

CHAPTER 3: SUMMARY OF IMPACTS AND MITIGATION MEASURES

PROJECT UNDER REVIEW

This EIR evaluates the environmental impacts of the proposed Placer County RTP - 2022. The project involves the adoption and implementation of the Placer County RTP, which calls for a variety of specific transportation improvements, including roadway improvements and alternative transportation method improvements, in Placer County. A more detailed description of the project appears in Chapter 2 of this EIR.

SUMMARY OF IMPACTS

This summary provides an overview of the analysis contained in Chapter 4, Environmental Setting, Impacts and Mitigation Measures, Chapter 5.1, Growth-Inducing Impacts and Chapter 5.3, Irreversible Changes to the Environment. This summary also includes discussion of: effects found not to be significant; significant impacts; mitigation measures to avoid or reduce identified significant impacts; unavoidable significant impacts; and alternatives to the project.

Effects Found Not to be Significant

The Placer County Transportation Planning Agency prepared an Initial Study of the Environmental Impacts and Notice of Preparation (NOP) of the proposed project in May, 2001. A full copy of the Initial Study and NOP can be found in Appendix A. Upon completion of the Initial Study and NOP, PCTPA determined that analysis of the following issues would be speculative at this time: Cultural Resources; Geology/Soils; Hazards and Hazardous Materials; Hydrology/Water Quality; Mineral Resources; Noise; Public Services; Recreation; and Utilities/Service Systems. These issue areas will be addressed in later, project-specific environmental analyses.

Significant Impacts

Under CEQA, a significant effect on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

Implementation of the proposed project will generate environmental impacts in several areas. Impacts in the following areas would be considered significant without the implementation of mitigation measures, but would be reduced to a less-than-significant level if the mitigation measures noted in this EIR are adopted: Aesthetics and Population and Housing. These impacts and related mitigation measures are summarized in the following section, Summary of Impacts and Mitigation Measures.

This EIR discusses mitigation measures that could be implemented to reduce impacts identified as significant. Generally, these include policy recommendations, management practices, and development constraints. The mitigation measures presented in the EIR will form the basis of the Mitigation Monitoring Program.

Unavoidable Significant Impacts

Impacts related to RTP implementation have been identified as significant and unavoidable in the following areas: Agricultural Resources; Air Quality; Biological and Natural Resources; Land Use Planning; and Transportation/Traffic. These impacts are summarized in the following section, Summary of Impacts and Mitigation Measures.

Growth-Inducing Impacts

Growth-inducing impacts as a result of implementation of the proposed Placer County RTP have been identified as significant and unavoidable. These impacts are summarized in the following section, Summary of Impacts and Mitigation Measures.

Irreversible Changes to the Environment

Irreversible changes to the Environment as a result of implementation of the proposed Placer County RTP have been identified as significant and unavoidable. These impacts are summarized in the following section, Summary of Impacts and Mitigation Measures.

Alternatives to the Project

The alternatives to the proposed RTP that are analyzed in this Draft EIR include the following: Funding Assured Projects Alternative, TDM Alternative, and the No Project Alternative. These are described in greater detail in Chapter 6, Project Alternatives, of this EIR.

SUMMARY

Information in the following section, Summary of Environmental Impacts and Mitigation Measures, has been organized to correspond to the environmental issues discussed in Chapter 4. The summary is arranged to include: environmental

impacts; level of significance; recommended mitigation measures; and level of significance after implementation of mitigation measures. A series of mitigation measures are noted where more than one mitigation measure may be required to reduce the impact to a less-than-significant level.

SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The following summary of the potential environmental impacts and recommended mitigation measures is organized to correspond with environmental issues discussed in Chapter 4, *Environmental Setting, Impacts, and Mitigation Measures*. A series of mitigation measures are noted where more than one mitigation measure may be required to reduce the impact to a less-than-significant level.

Aesthetics

Impact 4.1-1: Implementation of the proposed Placer County RTP could alter the existing visual character of portions of Placer County. *This is considered to be a potentially significant impact.*

Mitigation Measures

Implementation of the following mitigation measures would reduce this impact to a less than significant level:

4.1-1(a): Prior to implementation of individual roadway improvement projects proposed for state or county scenic routes, further study shall be completed to determine the specific visual effects of these projects, and appropriate project-specific mitigation measures shall be proposed to reduce these impacts.

4.1-1(b): Where feasible, native vegetation shall be reintroduced along rural roadways after implementation of proposed roadway improvement projects to integrate the proposed projects with the existing visual character of the surrounding area.

Impact 4.1-2: Implementation of the proposed Placer County RTP could increase the amount of light and glare present in some areas of Placer County. *This is considered to be a less than significant impact.*

Mitigation Measures

4.1-2: *None required.*

Impact 4.1-3: Implementation of the proposed Placer County RTP, in conjunction with cumulative development in the area, could reduce the amount of open space in Placer County, thereby contributing to the cumulative loss of existing open space views within the region. *This is considered to be a less than significant impact.*

Mitigation Measures

4.1-3: *None required.*

Agricultural Resources

Impact 4.2-1: Implementation of the proposed Placer County RTP could cause the conversion of prime agricultural land to non-agricultural use or involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use. *This is considered to be a significant and unmitigable impact.*

Mitigation Measures

Implementation of the following mitigation measure would provide some mitigation for significant and unavoidable adverse impacts due to conversion of farmland to non-agricultural uses:

4.2-1: Individual projects shall be reviewed for consistency by local jurisdictions and, as appropriate, transportation agencies with applicable adopted plans, programs, and policies in place at local and state levels at the time the individual projects are implemented.

Impact 4.2-2: Implementation of the proposed Placer County RTP could impair the agricultural productivity of prime agricultural land within Placer County. *This is considered to be a significant and unmitigable impact.*

Mitigation Measures

Implementation of the following mitigation measure would provide mitigation for significant and unavoidable adverse impacts due to impairment of agricultural productivity of farmlands:

4.2-2: Individual projects shall be reviewed for consistency by local jurisdictions and, as appropriate, transportation agencies with applicable adopted plans, programs, and policies in place at local and state levels at the time the individual projects are implemented.

Impact 4.2-3: Implementation of the proposed Placer County RTP would conflict with existing zoning for agricultural use, or a Williamson Act contract. *This is considered to be a potentially significant impact.*

Mitigation Measures

Implementation of the following mitigation measure would reduce this impact to a less-than-significant level:

4.2-3: As part of pre-construction design and environmental review, individual Regional Transportation Plan projects shall be evaluated by local (or state, if applicable) implementing transportation (or public works, as appropriate) agencies for consistency with local and state adopted plans, programs, policies, or regulations germane to uses allowed and standards for uses within the zoning district(s) affected by the project. Projects which could affect properties under Williamson Act contract, and which would continue to be under Williamson Act contract at the time of project construction, shall be designed, constructed, and operated in a manner which will ensure the continued viability of agricultural production in conformance with the specific contract provisions for the affected properties.

Air Quality

Impact 4.3-1: Development consistent with the proposed Placer County RTP would result in motor vehicle emissions increases on various roadways which would impede the attainment of air quality standards. *This is considered to be a significant and unavoidable impact.*

Mitigation Measures

Implementation of the following mitigation measures would reduce this impact, but it remains significant and unavoidable:

4.3-1(a): Implement development of planned railway projects.

4.3-1(b): The jurisdictions shall fully implement the policies which set trip reduction goals for facilities and operations, develop a model program to attain the goals, and monitor the results. The program may include flexible and compressed work schedules, commuter matching services for vanship and rideshare programs, telecommuting, preferential carpool/vanpool parking, parking pricing, and transit subsidies.

4.3-1(c): The jurisdictions should consider conversion of their vehicles to use Clean Alternative Fuels/Low Emissions Vehicles (CAF/LEV), such as those utilizing methanol, ethanol, natural gas, electric power, propane, and reformulated gasoline, in accordance with the Placer County Air Quality Attainment Plan.

4.3-1(d): The jurisdictions should cooperate with the business and commercial community to plan and implement the infrastructure needed for CAF/LEV use, and that is designed to accelerate the introduction of CAF/LEV technologies. The jurisdictions should also encourage responsible agencies to streamline procedures for review and permitting such facilities.

4.3-1(e) The jurisdictions should pursue adequate funding through all available funding sources for transit so that transit is a viable transportation alternative.

Impact 4.3-2: Construction of the proposed highway improvements would result in additional short-term emissions of PM10, ROG, and NOx nonattainment air pollutants. *This is considered to be a short-term significant and unavoidable impact.*

Mitigation Measures

Implementation of the following mitigation measures would reduce this impact, but it remains significant and unavoidable:

4.3-2(a) Caltrans, jurisdictions, and other agencies with responsibility for implementing projects included in the RTP and RTIP should ensure that all construction contracts include the following or substantially similar or improved requirements of contractors:

- (1) The contractor shall water in late morning and at the end of the day all earth surfaces during clearing, grading, earthmoving, and other site preparation activities.
- (2) The contractor shall use tarpaulins or other effective covers for haul trucks which travel on public streets.
- (3) The contractor shall sweep streets adjacent to the project at the end of the day.
- (4) The contractor shall schedule clearing, grading, and earthmoving activities during periods of low wind speeds and restrict those construction activities during high wind conditions with wind speeds greater than 20 mph average during an hour.
- (5) The contractor shall control construction and site vehicle speed to 15 mph on unpaved roads.
- (6) Construction equipment operators shall shut off equipment when not in use to avoid unnecessary idling. As a general rule, vehicle idling should be kept below 10 minutes.
- (7) The contractor's construction equipment shall be properly maintained and in good operating condition.
- (8) During smog season (May through October), the construction period shall be lengthened so as to minimize the number of vehicles and equipment operating at the same time.
- (9) The contractors should utilize new technologies to control ozone precursor emissions as they become available and feasible.
- (10) Construction equipment shall utilize low sulfur fuels.
- (11) Contractors shall discontinue operations during second stage smog alerts.
- (12) Truck wheel washers shall be installed before the roadway entrance at construction sites.
- (13) Paving, curbing, or vegetative stabilization of the unpaved areas adjacent to roadways on which vehicles would potentially drive shall be required.

4.3-2(b): The jurisdictions shall adopt and implement a policy to require as part of the review and approval process for land use entitlements, that construction or demolition projects and operations that disturb earth materials or transport them have a dust control and mitigation plan to control and monitor dust emissions. The jurisdictions shall further require that the plan be approved by the Placer County Air Pollution Control District. The plan is to include the use of such measures as watering or dust suppressant use, covering or protection of storage piles, provisions for stopping operations on windy days, covering of open haul trucks, and sweeping and cleaning operations.

4.3-2(c)The jurisdictions shall adopt a policy to review street and road cleaning operations to minimize dust generation, especially during summer and autumn dry seasons.

Impact 4.3-3: Development of the proposed highway improvements could result in additional short-term emissions of asbestos. *This is considered to be a significant impact.*

Mitigation Measures

Implementation of the following mitigation measure would reduce this impact to a less-than-significant level:

4.3-3: The jurisdictions shall adopt a policy to require, as a part of the review and permit processes, that demolition of structures be performed in accordance with state regulations pertaining to asbestos removal and release of asbestos fibers to the ambient air.

Biological and Natural Resources

Impact 4.4-1: Implementation of the proposed RTP could result in adverse impacts to wetlands and special status plant and animal species and habitat in Placer County. *This is considered to be a significant and unavoidable impact.*

Implementation of the following mitigation measure will reduce this impact, but it remains potentially significant and unavoidable.

4.4-1: Mitigation for impacts to wetlands and special status species would be determined based on the impact assessment developed for each proposed project prior to implementation of the project. Mitigation would be determined in consultation with the appropriate federal, state, and local agency representatives and would be consistent with all applicable laws and regulations.

Land Use Planning

Impact 4.5-1: Implementation of the proposed Placer County RTP could conflict with adopted environmental plans within Placer County. *This is considered to be a potentially significant impact.*

Mitigation Measures

Implementation of the following mitigation measure would reduce this impact to a less-than-significant level:

4.5-1: Individual projects shall be reviewed for consistency by local jurisdictions and, as appropriate, transportation agencies, with applicable adopted plans, programs and policies in place at the local and state levels at the time the individual projects are implemented.

Impact 4.5-2: Implementation of the proposed Placer County RTP could disrupt the natural ecology and community development patterns along various roadways. *This is considered to be a significant and unavoidable impact.*

Mitigation Measures

Implementation of the following mitigation measures would reduce this impact, but it remains significant and unavoidable:

4.5-2(a): Upon completion of construction where vegetation removal occurs, roadways should be revegetated with comparable size and species of trees and shrubs to the extent feasible.

4.5-2(b): Whenever feasible, specific roadway alignments shall be designed to avoid existing structures.

4.5-2(c): Implement safety procedures including warning signs, traffic cones, flaggers, and other traffic regulating devices, as necessary.

4.5-2d): Individual projects should be designed to minimize long-term community disruption by maintaining access between residential and community services.

4.5-3(e): Implement mitigation measure 4.7-3.

Population/Housing

Impact 4.6-1: Implementation of the proposed Placer County RTP could facilitate implementation of the general plans of all jurisdictions, which will accommodate increased population growth. *This is considered to be a potentially significant impact.*

Mitigation Measures

Implementation of the following mitigation measure would reduce this impact to a less-than-significant level:

4.6-1: Jurisdictions shall monitor transportation impacts of local land use decisions. The RTP is intended to mitigate the impact of planned growth consistent with local general plans. Should the local general plans be amended, local jurisdictions are required to evaluate proposed amendments to determine whether additional action needs to be taken.

Impact 4.6-2: Implementation of the proposed Placer County RTP and cumulative growth within and adjacent to Placer County could result in changes in the distribution of the population within Placer county. *This is considered to be a less than significant impact.*

Mitigation Measures

4.6-2: None required.

Impact 4.6-3: Implementation of the proposed Placer County RTP could affect existing housing within Placer County in the immediate vicinity of planned improvements. *This is considered to be a less-than-significant impact.*

Mitigation Measures

4.6-3: None required.

Transportation/Traffic

Impact 4.7-1: Implementation of the proposed Placer County RTP would generally result in improved transportation and circulation opportunities. *This is considered a beneficial impact.*

Mitigation Measures

4.7-1: None required.

Impact 4.7-2: Implementation of the proposed Placer county RTP capital improvements and action plan may not resolve LOS deficiencies on several roadway segments by the year 2005. *This is considered to be a potentially significant and unavoidable impact.*

Mitigation Measures

4.7-2: The jurisdictions shall continuously monitor and model the transportation network in order to evaluate LOS deficiencies. This impact remains potentially significant and unavoidable.

Impact 4.7-3: Implementation of the proposed Placer County RTP capital improvements and regulatory actions may not resolve identified deficiencies in the areas of public transportation; aviation; non-motorized; and transportation systems management. *This is considered to be a potentially significant and unavoidable impact.*

Mitigation Measures

Implementation of the following mitigation measures will reduce this impact, but it remains potentially significant and unavoidable:

4.7-3(a): The ongoing update of the jurisdictions' general plans and community plans, in addition to future plan revisions, shall fully integrate the adopted program, policies, and improvements of the RTP, as appropriate.

4.7-3(b): In conjunction with updating local general plans, the jurisdictions should consider the development of programs and design standards to facilitate viable pedestrian and non-motorized travel.

Growth-Inducing Impacts

Impact 5.1-1: Implementation of the projects proposed under the proposed Placer County RTP would extend transportation corridors into undeveloped areas, facilitating subsequent planned development. *This is considered to be a significant growth-inducing impact.*

Mitigation Measures

Implementation of the following mitigation measures would reduce this impact to a less-than-significant level:

5.1-1: Environmental documentation prepared for the SR 65 Lincoln Bypass and the Placer Parkway should analyze the growth-inducing impacts of these projects in detail. If significant impacts are determined, specific mitigations should be developed to reduce any impacts to a less-than-significant level.

5.1-2: Local jurisdictions should be encouraged to adopt land use designations that allow increased density along existing urban corridors that is consistent with local general plans.

Impact 5.1-2: Implementation of the proposed Placer County RTP could indirectly result in the extension of public services and infrastructure through previously unserved areas. *This is considered to be a significant growth-inducing impact.*

Mitigation Measures

Implementation of the following mitigation measures would reduce this impact to a less-than-significant level:

5.1-2(a): Jurisdictions should prioritize infrastructure and public service improvements to those areas currently targeted for development as identified in local general plans.

5.1-2(b): Jurisdictions should provide roadway access to serve planned development as identified in local general plans.

5.12(c): Jurisdictions should be encouraged to require developments located in areas outside of those targeted for development to pay the full cost of extending infrastructure and public services.

Impact 5.1-3: Implementation of the proposed Placer County RTP would remove obstacles to development and growth. *This is considered to be a significant and unavoidable growth-inducing impact.*

Mitigation Measures

Implementation of the following mitigation measures would reduce this impact, but it remains significant and unavoidable:

5.1-3(a): Jurisdictions should prioritize the increased densification of already urbanized portions of Placer County. The proposed RTP is intended to mitigate the impact of planned growth consistent with local general plans.

5.1-3(b): Implement all pedestrian, bicycle, and alternative transportation capital improvement projects included in the proposed RTP and RTIP to the fullest extent possible.

Irreversible Changes to the Environment

Impact 5.3-1: Implementation of the proposed Placer County RTP would entail the irreversible commitment of energy and building materials during construction of proposed projects. *This is considered to be a significant and unavoidable impact.*

Mitigation Measures

Implementation of the following mitigation measure would reduce this impact, but it remains significant and unavoidable:

5.3-1: Utilize recycled materials to the greatest extent feasible in the construction of all capital improvements indicated in the proposed RTP.

Impact 5.3-2: Implementation of the proposed roadway improvements and new roadway segments would commit future generations to vehicle-based technologies. *This is considered to be a significant and unavoidable impact.*

Mitigation Measures

Implementation of the following mitigation measure would reduce this impact, but it remains significant and unavoidable:

5.3-2: Implement all pedestrian, bicycle, and alternative transportation mode improvements to the fullest extent possible.

Impact 5.3-3: Implementation of capital improvements contained in the proposed Placer County RTP could accommodate uses in which irreversible damage could result from potential environmental accidents associated with the project. *This is considered to be a significant and unavoidable impact.*

Mitigation Measures

5.3-3: None available.