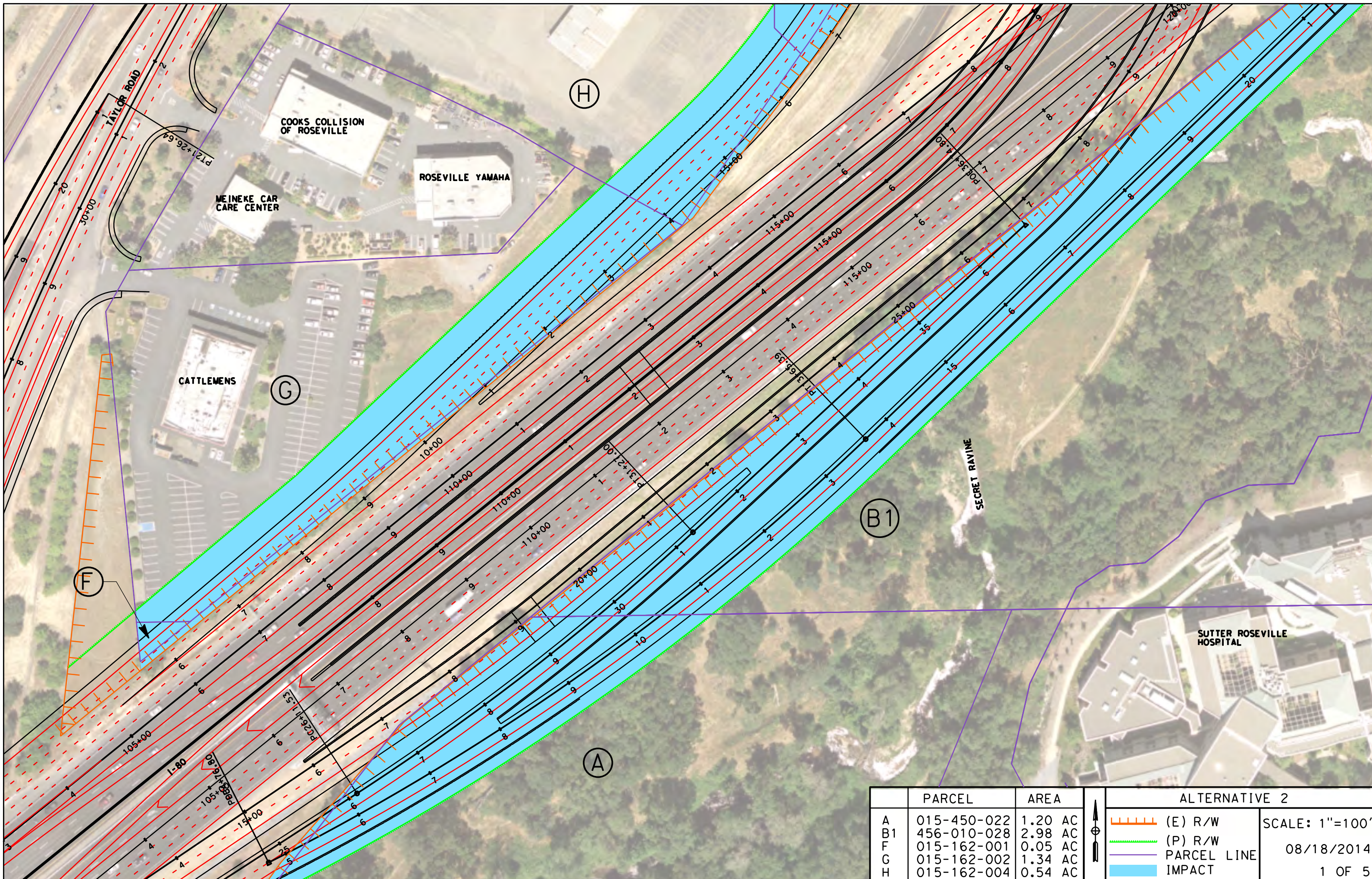
SCALE: 1"=100'  
06/25/2014  
5 OF 5







Alternative 2







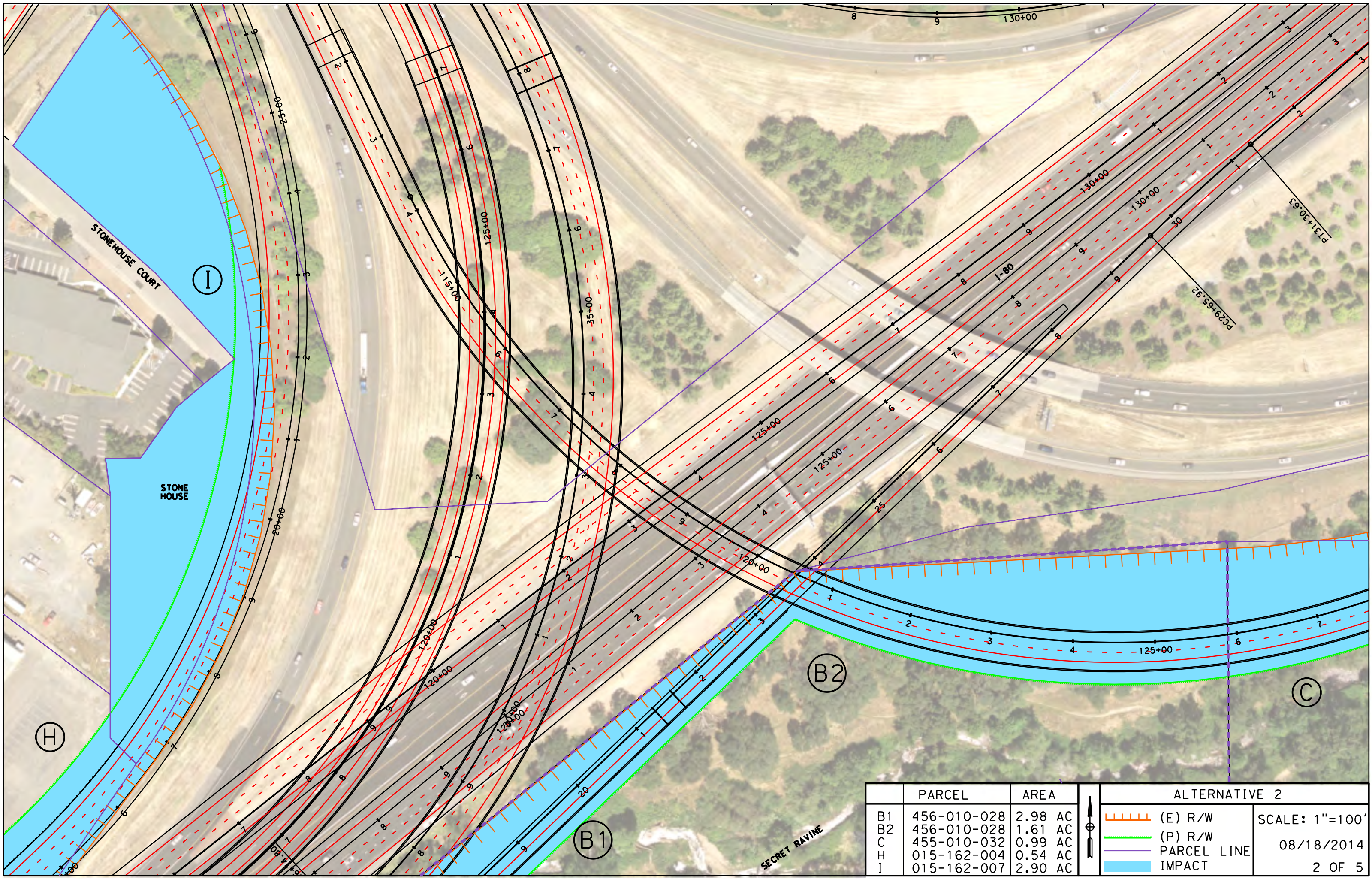
	PARCEL	AREA
A	015-450-022	1.20 AC
B1	456-010-028	2.98 AC
F	015-162-001	0.05 AC
G	015-162-002	1.34 AC
H	015-162-004	0.54 AC

ALTERNATIVE 2	
	(E) R/W
	(P) R/W
	PARCEL LINE
	IMPACT





SCALE: 1"=100'

08/18/2014

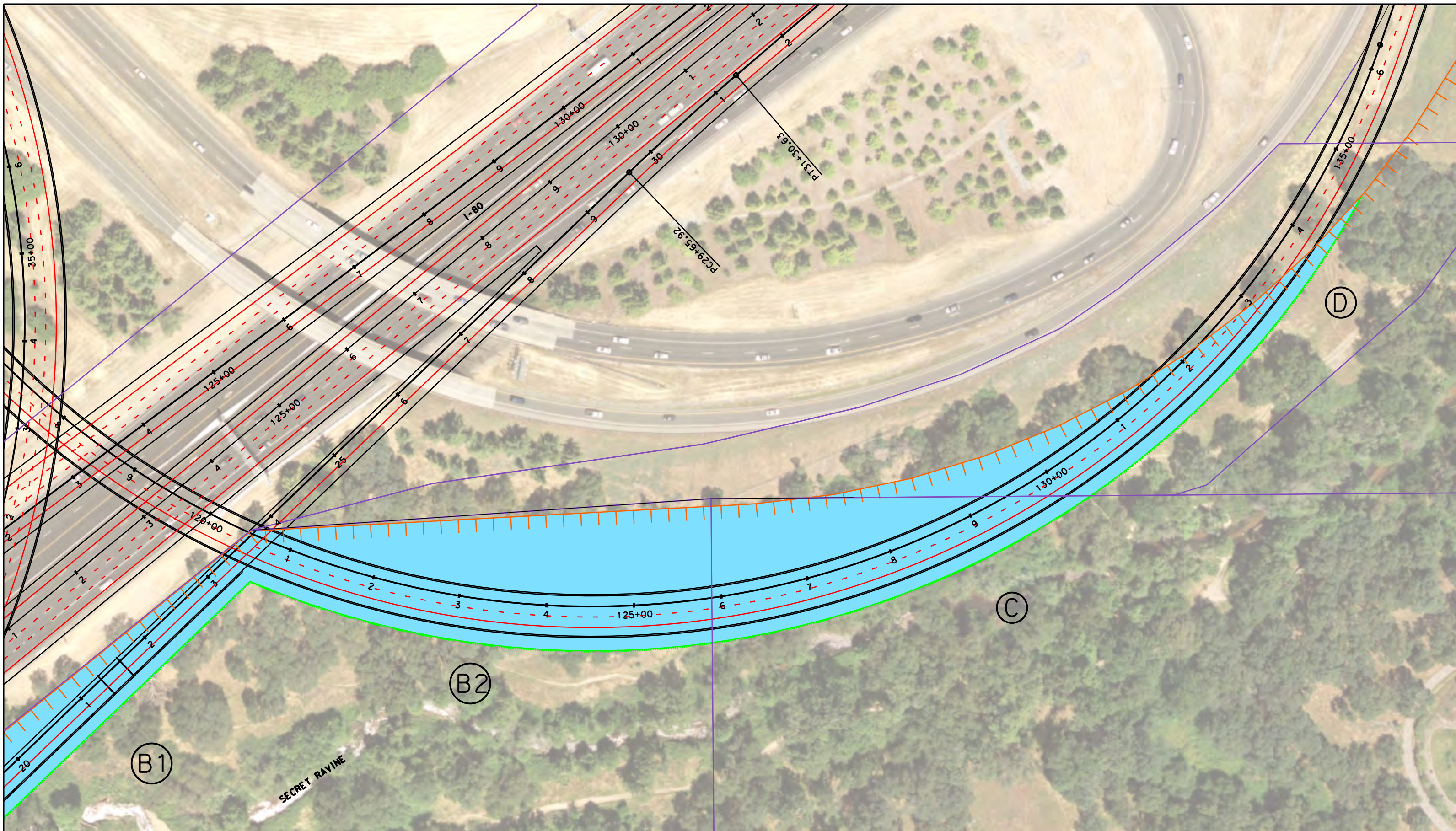
1 OF 5



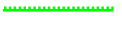




	PARCEL	AREA
B1	456-010-028	2.98 AC
B2	456-010-028	1.61 AC
C	455-010-032	0.99 AC
H	015-162-004	0.54 AC
I	015-162-007	2.90 AC

 (E) R/W  
 (P) R/W  
 PARCEL LINE  
 IMPACT

ALTERNATIVE 2  
 SCALE: 1"=100'  
 08/18/2014  
 2 OF 5



PARCEL			AREA			ALTERNATIVE 2	
B1	456-010-028	2.98 AC			(E) R/W	SCALE: 1"=100' 08/18/2014 3 OF 5	
B2	456-010-028	1.61 AC			(P) R/W		
C	455-010-032	0.99 AC		PARCEL LINE			
D	046-020-069	0.71 AC		IMPACT			



(E)

I-80

SECRET RAVINE

145+00

150+00

2

3

4

5

6





7

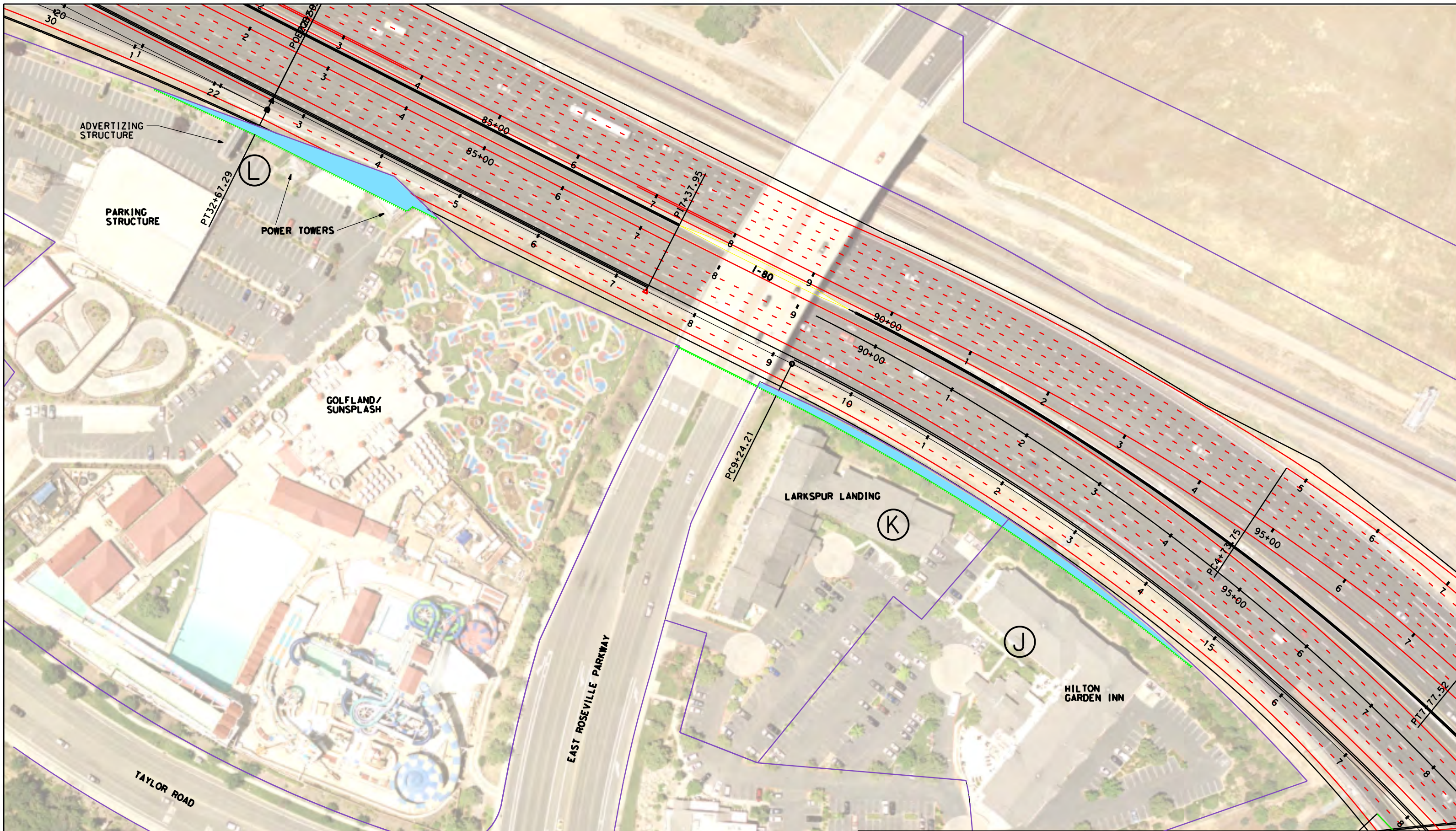
8

9

1

2

			ALTERNATIVE 2	
E	046-020-070	0.08 AC	 (E) R/W	SCALE: 1"=100' 08/18/2014 4 OF 5
			 (P) R/W	
			 PARCEL LINE	
			 IMPACT	



	PARCEL	AREA
J	015-450-059	0.03 AC
K	456-010-028	0.06 AC
L	015-450-079	0.10 AC

ALTERNATIVE 2

(E) R/W  
 (P) R/W  
 PARCEL LINE  
 IMPACT

SCALE: 1"=100'

08/18/2014

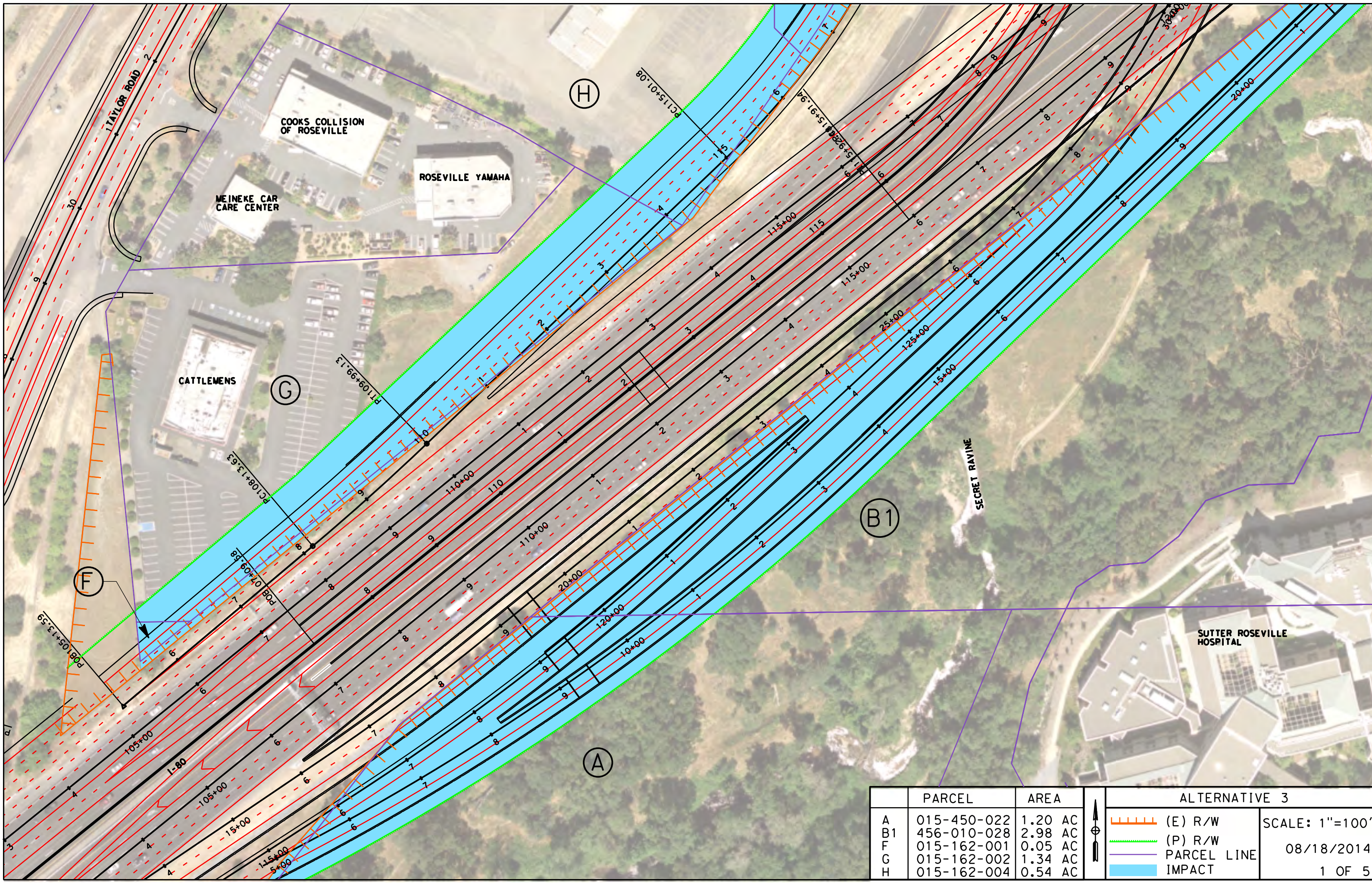
5 OF 5



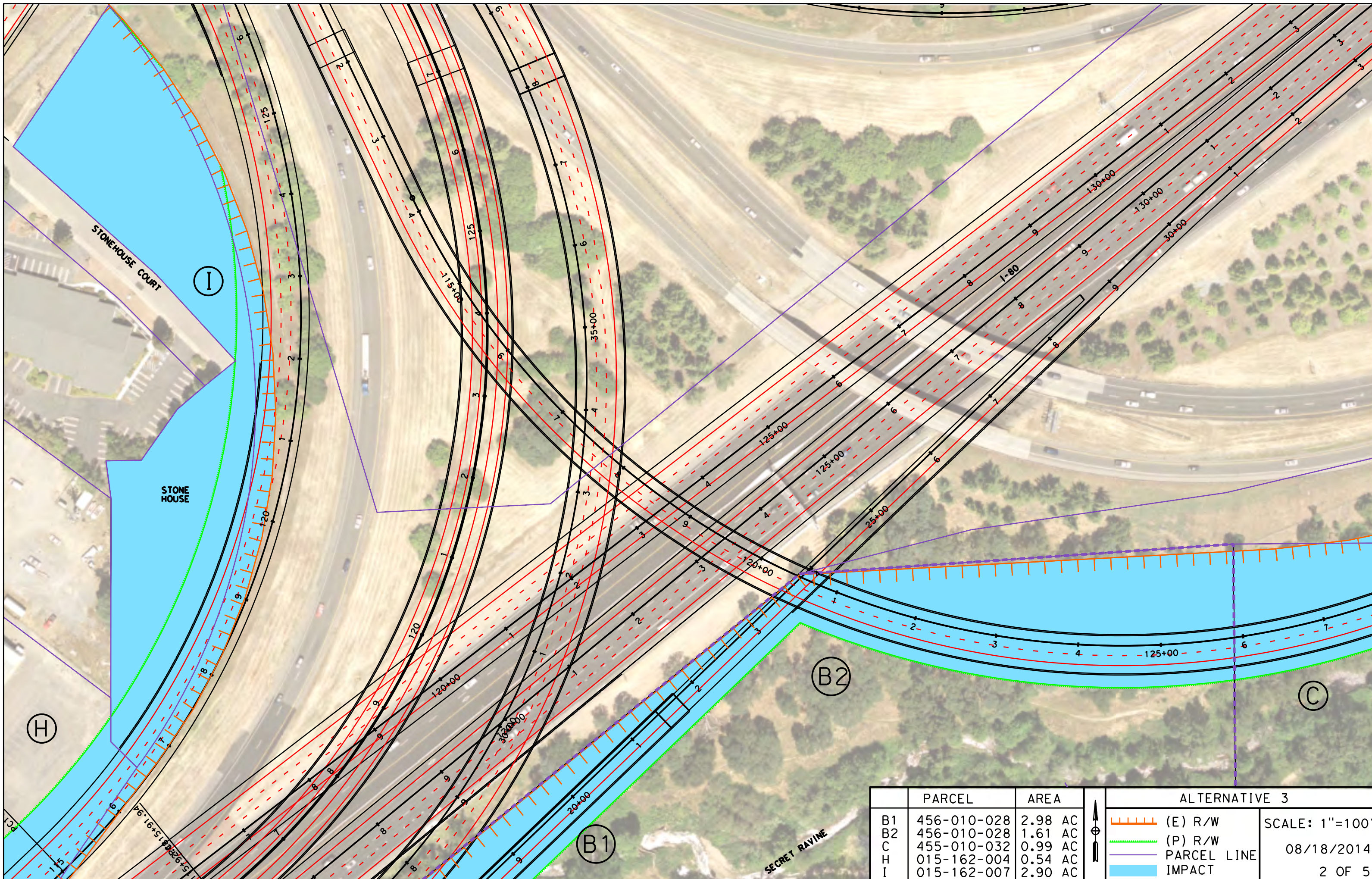
Alternative 3











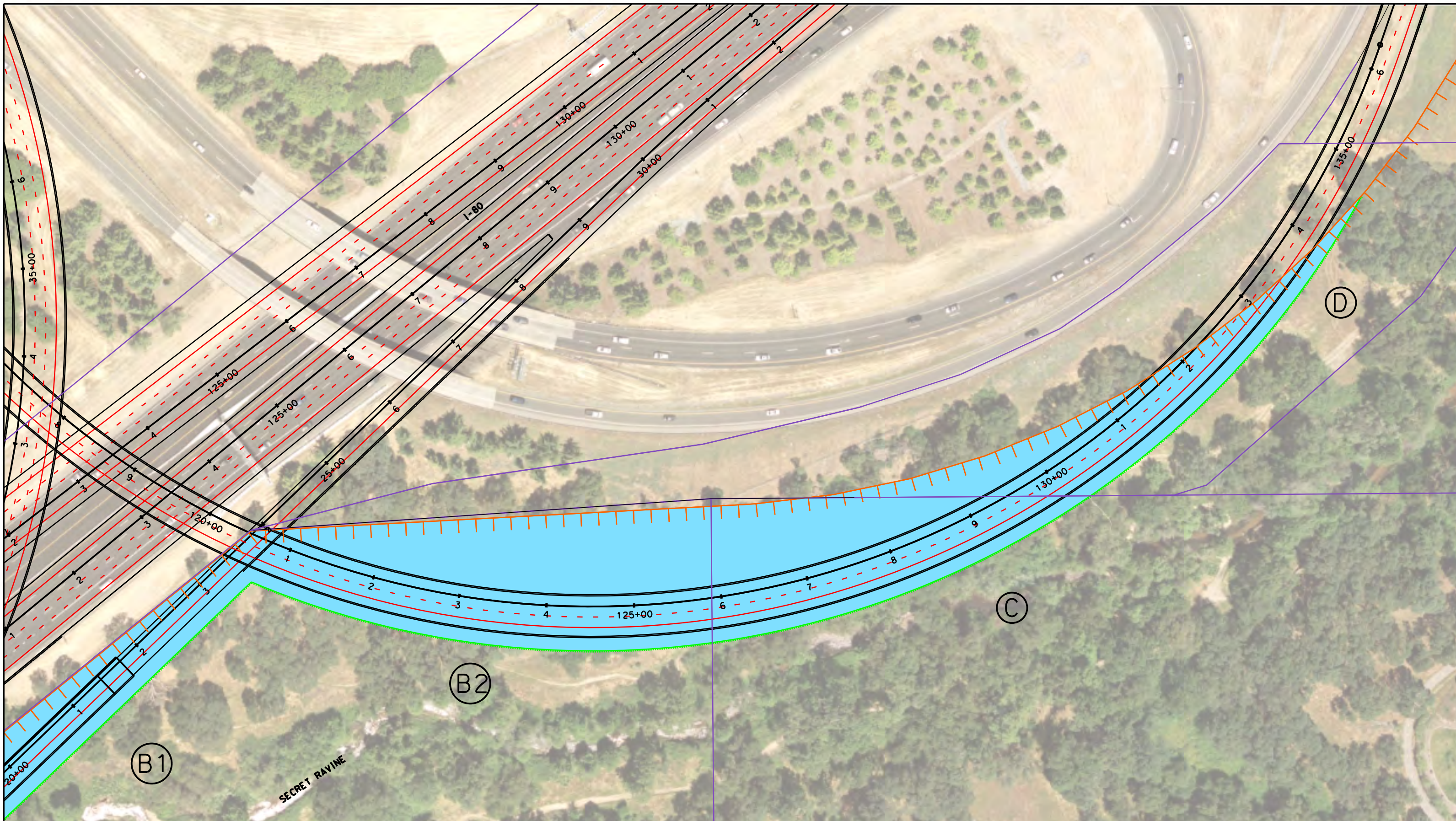
PARCEL	AREA	ALTERNATIVE 3	
A	015-450-022 1.20 AC	(E) R/W	SCALE: 1"=100' 08/18/2014 1 OF 5
B1	456-010-028 2.98 AC	(P) R/W	
F	015-162-001 0.05 AC	PARCEL LINE	
G	015-162-002 1.34 AC	IMPACT	
H	015-162-004 0.54 AC		



	PARCEL	AREA
B1	456-010-028	2.98 AC
B2	456-010-028	1.61 AC
C	455-010-032	0.99 AC
H	015-162-004	0.54 AC
I	015-162-007	2.90 AC

ALTERNATIVE 3	
	(E) R/W
	(P) R/W
	PARCEL LINE
	IMPACT

SCALE: 1"=100'  
08/18/2014  
2 OF 5







SECRET RAVINE

(B1)

(B2)

(C)

(D)

PARCEL			AREA		ALTERNATIVE 3	
B1	456-010-028	2.98 AC		(E) R/W	SCALE: 1"=100'	08/18/2014
B2	456-010-028	1.61 AC		(P) R/W		
C	455-010-032	0.99 AC		PARCEL LINE	3 OF 5	
D	046-020-069	0.71 AC		IMPACT		



(E)

I-80

SECRET RAVINE

145+00

150+00

2

3

4

5

6





7

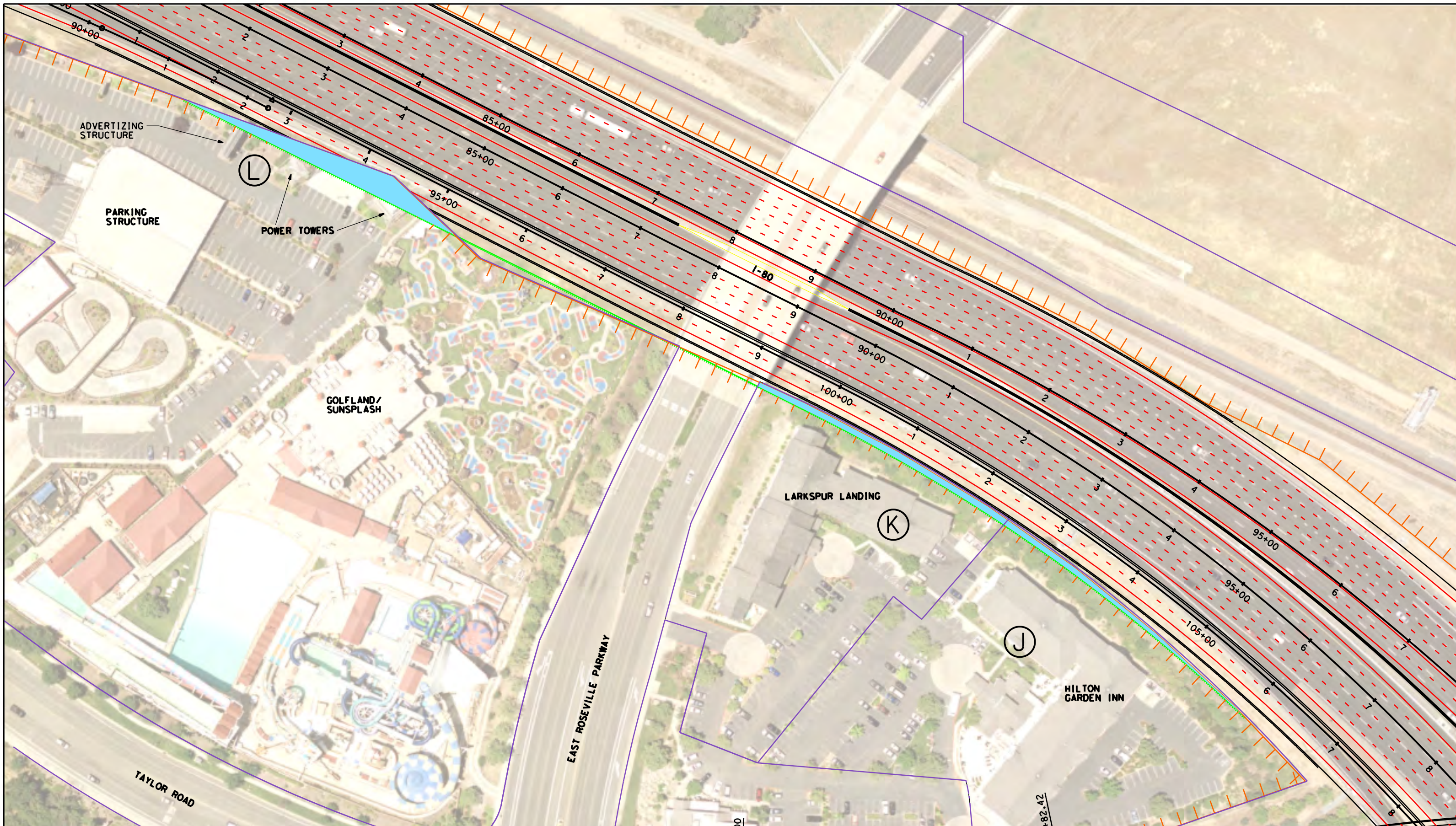
8

9

1

2

			ALTERNATIVE 3	
E	046-020-070	0.08 AC	 (E) R/W	SCALE: 1"=100' 08/18/2014 4 OF 5
			 (P) R/W	
			 PARCEL LINE	
			 IMPACT	



ADVERTIZING STRUCTURE

(L)

PARKING STRUCTURE

POWER TOWERS

GOLF LAND/  
SUNSPASH

LARKSPUR LANDING

(K)

(J)

HILTON GARDEN INN

EAST ROSEVILLE PARKWAY

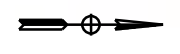
TAYLOR ROAD

TAHOE JOE'S

PC10+00.00

S+82.42

	PARCEL	AREA
J	015-450-059	0.03 AC
K	015-450-058	0.05 AC
L	015-450-079	0.11 AC



ALTERNATIVE 3

	(E) R/W	SCALE: 1"=100' 08/18/2014 5 OF 5
	(P) R/W	
	PARCEL LINE	
	IMPACT	

