M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 25, 2012

Reference No.: 2.2c.(1)
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF ROSEVILLE 2020 TRANSPORTATION SYSTEM CAPITAL IMPROVEMENTS PROGRAM UPDATE PROJECT (RESOLUTION E-12-01)**

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 Project (Roseville 2020 CIP Project) in Placer County and approve the Fiddyment Road Widening Project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the FSEIR, Findings of Fact and Statement of Overriding Considerations for the City of Roseville 2020 Transportation System Capital Improvements Program Update project and approve the Fiddyment Road Widening Project for future consideration of funding.

BACKGROUND:

The City of Roseville (City) is the CEQA lead agency for the project. The project covers all transportation system improvement projects identified in the City's adopted Transportation System Capital Improvement Program. The project identifies the various improvements needed to serve the future transportation demands on the roadway system through the year 2020. These include modifications to thirty intersections and six roadway segments, updating estimates for traffic volumes under revised citywide buildout conditions using an updated traffic model. The Fiddyment Road Widening Project programmed by the Commission in the SLPP program is an element of the Roseville 2020 CIP Project, and, therefore, the scope of this project was included in the FSEIR.

The overall Roseville 2020 CIP Project for which the FSEIR covers will result in significant unavoidable impacts to transportation/circulation, air quality, and biological resources. Specifically, the overall project would result in increased traffic on state highways under 2020 Plus Project conditions; increase construction related air pollutant emissions under cumulative conditions; and cumulative impacts to biological resources; Mitigation measures and/or alternatives to the proposed Roseville 2020 CIP Project that would substantially reduce or avoid these significant unavoidable impacts are infeasible.

The City Council adopted the FSEIR, Findings of Fact and a Statement of Overriding Considerations for the Roseville 2020 CIP Project on June 20, 2007. The City Council found that there were several benefits that outweigh the unavoidable adverse environmental effects of the Roseville 2020 CIP Project. These benefits include, but are not limited to, providing improved traffic operations and safety at study area intersections; improving emergency response through study area intersections due to reduced congestion; improving mobility and traffic operations; improving tax base through increased retail sales; and increase in traffic impact fees that will be available to fund project improvements. The City established a Mitigation Monitoring Program to ensure that the mitigation measures specified for the Roseville 2020 CIP Project are implemented.

On November 29, 2011 the City provided written confirmation that the preferred alternative set forth in the final environmental document is consistent with the Fiddyment Road Widening Project programmed by the Commission in the SLPP program. The City also provided written confirmation of its commitment to all of the mitigation measures stipulated in the FSEIR and Mitigation Monitoring Program.

The Fiddyment Road Widening Project is estimated to cost $3,660,000 and is funded with SLPP ($1,000,000) funds and Local ($2,660,000) funds. Construction is estimated to begin in fiscal year 2011/12.

Attachment
- Resolution E-12-01
- Findings of Fact & Statement of Overriding Considerations
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
03 – Placer County
Resolution E-12-01

1.1.1 **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 Project: Fiddyment Road Widening Project

1.2 **WHEREAS,** the City has certified that the Final Supplemental Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS,** the project will identify the various improvements needed to serve the future transportation demands on the roadway system through the year 2020. These include modifications to thirty intersections and six roadway segments, updating estimates for traffic volumes under revised citywide buildout conditions using an updated traffic model in the City of Roseville, Placer County; and

1.4 **WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Supplemental Environmental Impact Report; and

1.5 **WHEREAS,** Findings of Fact made pursuant to CEQA guidelines indicate that specific unavoidable significant impacts related to adverse effects upon transportation/circulation, air quality, and biological resources 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 Supplemental Environmental Impact Report, Findings of Fact and Statement of Overriding Considerations and approve the above referenced project to allow for future consideration of funding.

Findings of Fact and Statement of Overriding Considerations

1.0 Introduction

The proposed project is the City of Roseville's (City) 2020 Transportation System Capital Improvements Program (CIP) Update. The objectives and components of the project are outlined below.

1.1 PROJECT OBJECTIVES

The primary objective of the proposed project is to update the City roadway and intersection improvements through the buildout of the City to more accurately represent planned growth in Roseville and surrounding areas. The project objectives for the proposed 2020 Transportation System CIP Update are as follows:

- Plan a balanced transportation system that meets the policies of the City's General Plan;
- Manage and plan for an increase in vehicle trips on local roadways throughout the City to facilitate a safe, efficient flow of vehicle traffic;
- Construct financially feasible roadway improvements to provide a safe and reliable transportation network to accommodate planned urban growth in the City and surrounding areas;
- Minimize the visual impact of roadway improvements on surrounding areas;
- Provide cost-efficient improvements that reduce congestion on roadways and intersections to assist the City in maintaining a level of service (LOS) of C, where feasible and desirable;
- Minimize the need to acquire new rights-of-way, particularly where residential or commercial buildings and/or parking could be affected; and
- Update the City's traffic model.

1.2 PROJECT COMPONENTS

1.2.1 Project Description

The proposed 2020 CIP Update estimates traffic volumes and (LOS) under revised citywide buildout conditions using an updated traffic model. The purposes for updating the 2020 CIP include:

- Identifying intersection and roadway improvements not identified in the current CIP;

- Re-evaluating the need and feasibility of roadway and intersection improvements identified in the current CIP;
- Re-evaluating intersection LOS based on new 2020 development levels and modifications to the current CIP; and
- Evaluating consistency of the proposed 2020 CIP Update with General Plan policies.

The proposed project includes changes to intersection and roadway improvements from those identified in the current CIP. These changes are needed to accommodate buildout of entitled land within Roseville and planned market rate development outside the City limits to the year 2020. In summary, there are modifications to 30 intersections and 6 roadway segments incorporated into the proposed 2020 CIP Update. Of these, 10 intersections and 3 roadway improvements would increase the affected right-of-way area identified in the current CIP; 3 intersections and 3 roadway improvements would decrease the affected right-of-way area identified in the current CIP; and 17 intersections would be modified but would not change the affected right-of-way area identified in the current CIP.

The components of the proposed project are described further below.

1.2.1.1 Revisions to Intersections Incorporated into the CIP

The current CIP includes 172 signalized intersections. The proposed 2020 CIP Update adds 9 existing intersections to the CIP and exempts 2 intersections (identified within a Pedestrian District) from the LOS policy calculations, for a total of 179 intersections subject to the City's LOS policy. The nine additional intersections are identified in **Table 1**.

The following two intersections removed from the CIP are both within the Riverside Gateway Pedestrian District Overlay:

- Riverside Avenue and Vernon Street/Douglas Boulevard
- Riverside Avenue and Darling Way

The intent of the City's Pedestrian District is to emphasize pedestrian safety and access over vehicular access and encourage alternative modes of travel. The City has determined that it is not a priority to maintain LOS C at signalized intersections within the Pedestrian District Overlay, as this could impede safe pedestrian access. Therefore, these two intersections are excluded from the City's LOS policy and are not included in the total number of intersections for the proposed 2020 CIP Update.

1.2.1.2 Roadway and Intersection Modifications

Based on the updated land use assumptions used in the City's traffic model as well as the use of an updated traffic model, the City has identified modifications to the current CIP. These modifications are identified in **Tables 2** and **3**. While most of the modifications are aimed at improving LOS, some reduction in previously identified improvements are proposed, where the existing CIP improvements have been determined to be infeasible.

TABLE 1 PROPOSED 2020 CIP UPDATE: ADDED INTERSECTIONS		
Intersection Number	**North-South Street Name**	**East-West Street Name**
147	Highland Park	Fairway Dr
165	Fiddyment Rd	Westlake
170	Woodcreek Oaks Blvd	Northpark Dr
171	Woodcreek Oaks Blvd	Parkside Dr
174	Industrial Ave	Alantown
176	Gibson Dr (West)	Roseville Pkwy
178	Washington Blvd	All America
179	Cottonwood	Cirby Way
183	Alexandra Dr	Secret Ravine Pkwy

Three categories of roadway and intersection improvements are proposed in this 2020 CIP Update:

- Improvements that would increase or widen the area identified in the current CIP (identified as Widening projects in **Tables 2** and **3**);
- Improvements that would require modifications of the geometry of the intersection (i.e., changing a through lane to a left turn lane) but would not increase or widen the area identified in the current CIP (identified as Modify; No Widening projects in **Table 2**); and
- Changes to improvements that would decrease the area identified in the current CIP (identified as Reduction in Width projects in **Tables 2** and **3**).

1.2.2 Project Location and Jurisdiction

The proposed project encompasses the entire roadway system within the City of Roseville. One of the intersection improvements (Intersection 105, Sierra College Boulevard/Eureka Road) would affect an area located within unincorporated Placer County, just outside of the City of Roseville's border. In addition, one of the proposed roadway improvements (widening of Fiddyment Road) and two of the proposed intersection improvements (widening of Intersections 69, Fiddyment Road/Pleasant Grove Boulevard and 165, Fiddyment Road/Westlake Drive) are situated in an area subject to a Memorandum of Understanding (MOU) with Placer County.

1.3 CEQA FINDINGS OF FACT

The California Environmental Quality Act (CEQA) requires the lead agency (i.e., City of Roseville) to make written findings whenever it decides to approve a project for which an Environmental Impact Report (EIR) was certified (Public Resources Code Section 21081). The findings explain how the lead agency approached the significant impacts identified in the EIR. "Significant impacts" include those adverse effects of the project that can be reduced to a less than significant level as a

result of the Mitigation Measures identified in the EIR. The State CEQA Guidelines (Title 14, California Code of Regulations) further explain the required findings.

Specifically, Section 15091 of the State CEQA Guidelines states that:

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the Mitigation Measures or project alternatives identified in the final EIR.

(b) The findings required by subsection (a) shall be supported by substantial evidence in the record.

The "changes or alterations" referred to in the Guidelines may be Mitigation Measures, alternatives to the project, or changes to the project by the project proponent. "Substantial evidence" means factual evidence, including expert opinion supported by facts.

In addition to describing the disposition of the various significant effects identified in the EIR, the findings must also explain why the project alternatives described in the EIR are not being selected for implementation. Therefore, the City of Roseville is required to describe the specific economic, legal, social, technological, or other considerations that make each alternative infeasible.

1.3.1 Environmental Record

The Environmental Record for this project resides with the City of Roseville Public Works Department, located at 311 Vernon Street, Roseville, CA 95678. The Environmental Record is available for public review during normal business hours.

TABLE 2

PROPOSED 2020 CIP UPDATE: INTERSECTION MODIFICATIONS

Intersection Number	North-South Street Name	East-West Street Name	Category	Proposed 2020 CIP Update Modification	Affected Area
15	Orlando Ave/ Marlin Dr	Cirby Way	Widening	EB: Remove 1 lane WB: Add 1 lane	North and south side of Cirby located east and west of Orlando, and west side of Orlando located south of Cirby
18	Vernon St	Cirby Way	Modify; No Widening	NB: Restriping right lane to right only	No area beyond that identified in the current CIP
19	Eureka Rd	Douglas Blvd	Widening	SB: Add 1 lane	West side of Eureka located south of Douglas, and east side of Eureka located north of Douglas
55	Galleria Blvd	Antelope Creek	Modify; No Widening	EB: Change through lane to left-turn lane	No area beyond that identified in the current CIP
60	Harding Blvd	Wills Rd	Modify; No Widening	EB: Restriping center lane from left/through lane to left only; restriping right lane from right turn only to right/through lane WB: Restriping from left/through/right lane to left/through and right lanes within existing pavement	No area beyond that identified in the current CIP
69	Fiddyment Rd	Pleasant Grove Blvd	Widening	NB: Add 1 through lane SB: Add 1 through lane	West side of Fiddyment
91	Roseville Pkwy	Olympus Dr	Widening	EB: Add 1 lane	South side of Olympus located west of Roseville Pkwy
96	Galleria Blvd	Roseville Pkwy	Modify; No Widening	WB: Convert right turn lane to through lane	No area beyond that identified in the current CIP
97	Gibson Dr	Roseville Pkwy	Modify; No Widening	SB: Convert 3 lefts and through/right to 2 lefts, left/through and right	No area beyond that identified in the current CIP

TABLE 2

PROPOSED 2020 CIP UPDATE: INTERSECTION MODIFICATIONS (CONTINUED)

Intersection Number	North-South Street Name	East-West Street Name	Category	Proposed 2020 CIP Update Modification	Affected Area
100	Reserve	Roseville Pkwy	Widening	EB: Add 1 through lane WB: Add 1 through lane	South and north sides of Roseville Parkway located east and west of Reserve Drive
104	West Mall	Roseville Pkwy	Widening	EB: Add 1 through lane WB: Add 1 through lane	South and north sides of Roseville Pkwy located east and west of West Mall
105	Sierra College Blvd	Eureka Rd	Widening	WB: Add 1 left-turn lane	North side of Eureka located east of Sierra College
110	South Cirby Way	Old Auburn Rd	Modify; No Widening	WB: Change right-turn only lane to right/left	No area beyond that identified in the current CIP
117	Sunrise Ave	Cirby Way	Reduction in Width	NB: Remove 1 through lane EB: Remove 1 through lane WB: Remove 1 through lane	Reduced area from that identified in the current CIP
120	Sunrise Ave	Eureka Rd	Reduction in Width	SB: Remove 1 through lane	Reduced area from that identified in the current CIP
121	Sunrise Ave	Frances	Modify; No Widening	NB: Change left/through lane to through lane SB: Change right/through lane to through lane	No area beyond that identified in the current CIP
124	Sunrise Ave	Oak Ridge Dr	Modify; No Widening	NB: Change left/through lane to through lane	No area beyond that identified in the current CIP
125	Sunrise Ave	Roseville Pkwy	Reduction in Width	NB: Remove 1 through lane SB: Remove 1 through lane EB: Remove 1 through lane	Reduced area from that identified in the current CIP
130	Judah St	Vernon St	Modify; No Widening	NB: Change left/through lane to left only; Change right lane to right/through SB: Change right lane to right/through; Change left/through lane to left only	No area beyond that identified in the current CIP

TABLE 2

PROPOSED 2020 CIP UPDATE: INTERSECTION MODIFICATIONS (CONTINUED)

Intersection Number	North-South Street Name	East-West Street Name	Category	Proposed 2020 CIP Update Modification	Affected Area
132	Washington Blvd	Diamond Oaks Rd	Modify; No Widening	SB: Change right lane to right/through	No area beyond that identified in the current CIP
136	Washington Blvd	Main St	Modify; No Widening	WB: Change left, through, and right to 2 lefts and through/right	No area beyond that identified in the current CIP
146	Foothills Blvd	HP Center Entrance	Modify; No Widening	SB: Change right lane to right/through	No area beyond that identified in the current CIP
147	Highland Park Dr	Fairway Dr	Modify; No Widening	Signal installation	No area beyond that identified in the current CIP
152	Gibson Dr	New CC	Modify; No Widening	SB: Change right lane to through; change left/through lane to left only	No area beyond that identified in the current CIP
165	Fiddyment Rd	Westlake	Widening	SB: Add 2 lanes	West side of Fiddyment
167	Michener	Pleasant Grove Blvd	Modify; No Widening	NB: Change to left only EB: Change right lane to right/through	No area beyond that identified in the current CIP
170	Woodcreek Oaks Blvd	Northpark Dr	Modify; No Widening	Signal installation WB: Restriping	No area beyond that identified in the current CIP
176	Gibson Dr	Roseville Pkwy	Modify; No Widening	Signal installation	No area beyond that identified in the current CIP
178	Washington Blvd	All America	Widening	NB: Add 1 lane EB: Add new right-turn/decel lane	East side of Washington located south of All America
179	Cottonwood	Cirby Way	Widening	Realign Driveways	South side of Cirby located between two existing drive-ways

Note:
[1] These modifications are relative to the current CIP geometrics.

TABLE 3 PROPOSED 2020 CIP UPDATE: ROADWAY IMPROVEMENTS				
Roadway Improvement	Current CIP Travel Lanes	Proposed 2020 CIP Update Travel Lanes	Category	Affected Area
Cirby Way from Riverside Ave to Regency	5	4	Reduction in Width	Reduced area from that identified in the current CIP
Cirby Way from Regency to Sunrise Ave	6	4	Reduction in Width	Reduced area from that identified in the current CIP
Cirby Way from Sunrise Ave to Oakridge Dr	6	4	Reduction in Width	Reduced area from that identified in the current CIP
Fiddyment Rd from Pleasant Grove Blvd to Baseline Rd	4	6	Widening	West side of Fiddyment between Pleasant Grove and Baseline
Roseville Pkwy from Galleria Blvd to West Mall	6	8	Widening	South side of Roseville Pkwy
Roseville Pkwy from West Mall to Gibson Dr	6	7	Widening	North side of Roseville Pkwy

1.4 CEQA STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA prohibits an agency from approving a project that will have significant, unavoidable environmental impacts unless the agency adopts a statement describing the specific benefits of the project that will outweigh its expected unavoidable impacts. If the project's specific economic, legal, social, technological, or other benefits outweigh the unavoidable adverse environmental effects, those effects may be considered acceptable, notwithstanding the fact that they cannot be avoided. This "Statement of Overriding Considerations" must be supported by substantial evidence (State CEQA Guidelines Section 15093).

The Statement of Overriding Considerations for the proposed project is presented in Section 4.0 below.

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
Transportation and Circulation				
IMPACT 4.1-1(a): Increased traffic within Roseville under Existing Plus Project conditions	Significant	No feasible mitigation available	Significant and Unavoidable	**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:** 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.

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	**Finding:** The City hereby makes finding (a)(2) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect. **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.

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	**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:** 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.
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	**Finding:** The City hereby makes finding (a)(2) 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

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
				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.

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*Findings of Fact and Statement of Overriding Cons` ` `

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 4.1-4: Increased traffic on Placer County roadways under 2020 plus Project conditions	Significant	Mitigation Measure 4.1-2: Implement Placer County CIP roadway widenings on Baseline Road and Walerga Road	Significant and Unavoidable	**Finding:** The City hereby makes finding (a)(2) as stated in State CEQA Guidelines Section 15091 with respect to the identified effect. **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.

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	**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 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. Changes have been required in the project which would avoid the potentially significant environmental impacts as identified in the Subsequent EIR.

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	**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 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

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
		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).		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
IMPACT 5.2-1(b): Increased traffic on City of Roseville roadways under 2025 cumulative Plus Project conditions (City's LOS policy)	City's LOS Policy: Significant	Mitigation Measures 5.2-1 and 5.2-2.	City's LOS Policy: Less than Significant	**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 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

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
				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. Changes have been required in the project which would avoid the potentially significant environmental impacts as identified in the Subsequent EIR.

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 5.2-2: Increased traffic on state highways under cumulative 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	**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.

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 5.2-7: Construction-related air pollutant emissions under cumulative conditions	Significant	No feasible mitigation available	Significant and unavoidable	**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.

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
Noise				
IMPACT 4.3-1: Construction equipment would generate short-term noise level increases at noise-sensitive locations	Potentially Significant	Mitigation Measure 4.3-1: Develop and implement a Construction Noise Abatement Program	Less than Significant	**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 4.3-1 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. Changes have been required in the project which would avoid the potentially significant environmental impacts as identified in the Subsequent EIR.

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 5.2-9: Construction noise cumulative impacts	Potentially Significant	Mitigation Measure 4.3-1: Develop and implement a Construction Noise Abatement Program	Less than Significant	**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 4.3-1 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.

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
Biological Resources				
IMPACT 4.4-1: Potential loss of foraging habitat for Swainson's hawk and other legally protected raptors (Intersections 69 and 165; Fiddyment Road from Pleasant Grove Boulevard to Baseline Road)	Potentially Significant	Mitigation Measure 4.4-1: Consult With CDFG and implement appropriate mitigation compensation measures for loss of potential foraging habitat	Less than Significant	**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.

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 4.4-2: Potential disturbance of burrowing owl (Intersections 69 and 165; Fiddyment Road from Pleasant Grove Boulevard to Baseline Road)	Potentially Significant	Mitigation Measure 4.4-2: Conduct preconstruction burrowing owl surveys and implement measures specified by CDFG, where appropriate	Less than Significant	**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.

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 4.4-3: Potential disturbance or loss of habitat for vernal pool crustaceans (Intersections 69 and 165; Fiddyment Road from Pleasant Grove Boulevard to Baseline Road)	Potentially Significant	Mitigation Measure 4.4-3: Avoid disturbance of potential habitat for vernal pool crustaceans or implement Mitigation Measures in consultation with USFWS	Less than Significant	**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 4.4-3 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.

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 4.4-4: Potential disturbance or loss of habitat for western spadefoot toad (Intersections 69 and 165; Fiddyment Road from Pleasant Grove Boulevard to Baseline Road)	Potentially Significant	Mitigation Measure 4.4-4: Avoid disturbance of potential breeding habitat for western spadefoot or implement Mitigation Measures in consultation with CDFG	Less than Significant	**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 4.4-4 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. Changes have been required in the project which would avoid the potentially significant environmental impacts as identified in the Subsequent EIR.

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 4.4-5: 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	**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 4.4-5 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. Changes have been required in the project which would avoid the potentially significant environmental impacts as identified in the Subsequent EIR.

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; Fiddyment 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	**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 4.4-6 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. Changes have been required in the project which would avoid the potentially significant environmental impacts as identified in the Subsequent EIR.

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 4.4-7: Potential impacts to Sandford's arrowhead and rose mallow (Intersections 105, 69, 165; Fiddyment Road from Pleasant Grove Boulevard to Baseline Road)	Potentially Significant	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	Less than Significant	**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 4.4-7 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. Changes have been required in the project which would avoid the potentially significant environmental impacts as identified in the Subsequent EIR.

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 5.2-11: Cumulative impacts to biological resources	Significant	Mitigation Measures 4.4-1 through 4.4-7 (summarized above)	Significant and unavoidable	**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 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.

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
Cultural Resources				
IMPACT 4.5-1: Damage to Previously Unrecorded, Potentially Important Cultural Resources	Potentially Significant	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	Less than Significant	**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 4.5-1 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. Changes have been required in the project which would avoid the potentially significant environmental impacts as identified in the Subsequent EIR.

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 4.5-2: Damage to Previously Unidentified, Potentially Important and/or Unique Archaeological Resources Inadvertently Exposed During Construction	Potentially Significant	Mitigation Measure 4.5-2: Comply with the recommendations of a qualified professional archaeologist if cultural resources are inadvertently exposed during construction	Less than Significant	**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.

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	**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 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.

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	**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:** 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.

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
IMPACTS FOUND TO BE POTENTIALLY SIGNIFICANT IN THE INITIAL STUDY FOR THE PROPOSED PROJECT				
Hazardous Materials				
IMPACT VII(d): The project may be located on a site included in a list of hazardous materials sites compiled pursuance to Government Code Section 65962.5.	Potentially Significant	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.	Less than Significant	**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.

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
Hydrology and Water Quality				
IMPACT VIII(c): The project may substantially alter existing drainage patterns.	Potentially Significant	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.	Less than Significant	**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 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. Changes have been required in the project which would avoid the potentially significant environmental impacts as identified in the Subsequent EIR.

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
Utilities and Service Systems				
Impact VI: The project may result in new storm water drainage facilities or expansion of existing facilities.	Potentially Significant	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.	Less than Significant	**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 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. Changes have been required in the project which would avoid the potentially significant environmental impacts as identified in the Subsequent EIR.

3.0 Project Alternatives Impact Findings

In the Draft Subsequent EIR, two project alternatives were evaluated: (1) Alternative 1: No Project/No Action, and (2) Alternative 2: Cumulative Plus Project Conditions with Placer Parkway and Caltrans Improvements.

These alternatives have been determined to be infeasible, as described in the findings below for each alternative.

3.1 ALTERNATIVE 1: NO-PROJECT/NO ACTION

Under the Alternative 1, land use forecasts incorporated into the travel demand model are not revised and only the roadway and intersections improvements identified in the current 2020 CIP are constructed.

Findings: The City of Roseville hereby makes finding (a)(3), as stated in CEQA Guidelines Section 15091, with respect to this alternative.

Facts Supporting the Findings:

1. Alternative 1 is infeasible because it does not meet the following project objectives: (1) plan a balanced transportation system that meets the policies of the City's General Plan, (2) manage and plan for an increase in vehicle trips on local roadways throughout the City to facilitate a safe, efficient flow of vehicle traffic, (3) provide cost-efficient improvements that reduce congestion on roadways and intersections to assist the City in maintaining a LOS of C, where feasible and desirable, and (4) update the City's traffic model.

2. Under the Alternative 1 scenario, 69 percent of the intersections within the City would operate at LOS C or better. The City's LOS policy stipulates that an LOS of C or better shall be maintained at a minimum of 70 percent of all signalized intersections in the City. Alternative 1 would not comply with the City's LOS policy.

3.2 ALTERNATIVE 2: CUMULATIVE PLUS PROJECT CONDITIONS WITH PLACER PARKWAY AND CALTRANS IMPROVEMENTS

Alternative 2 incorporated additional development projects outside the City of Roseville identified under cumulative conditions, plus improvements to the state highway system and construction of Placer Parkway into the travel demand model.

Findings: The City of Roseville hereby makes finding (a)(2), as stated in CEQA Guidelines Section 15091, with respect to this alternative.

Facts Supporting the Findings:

Alternative 2 incorporates projects outside the control of the City of Roseville, and therefore, the City has no authority to implement or guarantee the implementation timing of these projects.

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

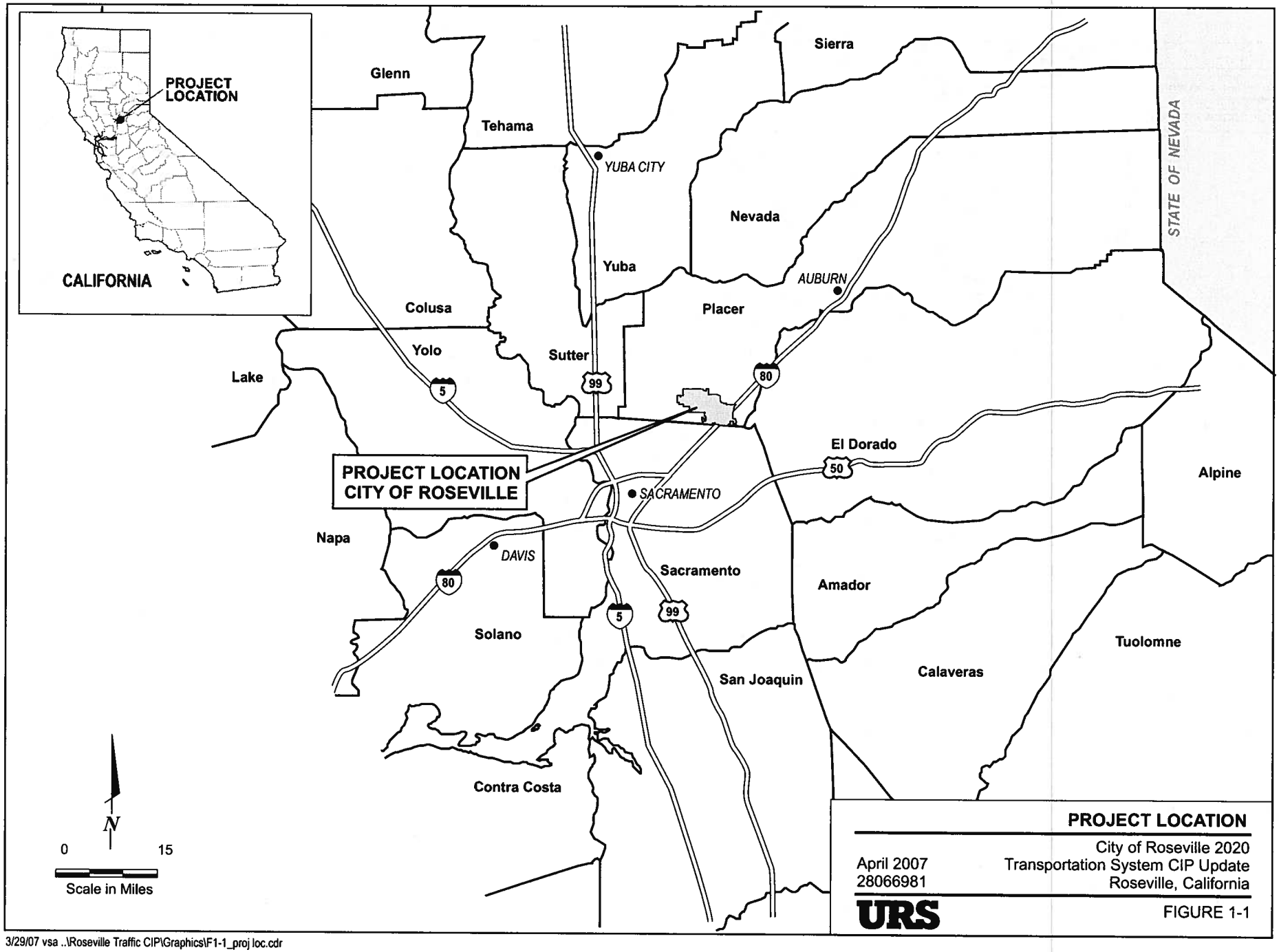
- Increased traffic on City of Roseville's roadways
- Increased traffic on state highways
- Increased traffic on Placer County roadways
- Growth-inducing impacts

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:

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 LOCATION

City of Roseville 2020
Transportation System CIP Update
Roseville, California

April 2007
28066981

URS

FIGURE 1-1

3/29/07 vsa ..\Roseville Traffic CIP\Graphics\F1-1_proj loc.cdr