

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 7, 2013

Reference No.: 2.2c. (2)
Action

From: ANDRE BOUTROS
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF
ROSEVILLE 2020 TRANSPORTATION SYTEM CAPITAL IMPROVEMENTS PROGRAM
UPDATE INCLUDING THE BLUE OAKS BOULEVARD WIDENING PROJECT
(RESOLUTION E-13-21)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Final Subsequent Environmental Impact Report (FSEIR), Findings of Fact and Statement of Overriding Considerations for the City of Roseville 2020 Transportation System Capital Improvements Program Update including the Blue Oaks Boulevard Widening Project (project) in Placer County and approve the project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the FSEIR, Findings of Fact and Statement of Overriding Considerations and approve the project for future consideration of funding.

BACKGROUND:

The City of Roseville (City) is the CEQA lead agency for the project. The project is located on Blue Oaks Boulevard between Crocker Ranch Road and Industrial Boulevard in the City of Roseville in Placer County. The project will widen Blue Oaks Boulevard from four to six lanes for approximately two miles. All widening will occur to the interior of the existing roadway and will include construction of new raised concrete medians and adjustments to existing left turn lanes. In addition, new bike lanes will be striped between Foothills Boulevard and Industrial Boulevard. No additional right-of-way is required and no changes to existing bike lanes, curbs, bus stops or sidewalks are necessary. The project is one component of the City's 2020 Transportation System Capital Improvements Program. On June 20, 2007 the City Council approved and certified a FSEIR for the 2020 Transportation System Capital Improvements Program Update including the Blue Oaks Boulevard Widening Project.

The FSEIR for the 2020 Transportation System Capital Improvements Program Update determined that impacts related to transportation & circulation, air quality, biological resources, and growth inducement would be significant and unavoidable as follows: increased traffic on city streets, county roadways and state highways; construction-related air pollution emissions under cumulative conditions; cumulative impacts to biological resources due to the loss of oak and riparian woodlands, seasonal wetlands and/or creek channels, and the loss of habitat for the Swainson's Hawk, vernal pool crustaceans and the Western Spadefoot Toad; and growth inducement resulting from increased capacity of the City's roadway system. Mitigation measures and/or alternatives to the proposed project that would substantially reduce or avoid these significant unavoidable impacts are infeasible.

Findings of Fact were developed which provide that changes or alternations have been required in, or incorporated into, the City of Roseville 2020 Transportation System Capital Improvements Program that avoid or substantially lessen the significant environmental effect and that impacts have been reduced to the extent feasible; however, after implementation of the mitigation measures contained in the FSEIR, these impacts remain significant and unavoidable. The City adopted the FSEIR, Findings of Fact and a Statement of Overriding Considerations for the plan on June 20, 2007. The City found that the significant, unavoidable adverse impacts are acceptable and are outweighed by social, economic and other benefits of the 2020 Transportation System Capital Improvements Program. These benefits include, but are not limited to: social benefits of improved traffic operations and safety at study area intersections and improved emergency response through study area intersections due to reduced congestion; economic benefits from improved mobility and traffic operations that make travel to and within the City for commerce more convenient and attractive; contribution to retail sales and therefore an improved tax base for the City and collection of traffic impact fees for funding and implementing the improvements outlined in the program reinforcing the construction sector of the local economy. The City established a Mitigation Monitoring Program to ensure that the mitigation measures specified for the plan are implemented.

Upon further analysis by the City it was determined that the Blue Oaks Boulevard Widening Project has no environmental effects beyond those analyzed in the approved FSEIR for the City of Roseville 2020 Transportation System Capital Improvements Program. Therefore, no further project level CEQA compliance is required. On March 4, 2013 the City provided written confirmation that the preferred alternative set forth in the final environmental document is consistent with the project programmed by the Commission. On April 8, 2013 the City confirmed that the 2007 FSEIR remains valid and that there are no new impacts requiring mitigation which have been identified since adoption of the FSEIR in 2007.

The project is fully funded through construction and is estimated to cost \$5,160,000. The project is funded with SLPP (\$1,000,000) and Local (\$4,160,000) funds. Construction is estimated to begin in fiscal year 2013/14.

Attachment

- Resolution E-13-21
- Findings of Fact & Statement of Overriding Considerations
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 03 – Placer County Resolution E-13-21

- 1.1 **WHEREAS**, the City of Roseville (City) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- City of Roseville 2020 Transportation System Capital Improvements Program Update including the Blue Oaks Boulevard Widening Project
- 1.2 **WHEREAS**, the City has certified that the Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the project will widen Blue Oaks Boulevard from four to six lanes for approximately two miles. All widening will occur to the interior of the existing roadway and will include construction of new raised concrete medians and adjustments to existing left turn lanes. In addition, new bike lanes will be striped between Foothills Boulevard and Industrial Boulevard. No additional right-of-way is required and no changes to existing bike lanes, curbs, bus stops or sidewalks are necessary. The project is one component of the City's 2020 Transportation System Capital Improvements Program; and
- 1.4 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report; and
- 1.5 **WHEREAS**, Findings of Fact made pursuant to CEQA guidelines indicate that specific unavoidable significant impacts related to transportation & circulation, air quality, biological resources and growth inducement make it infeasible to avoid or fully mitigate to a less than significant level the effects associated with the project; and
- 1.6 **WHEREAS**, the City adopted a Statement of Overriding Considerations for the project; and
- 1.7 **WHEREAS**, the City adopted a Mitigation Monitoring Program for the project; and
- 1.8 **WHEREAS**, the above significant effects are acceptable when balanced against the facts as set forth in the Statement of Overriding Considerations.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Final Environmental Impact Report, Findings of Fact and Statement of Overriding Considerations and approve the above referenced project to allow for future consideration of funding.

2.0 Findings of Fact

Table 4 below presents a summary of potentially significant impacts identified in the Draft Subsequent EIR and Initial Study for the proposed project. The table also presents summaries of Mitigation Measures identified to reduce impacts, where feasible. The Mitigation Measures are further detailed in the Mitigation Monitoring and Reporting Program, which is presented in Appendix A of the Final Subsequent EIR.

The findings are organized by resource issue in the same order as the project impacts appear in the Draft Subsequent EIR prepared for the project followed by the potentially significant impacts identified in the Initial Study.

The findings of infeasibility being made for the project alternatives follow in Section 3.0 below.

Impacts which remain significant and unavoidable are further detailed in Section 4.0 below.

TABLE 4
FINDINGS FOR SIGNIFICANT, POTENTIALLY SIGNIFICANT, AND SIGNIFICANT/UNAVOIDABLE EFFECTS

Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation	Findings of Fact
<p>Transportation and Circulation</p> <p>IMPACT 4.1-1(a): Increased traffic within Roseville under Existing Plus Project conditions</p>	<p>Significant</p>	<p>No feasible mitigation available</p>	<p>Significant and Unavoidable</p>	<p>Finding: The City hereby makes finding (a)(3) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect.</p> <p>Facts Supporting the Findings: Specific intersections within the City of Roseville would degrade from LOS C or better under the Existing conditions to LOS D or worse under Existing Plus Project conditions. No feasible mitigation is identified to improve the LOS to meet City standards under Existing Plus Project conditions. Therefore, this impact will be significant and unavoidable.</p>

**TABLE 4
FINDINGS FOR SIGNIFICANT, POTENTIALLY SIGNIFICANT, AND SIGNIFICANT / UNAVOIDABLE EFFECTS
(CONTINUED)**

Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation	Findings of Fact
IMPACT 4.1-1(b): Increased traffic outside of Roseville under Existing Plus Project conditions	Significant	No feasible mitigation available	Significant and Unavoidable	<p>Finding: The City hereby makes finding (a)(2) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect.</p> <p>Facts Supporting the Findings: The LOS at some intersections and roadways within Placer County, Sacramento County, and state highways would degrade under the Existing Plus Project conditions. Although improvements could be implemented to improve the LOS along these roadways to reduce these impacts, these improvements are outside of the City's jurisdiction and the City cannot authorize implementation of these improvements. Therefore, these impacts remain significant and unavoidable.</p>

**TABLE 4
FINDINGS FOR SIGNIFICANT, POTENTIALLY SIGNIFICANT, AND SIGNIFICANT/UNAVOIDABLE EFFECTS
(CONTINUED)**

Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation	Findings of Fact
IMPACT 4.1-2: Increased traffic on City of Roseville roadways under 2020 plus Project conditions	Intersection LOS Impact: Significant for two individual intersections	No feasible mitigation available	Intersection LOS Impact: Significant and Unavoidable	<p>Finding: The City hereby makes finding (a)(3) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect.</p> <p>Facts Supporting the Findings: The project will result in two intersections which would not meet the City's level of service (LOS) standard. No feasible mitigation is identified to improve the LOS to meet the City standards at these intersections. Therefore, this impact will be significant and unavoidable.</p>
IMPACT 4.1-3: Increased traffic on state highways under 2020 plus Project conditions	Significant	Mitigation Measure 4.1-1: Participate in any regionally adopted fee program providing for improvements to federal and state facilities	Significant and Unavoidable	<p>Finding: The City hereby makes finding (a)(2) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect.</p> <p>Facts Supporting the Findings: Mitigation Measure 4.1-1 would reduce</p>

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(CONTINUED)**

Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation	Findings of Fact
				<p>impacts of increased traffic on state highways by funding high-occupancy vehicle, auxiliary and/or mixed-flow lanes on I-80 and SR 65; ramp metering and regional Transportation Systems Management elements. However, these improvements would not be implemented by a single project or local jurisdiction. Therefore, no assurance exists of the timing that the proposed mitigation will be implemented and this impact would remain significant and unavoidable until such time as the improvements are constructed.</p>

**TABLE 4
FINDINGS FOR SIGNIFICANT, POTENTIALLY SIGNIFICANT, AND SIGNIFICANT/UNAVOIDABLE EFFECTS
(CONTINUED)**

Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation	Findings of Fact
<p>IMPACT 4.1-4: Increased traffic on Placer County roadways under 2020 plus Project conditions</p>	<p>Significant</p>	<p>Mitigation Measure 4.1-2: Implement Placer County CIP roadway widenings on Baseline Road and Walerga Road</p>	<p>Significant and Unavoidable</p>	<p>Finding: The City hereby makes finding (a)(2) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect.</p> <p>Facts Supporting the Findings: Mitigation Measure 4.1-2 would reduce impacts of increased traffic on Placer County roadways by increasing the capacity at these intersections. However, the improvements fall within the jurisdiction of Placer County, and the City of Roseville has no authority to widen Walerga Road south of Baseline. Therefore, this impact would remain significant and unavoidable.</p>

**TABLE 4
FINDINGS FOR SIGNIFICANT, POTENTIALLY SIGNIFICANT, AND SIGNIFICANT/UNAVOIDABLE EFFECTS
(CONTINUED)**

Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation	Findings of Fact
IMPACT 4.1-8: Potential inconsistency with City of Roseville Bicycle Master Plan under 2020 plus Project conditions	Potentially Significant	Mitigation Measure 4.1-3: Design intersection and roadway improvements to minimize disruption to existing and planned bicycle facilities	Less than Significant	<p>Finding: The City hereby makes finding (a)(1) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect.</p> <p>Facts Supporting the Finding: Mitigation Measure 4.1-3 would require that the City minimize disruption to existing and planned bicycle facilities, and implementation of this Mitigation Measure would reduce this impact to a less than significant level.</p> <p>Changes have been required in the project which would avoid the potentially significant environmental impacts as identified in the Subsequent EIR.</p>

**TABLE 4
FINDINGS FOR SIGNIFICANT, POTENTIALLY SIGNIFICANT, AND SIGNIFICANT/UNAVOIDABLE EFFECTS
(CONTINUED)**

Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation	Findings of Fact
IMPACT 5.2-1(a): Increased traffic on City of Roseville roadways under 2025 cumulative Plus Project conditions (Intersection LOS impact)	Intersection LOS Impact: Significant for 13 specific intersections	Mitigation Measure 5.2-1: Modify intersection geometries at the following 11 specified intersections to address effects from regional growth outside the City of Roseville: a) Yosemite/Atlantic b) Woodcreek Oaks/Blue Oaks c) Oak Ridge/Cirby d) Foothills/McAnally e) SR 65 NB Off/Pleasant Grove f) Washington/Roseville Pkwy g) Sierra College/Secret Ravine h) South Cirby/Old Auburn i) Sunrise/Lead Hill j) Washington/Junction	Intersection LOS Impact: Significant and Unavoidable	<p>Finding: The City hereby makes finding (a)(3) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect.</p> <p>Facts Supporting the Findings: Mitigation Measures 5.2-1 and 5.2-2 would reduce traffic congestion within the City. Despite implementation of these Mitigation Measures, together with the effects of past projects, the effects of other current projects, and the effects of probable future projects, four intersections would still degrade from LOS C or better to LOS D or worse. Therefore, the proposed project's contribution to this cumulative impact would still be cumulatively considerable, and the cumulative impact with respect to the LOS at</p>

TABLE 4 FINDINGS FOR SIGNIFICANT, POTENTIALLY SIGNIFICANT, AND SIGNIFICANT/UNAVOIDABLE EFFECTS (CONTINUED)			
Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation
		k) Crocker Ranch/Blue Oaks Mitigation Measure 5.2-2: Modify intersection geometries at the following 2 specified intersections to address effects from the proposed project a) Sunrise Ave/Automall Drive b) Gibson Drive West/Roseville Pkwy These improvements are detailed in the Mitigation Monitoring and Reporting Program (Appendix A of the Final Subsequent EIR).	Findings of Fact respect to the LOS at intersections would remain significant and unavoidable.

**TABLE 4
FINDINGS FOR SIGNIFICANT, POTENTIALLY SIGNIFICANT, AND SIGNIFICANT/UNAVOIDABLE EFFECTS
(CONTINUED)**

Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation	Findings of Fact
<p>IMPACT 5.2-1(b): Increased traffic on City of Roseville roadways under 2025 cumulative Plus Project conditions (City's LOS policy)</p>	<p>City's LOS Policy: Significant</p>	<p>Mitigation Measures 5.2-1 and 5.2-2.</p>	<p>City's LOS Policy: Less than Significant</p>	<p>Finding: The City hereby makes finding (a)(1) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect.</p> <p>Facts Supporting the Findings: Mitigation Measures 5.2-1 and 5.2-2 would reduce traffic congestion within the City. With implementation Mitigation Measures 5.1-1 and 5.1-2, together with the effects of past projects, the effects of other current projects, and the effects of probable future projects, the proposed project would comply with the City's LOS policy to maintain an LOS of C or better at a minimum of 70 percent of the signalized intersections within the City during the p.m. peak hour. These Mitigation Measures ensure that</p>

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Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation	Findings of Fact
				<p>improvements would be implemented so that the proposed project's contribution to this cumulative impact would not be cumulatively considerable, and impacts of the proposed project under cumulative conditions would be less than significant.</p> <p>Changes have been required in the project which would avoid the potentially significant environmental impacts as identified in the Subsequent EIR.</p>

**TABLE 4
FINDINGS FOR SIGNIFICANT, POTENTIALLY SIGNIFICANT, AND SIGNIFICANT/UNAVOIDABLE EFFECTS
(CONTINUED)**

Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation	Findings of Fact
<p>IMPACT 5.2-2: Increased traffic on state highways under cumulative conditions</p>	<p>Significant</p>	<p>Mitigation Measure 4.1-1: Participate in any regionally adopted fee program providing for improvements to federal and state facilities</p>	<p>Significant and Unavoidable</p>	<p>Finding: The City hereby makes finding (a)(3) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect. Facts Supporting the Findings: Mitigation Measure 4.1-1 would reduce impacts of increased traffic of the proposed project, together with the effects of past projects, the effects of other current projects, and the effects of probable future projects, on state highways by funding high-occupancy vehicle, auxiliary and/or mixed-flow lanes on I-80 and SR 65; ramp metering; and regional Transportation Systems Management elements. However, these improvements would not be implemented by a single project or local jurisdiction. Therefore, no assurance exists of the timing that the proposed mitigation will be implemented and this impact would remain significant and unavoidable until such time as the improvements are constructed.</p>

**TABLE 4
FINDINGS FOR SIGNIFICANT, POTENTIALLY SIGNIFICANT, AND SIGNIFICANT/UNAVOIDABLE EFFECTS
(CONTINUED)**

Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation	Findings of Fact
<p>IMPACT 5.2-7: Construction-related air pollutant emissions under cumulative conditions</p>	<p>Significant</p>	<p>No feasible mitigation available</p>	<p>Significant and unavoidable</p>	<p>Finding: The City hereby makes finding (a)(3) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect. Facts Supporting the Findings: Although control measures would be implemented during construction of the proposed improvements to reduce air emissions as much as possible during construction, together with the effects of past projects, the effects of other current projects, and the effects of probable future projects, these activities would still generate unavoidable, temporary increases in nonattainment pollutants and their precursors. Therefore, this impact would be significant and unavoidable.</p>

TABLE 4
FINDINGS FOR SIGNIFICANT, POTENTIALLY SIGNIFICANT, AND SIGNIFICANT/UNAVOIDABLE EFFECTS
(CONTINUED)

Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation	Findings of Fact
<p>Noise</p> <p>IMPACT 4.3-1: Construction equipment would generate short-term noise level increases at noise-sensitive locations</p>	<p>Potentially Significant</p>	<p>Mitigation Measure 4.3-1: Develop and implement a Construction Noise Abatement Program</p>	<p>Less than Significant</p>	<p>Finding: The City hereby makes finding (a)(1) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect.</p> <p>Facts Supporting the Findings: Mitigation Measure 4.3-1 would reduce impacts to sensitive noise receptors during construction by ensuring that a noise abatement program is implemented during construction. Implementation of Mitigation Measure 4.3-1 would reduce this impact to a less than significant level.</p> <p>Changes have been required in the project which would avoid the potentially significant environmental impacts as identified in the Subsequent EIR.</p>

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FINDINGS FOR SIGNIFICANT, POTENTIALLY SIGNIFICANT, AND SIGNIFICANT/UNAVOIDABLE EFFECTS
(CONTINUED)**

Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation	Findings of Fact
IMPACT 5.2-9: Construction noise cumulative impacts	Potentially Significant	Mitigation Measure 4.3-1: Develop and implement a Construction Noise Abatement Program	Less than Significant	<p>Finding: The City hereby makes finding (a)(1) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect.</p> <p>Facts Supporting the Findings: Mitigation Measure 4.3-1 would reduce impacts to sensitive noise receptors during construction by ensuring that a noise abatement program is implemented during construction. With implementation of Mitigation Measure 4.3-1 the proposed project's contribution to this cumulative impact would not be cumulatively considerable, and impacts of the proposed project under cumulative conditions would be less than significant. Changes have been required in the project which would avoid the potentially significant environmental impacts as identified in the Subsequent EIR.</p>

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FINDINGS FOR SIGNIFICANT, POTENTIALLY SIGNIFICANT, AND SIGNIFICANT/UNAVOIDABLE EFFECTS
(CONTINUED)**

Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation	Findings of Fact
<p>Biological Resources IMPACT 4.4-1: Potential loss of foraging habitat for Swainson's hawk and other legally protected raptors (Intersections 69 and 165; Fiddymont Road from Pleasant Grove Boulevard to Baseline Road)</p>	<p>Potentially Significant</p>	<p>Mitigation Measure 4.4-1: Consult With CDFG and implement appropriate mitigation compensation measures for loss of potential foraging habitat</p>	<p>Less than Significant</p>	<p>Finding: The City hereby makes finding (a)(1) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect. Facts Supporting the Findings: Mitigation Measure 4.4-1 would ensure that the project compensates for the loss of potential foraging habitat for Swainson's hawk and other legally protected raptors. Implementation of Mitigation Measure 4.4-1 would reduce this impact to a less than significant level. Changes have been required in the project which would avoid the potentially significant environmental impacts as identified in the Subsequent EIR.</p>

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FINDINGS FOR SIGNIFICANT, POTENTIALLY SIGNIFICANT, AND SIGNIFICANT/UNAVOIDABLE EFFECTS
(CONTINUED)**

Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation	Findings of Fact
<p>IMPACT 4.4-2: Potential disturbance of burrowing owl (Intersections 69 and 165; Fiddymont Road from Pleasant Grove Boulevard to Baseline Road)</p>	<p>Potentially Significant</p>	<p>Mitigation Measure 4.4-2: Conduct preconstruction burrowing owl surveys and implement measures specified by CDFG, where appropriate</p>	<p>Less than Significant</p>	<p>Finding: The City hereby makes finding (a)(1) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect. Facts Supporting the Findings: Mitigation Measure 4.4-2 would require preconstruction surveys to avoid disturbance to burrowing owls. Implementation of Mitigation Measure 4.4-2 would reduce this impact to a less than significant level. Changes have been required in the project which would avoid the potentially significant environmental impacts as identified in the Subsequent EIR.</p>

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(CONTINUED)**

Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation	Findings of Fact
<p>IMPACT 4.4-3: Potential disturbance or loss of habitat for vernal pool crustaceans (Intersections 69 and 165; Fiddyment Road from Pleasant Grove Boulevard to Baseline Road)</p>	<p>Potentially Significant</p>	<p>Mitigation Measure 4.4-3: Avoid disturbance of potential habitat for vernal pool crustaceans or implement Mitigation Measures in consultation with USFWS</p>	<p>Less than Significant</p>	<p>Findings: The City hereby makes finding (a)(1) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect. Facts Supporting the Findings: Mitigation Measure 4.4-3 would avoid potential habitat for vernal pool crustaceans or require implementation of measures specified in consultation with the U.S. Fish and Wildlife Service. Implementation of Mitigation Measure 4.4-3 would reduce this impact to a less than significant level. Changes have been required in the project which would avoid the potentially significant environmental impacts as identified in the Subsequent EIR.</p>

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(CONTINUED)**

Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation	Findings of Fact
<p>IMPACT 4.4-4: Potential disturbance or loss of habitat for western spadefoot toad (Intersections 69 and 165; Fiddymont Road from Pleasant Grove Boulevard to Baseline Road)</p>	<p>Potentially Significant</p>	<p>Mitigation Measure 4.4-4: Avoid disturbance of potential breeding habitat for western spadefoot or implement Mitigation Measures in consultation with CDFG</p>	<p>Less than Significant</p>	<p>Finding: The City hereby makes finding (a)(1) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect.</p> <p>Facts Supporting the Findings: Mitigation Measure 4.4-4 would require avoidance of breeding habitat for the western spadefoot and/or California Department of Fish and Game consultation. Implementation of Mitigation Measure 4.4-4 would reduce this impact to a less than significant level.</p> <p>Changes have been required in the project which would avoid the potentially significant environmental impacts as identified in the Subsequent EIR.</p>

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FINDINGS FOR SIGNIFICANT, POTENTIALLY SIGNIFICANT, AND SIGNIFICANT/UNAVOIDABLE EFFECTS
(CONTINUED)**

Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation	Findings of Fact
IMPACT 4.4-5: Potential disturbance of nesting raptors (Intersections 15 and 105)	Potentially Significant	Mitigation Measure 4.4-5: Construct outside of nesting season or conduct preconstruction raptor nesting surveys	Less than Significant	<p>Finding: The City hereby makes finding (a)(1) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect.</p> <p>Facts Supporting the Findings: Mitigation Measure 4.4-5 would avoid disturbing raptor breeding and nesting activity by requiring construction to occur outside their nesting season. Implementation of Mitigation Measure 4.4-5 would reduce this impact to a less than significant level.</p> <p>Changes have been required in the project which would avoid the potentially significant environmental impacts as identified in the Subsequent EIR.</p>

**TABLE 4
FINDINGS FOR SIGNIFICANT, POTENTIALLY SIGNIFICANT, AND SIGNIFICANT/UNAVOIDABLE EFFECTS
(CONTINUED)**

Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation	Findings of Fact
IMPACT 4.4-6: Loss of seasonal wetlands and/or creek channels (Intersections 69, 105, 165, and 178; Fiddymint Road from Pleasant Grove Blvd to Baseline Road)	Potentially Significant	Mitigation Measure 4.4-6: Comply with agency permitting requirements and provide for no net loss of wetlands	Less than Significant	<p>Finding: The City hereby makes finding (a)(1) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect.</p> <p>Facts Supporting the Findings: Mitigation Measure 4.4-6 ensures compliance with applicable regulations, including permitting and mitigation requirements of the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and the Regional Water Quality Control Board. Implementation of Mitigation Measure 4.4-6 would reduce this impact to a less than significant level.</p> <p>Changes have been required in the project which would avoid the potentially significant environmental impacts as identified in the Subsequent EIR.</p>

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FINDINGS FOR SIGNIFICANT, POTENTIALLY SIGNIFICANT, AND SIGNIFICANT/UNAVOIDABLE EFFECTS
(CONTINUED)**

Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation	Findings of Fact
<p>IMPACT 4.4-7: Potential impacts to Sandford's arrowhead and rose mallow (Intersections 105, 69, 165; Fiddymont Road from Pleasant Grove Boulevard to Baseline Road)</p>	<p>Potentially Significant</p>	<p>Mitigation Measure 4.4-7: Conduct preconstruction rare plant surveys; if required, develop and implement a mitigation plan approved by the CDFG and/or USFWS</p>	<p>Less than Significant</p>	<p>Finding: The City hereby makes finding (a)(1) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect.</p> <p>Facts Supporting the Findings: Mitigation Measure 4.4-7 would avoid disturbance to special-status plants by requiring preconstruction surveys. Implementation of Mitigation Measure 4.4-7 would reduce this impact to a less than significant level.</p> <p>Changes have been required in the project which would avoid the potentially significant environmental impacts as identified in the Subsequent EIR</p>

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Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation	Findings of Fact
IMPACT 5.2-11: Cumulative impacts to biological resources	Significant	Mitigation Measures 4.4-1 through 4.4-7 (summarized above)	Significant and unavoidable	<p>Finding: The City hereby makes finding (a)(3) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect.</p> <p>Facts Supporting the Findings: Mitigation Measures 4.4-1 through 4.4-7 would reduce cumulative impacts to biological resources. However, although construction from individual widening improvements under the proposed project could by themselves be mitigated to less than significant levels, the project would still contribute to cumulatively significant impacts by contributing to the potential loss of oak and riparian woodlands; loss of seasonal wetlands and/or creek channels; as well as loss of habitat for Swainson's hawk, vernal pool crustaceans, and western spadefoot toad. Therefore, this incremental addition to biological resource impacts would be significant and unavoidable.</p>

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(CONTINUED)**

Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation	Findings of Fact
<p>Cultural Resources</p> <p>IMPACT 4.5-1: Damage to Previously Unrecorded, Potentially Important Cultural Resources</p>	<p>Potentially Significant</p>	<p>Mitigation Measure 4.5-1: Conduct archaeological pedestrian survey of intersections that have not been subject to previous archaeological survey (Intersections 15, 19, 91, 105, 178, and 179) when final design has been developed</p>	<p>Less than Significant</p>	<p>Finding: The City hereby makes finding (a)(1) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect.</p> <p>Facts Supporting the Findings: Mitigation Measure 4.5-1 would require that archaeological pedestrian surveys be conducted at locations that have not previously been surveyed. Surveying these locations would reduce potential impacts to previously unrecorded or important cultural resources to a less than significant level.</p> <p>Changes have been required in the project which would avoid the potentially significant environmental impacts as identified in the Subsequent EIR.</p>

**TABLE 4
FINDINGS FOR SIGNIFICANT, POTENTIALLY SIGNIFICANT, AND SIGNIFICANT/UNAVOIDABLE EFFECTS
(CONTINUED)**

Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation	Findings of Fact
<p>IMPACT 4.5-2: Damage to Previously Unidentified, Potentially Important and/or Unique Archaeological Resources Inadvertently Exposed During Construction</p>	<p>Potentially Significant</p>	<p>Mitigation Measure 4.5-2: Comply with the recommendations of a qualified professional archaeologist if cultural resources are inadvertently exposed during construction</p>	<p>Less than Significant</p>	<p>Finding: The City hereby makes finding (a)(1) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect. Facts Supporting the Findings: Mitigation Measure 4.5-2 would ensure that appropriate measures are implemented in the event that buried archaeological artifacts, exotic rocks, or unusual amounts of shell or bone are discovered. Implementing these measures, which include requiring a qualified archaeologist or historian to evaluate the find, would reduce potential impacts to previously unidentified and potentially important archaeological resources to a less-than-significant level. Changes have been required in the project which would avoid the potentially significant environmental impacts as identified in the Subsequent EIR.</p>

TABLE 4
FINDINGS FOR SIGNIFICANT, POTENTIALLY SIGNIFICANT, AND SIGNIFICANT/UNAVOIDABLE EFFECTS
(CONTINUED)

Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation	Findings of Fact
IMPACT 5.2-12: Cumulative impacts to cultural resources	Potentially Significant	Mitigation Measures 4.5-1 and 4.5-2 (summarized above)	Less than Significant	<p>Finding: The City hereby makes finding (a)(1) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect.</p> <p>Facts Supporting the Findings: Mitigation Measures 4.5-1 and 4.5-2 would ensure that appropriate surveys and measures are implemented prior to and during construction to reduce impacts to potentially significant cultural resources. With implementation of Mitigation Measure 4.5-1 and 4.5-2 the proposed project's contribution to this cumulative impact would not be cumulatively considerable, and impacts of the proposed project under cumulative conditions would be less than significant. Changes have been required in the project which would avoid the potentially significant environmental impacts as identified in the Subsequent EIR.</p>

**TABLE 4
FINDINGS FOR SIGNIFICANT, POTENTIALLY SIGNIFICANT, AND SIGNIFICANT/UNAVOIDABLE EFFECTS
(CONTINUED)**

Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation	Findings of Fact
Growth-Inducing Impacts				
Impact: The proposed project may induce growth (Draft Subsequent EIR Section 5.3)	Significant	No feasible mitigation available	Significant and unavoidable	<p>Finding: The City hereby makes finding (a)(3) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect.</p> <p>Facts Supporting the Findings: Adoption of the proposed project could indirectly increase pressure to develop areas adjacent to the proposed improvements by facilitating the flow of traffic throughout the City and by improving localized traffic conditions. No feasible mitigation is available. Since the proposed project's improvements would increase the capacity of the City's roadway system, this growth-inducing impact would be significant and unavoidable.</p>

TABLE 4 FINDINGS FOR SIGNIFICANT, POTENTIALLY SIGNIFICANT, AND SIGNIFICANT/UNAVOIDABLE EFFECTS (CONTINUED)			
Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation
IMPACTS FOUND TO BE POTENTIALLY SIGNIFICANT IN THE INITIAL STUDY FOR THE PROPOSED PROJECT			
Hazardous Materials			
<p>IMPACT VII(d): The project may be located on a site included in a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.</p>	<p>Potentially Significant</p>	<p>Mitigation Measure 1: Prior to initiating ground-disturbing activities, the City shall evaluate areas where widening will occur for the potential for historical or existing hazardous materials.</p>	<p>Less than Significant</p>
			<p>Finding: The City hereby makes finding (a)(1) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect. Facts Supporting the Findings: Mitigation Measure 1 would require that the City take appropriate precautions, such as visual inspections and retaining a qualified consultant (if warranted), to ensure that ground disturbance does not create a significant hazard to the public or the environment. Implementation of Mitigation Measure 1 reduces this impact to a less than significant level. Changes have been required in the project which would avoid the potentially significant environmental impacts as identified in the Subsequent EIR.</p>

**TABLE 4
FINDINGS FOR SIGNIFICANT, POTENTIALLY SIGNIFICANT, AND SIGNIFICANT / UNAVOIDABLE EFFECTS
(CONTINUED)**

Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation	Findings of Fact
<p>Hydrology and Water Quality IMPACT VIII(c): The project may substantially alter existing drainage patterns.</p>	<p>Potentially Significant</p>	<p>Mitigation Measure 2: The project shall comply with U.S. Army Corps of Engineers "no net loss" policy and a Nationwide or Individual Permit authorization, as well as other applicable regulations.</p>	<p>Less than Significant</p>	<p>Finding: The City hereby makes finding (a)(4) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect.</p> <p>Facts Supporting the Findings: Mitigation Measure 2 ensures compliance with applicable regulations, including the U.S. Army Corps of Engineers "no net loss" policy, as well as regulations outlined by the Regional Water Quality Control Board to prevent the flow or discharge of sediments. Implementation of Mitigation Measure 2 would reduce this impact to a less than significant level.</p> <p>Changes have been required in the project which would avoid the potentially significant environmental impacts as identified in the Subsequent EIR.</p>

**TABLE 4
FINDINGS FOR SIGNIFICANT, POTENTIALLY SIGNIFICANT, AND SIGNIFICANT/UNAVOIDABLE EFFECTS
(CONTINUED)**

Effects	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation	Findings of Fact
<p>Utilities and Service Systems</p> <p>Impact VI: The project may result in new storm water drainage facilities or expansion of existing facilities.</p>	<p>Potentially Significant</p>	<p>Mitigation Measure 3: If modifications to existing drainage facilities are required, the City shall construct these in compliance with the City's ordinances and standards, as well as other applicable regulations.</p>	<p>Less than Significant</p>	<p>Finding: The City hereby makes finding (a)(1) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect.</p> <p>Facts Supporting the Findings: Mitigation Measure 3 ensures compliance with applicable regulations, including the City's ordinances and standards as well as the U.S. Army Corps of Engineers and California Department of Fish and Game, as applicable. Implementation of Mitigation Measure 3 would reduce this impact to a less than significant level.</p> <p>Changes have been required in the project which would avoid the potentially significant environmental impacts as identified in the Subsequent EIR.</p>

4.0 STATEMENT OF OVERRIDING CONSIDERATIONS

The proposed project would result in significant environmental impacts related to Transportation and Circulation, Air Quality, Biological Resources, and growth inducement that cannot be reduced to a less than significant level by feasible Mitigation Measures or project alternatives. A significant and unavoidable impact is one that would cause a substantial adverse effect on the environment and for which no mitigation is available to reduce the impact to a less than significant level. The significant and unavoidable impacts of the proposed project were discussed in detail in Chapter 5 of the Draft Subsequent EIR and summarized in Table 4 above. These significant and unavoidable impacts are as follows:

Existing Plus Project Conditions

- Increased traffic on City of Roseville roadways
- Increased traffic on state highways
- Increased traffic on Placer County roadways
- Increased traffic on Sacramento County roadways
- Growth-inducing impacts

2020 Plus Project Conditions

- Increased traffic on City of Roseville's roadways
- Increased traffic on state highways
- Increased traffic on Placer County roadways
- Growth-inducing impacts

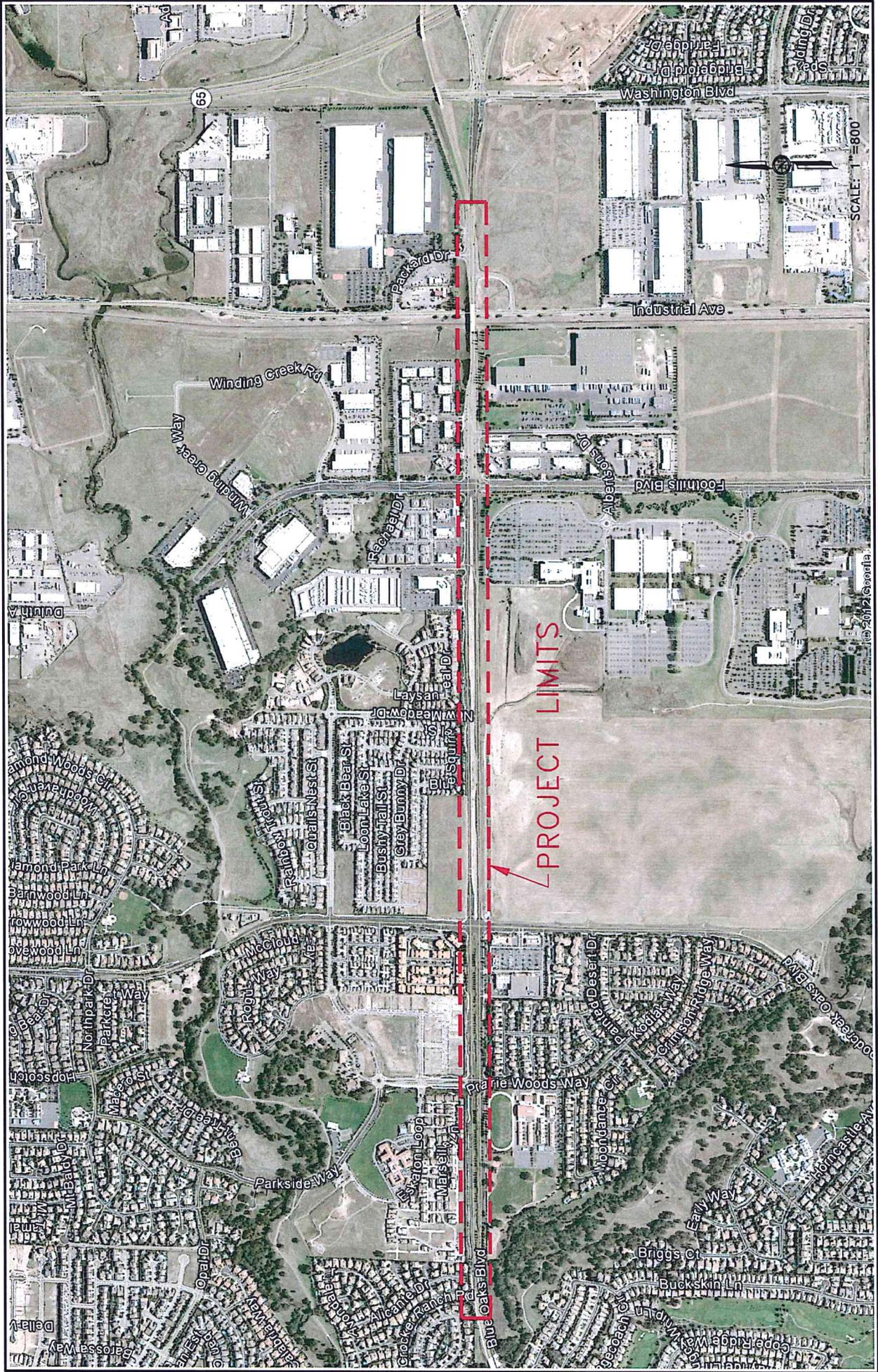
2025 Cumulative Plus Project Conditions

- Increased traffic on City of Roseville roadways
- Increased traffic on state highways
- Increased air emissions
- Loss of biological resources
- Growth-inducing impacts

The City finds that the significant, unavoidable adverse impacts identified in the Subsequent EIR for the proposed project are outweighed by the following benefits of the proposed project:

4.0 Statement of Overriding Considerations

The proposed project would provide the social benefit of improved traffic operations and safety at study area intersections and improved emergency response through study area intersections due to reduced congestion. The proposed project provides economic benefits by improved mobility and traffic operations that make travel to and within the City for commerce more convenient and attractive. This contributes to more retail sales and therefore an improved tax base for the City. Traffic impact fees will be collected and will be available to fund the improvements, and therefore, project implementation will reinforce the construction sector of the local economy.



PROJECT LIMITS

SCALE: 1" = 800'

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