

# Human Environment

## 2.1 Land Use

This section is a summary of the analysis documented in the *Community Impact Assessment* (CIA) prepared for this project (ICF International 2014a). The report is available on the project website at <http://8065interchange.org/>. Land use characteristics include major existing land uses, land use designations, parks and recreation facilities, development trends, and relevant land use plans and policies applicable to the study area.

### 2.1.1 Existing Land Uses and Development Trends

A land use study area was defined by the census tracts surrounding the project alignment with the potential to be affected by the proposed project (Figure 2.1-1). I-80 runs east to west and SR 65 runs north to south. The study area is divided generally into three areas. The northwest portion of the study area includes the area north of I-80 and west of SR 65, the northeast portion of the study area includes the area north of I-80 and east of SR 65, and the south portion of the study area includes the area south of I-80. Existing land uses are described further below, along with trends in development.

#### 2.1.1.1 Existing Land Uses

##### **Northwest**

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

##### **Northeast**

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

##### **South**

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

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

### **2.1.1.2 Land Use Designations**

#### **Northwest**

The northwest portion of the study area is located entirely within the city of Roseville. According to the City of Roseville General Plan Land Use Map the main land use designations within this portion of the study area along SR 65 include Community Commercial, Business Professional, and Regional Commercial. Land uses along I-80 include General Industrial, which is UPRR property, as well Open Space and some High Density Residential near the I-80/SR 65 interchange. The rest of this part of the study area mainly contains Low Density Residential and Parks and Recreation land uses. The City of Roseville General Plan Land Use Map is included as Figure 2.1-2.

#### **Northeast**

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

According to the City of Rocklin General Plan Land Use Map, the dominant land use designations in this portion of the study area within Rocklin are Medium Density Residential and Recreation/Conservation. Retail Commercial uses are adjacent to SR 65 and I-80 in this portion of the study area. Other land uses include Heavy Industrial, Light Industrial, and Professional Office. The City of Rocklin General Plan Land Use Map is included as Figure 2.1-3.

#### **South**

The southern portion of the study area is located within the Cities of Roseville and Rocklin. Land uses in this portion of the study area within Roseville primarily include Community Commercial, Regional Commercial, Open Space/Flood Plain Combined and Open Space, and Low Density Residential.

Land uses in this portion of the study area within Rocklin include Recreation/Conservation, Low Density Residential, Medium Density Residential, some Rural Residential, and Public/Quasi Public on the Sierra College parcel.

### **2.1.1.3 Development Trends**

The City of Roseville's future land uses and development trends are limited in the city, as much of the developable land already has been developed. Roseville, along with the entire South Placer/Sacramento region, has experienced and continues to experience significant growth. This has led to a transition of the city from a relatively small residential community to a larger center with a mix of uses and increasingly urban character. Some new growth and development would

be accommodated by promoting infill of vacant and underutilized lots. In addition, the city will continue to expand into its sphere of influence<sup>1</sup>.

The City of Rocklin’s future land uses and development trends also are limited, as the city’s physical growth is reaching the limits of its planning area. The focus on large-scale “planned developments” is expected to decline, with increased focus on the quality of the living environment within the city limits. The policies of the Land Use Element in the General Plan therefore were designed to guide decisions regarding new development in existing developed areas (commonly referred to as “infill development”) and mixed-use development (commercial and residential) using smart growth principles. Most new growth and development in Rocklin would be accommodated by infill of vacant and underutilized lots.

Future planned developments in the study area include separately proposed projects such as a hotel and conference center, several mixed-use developments, and two athletic/fitness developments. These developments are identified as current projects on the City of Roseville and the City of Rocklin websites and are consistent with the growth described in the General Plans for those cities. More information is included in Section 2.22, “Cumulative Impacts.” Growth in the study area is also discussed in Section 2.2, “Growth.”

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

The project’s consistency with state, regional, and local plans and programs is discussed below. Land use planning in the study area is governed by the *City of Roseville General Plan 2025* (City of Roseville 2012) and the *City of Rocklin General Plan* (City of Rocklin 2012). Regional transportation planning for the study area is generally conducted by PCTPA. Only plans with direct relevance to the project are discussed below.

#### ***City of Roseville General Plan***

The Roseville General Plan applies to the portion of the study area located in the City of Roseville. The *City of Roseville General Plan 2025* was reviewed to identify policies relevant to the project. The project’s consistency with relevant policies is discussed below.

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

The Land Use Element of the Roseville General Plan describes the land use designations that appear on the plan’s land use diagram. This element also outlines the legally required standards of density and intensity for the designated land uses. The Circulation Element describes the proposed circulation system and the street classification system.

**Circulation Element – Goal 1, Policy 1:** Maintain a level of service (LOS) “C” standard at a minimum of 70 percent of all signalized intersections and roadway segments in the City during

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<sup>1</sup> A local government agency’s *sphere of influence* is a plan for the probable future physical boundaries and service area of the agency. It is an area in which the local agency has power to affect developments although it has no formal authority.

the p.m. peak hours. Exceptions to the LOS “C” standard may be considered for intersections where the City finds that the required improvements are unacceptable based on established criteria identified in the implementation measures. In addition, Pedestrian Districts may be exempted from the LOS standard.

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

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

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

### ***City of Rocklin General Plan***

The Rocklin General Plan applies to the portion of the study area located in the City of Rocklin. The Land Use Element of the Rocklin General Plan describes the land use designations that appear on the plan’s land use diagram and outlines the legally required standards of density and intensity for these designated land uses. The Circulation Element describes the proposed circulation system and the street classification system.

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

### **Circulation Element –**

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

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

**Policy C-10 C.:** All development in another jurisdiction outside of Rocklin’s control which creates traffic impacts in Rocklin should be required to construct all mitigation necessary in order to maintain a LOS C in Rocklin unless the mitigation is determined to be infeasible by the Rocklin City Council. The standard for determining the feasibility of the mitigation would be

whether or not the improvements create unusual economic, legal, social, technological, physical or other similar burdens and considerations.

As stated above, the purpose of the project is to reduce forecasted congestion. The project also would increase capacity on Taylor Road in the project area to match the capacity of Pacific Street in Rocklin. The project is consistent with these policies.

**Circulation Element – Policy C-11:** Continue to participate with adjacent jurisdictions toward the completion and improvement of streets that extend into other communities through individual cooperation and/or use of the Placer County Transportation Planning Agency (PCTPA), joint powers authorities, and similar entities.

As stated above, the proposed project is a collaboration of the Cities of Roseville, Rocklin, and Lincoln, Placer County, Caltrans, and PCTPA to improve intersections and streets that carry traffic into the City of Rocklin, including improvements on Taylor Road. The project would be consistent with this General Plan policy.

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

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

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

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

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

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

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

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

The project represents a need identified by Caltrans and the PCTPA to upgrade the I-80/SR 65 interchange in order to meet standards for safety and design and to maximize system efficiency and effectiveness. The project was identified by both agencies as necessary, and both regional

planning and capital improvement programming were incorporated into its planning. The project is consistent with this policy.

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

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

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

The project represents an effort to improve the I-80 corridor by reducing delays associated with the I-80/SR 65 interchange and likely will assist in reducing travel times for vehicles engaged in freight distribution to and from destinations east of California. In addition, the project would reduce travel times on SR 65, thereby facilitating goods movement and access to jobs on this roadway. The project is consistent with these policies.

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

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

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

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

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

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

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

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

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

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

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

Figure 2.1-4 shows where acquisitions of Open Space Preserve and General Open Space would occur. In addition, Table 2.1-1 shows the total acres of permanent acquisitions of General Open Space and Open Space Preserve in the study area by alternative.

**Table 2.1-1. Permanent Acquisitions of Open Space Lands in the Study Area**

<b>Open Space Lands in the Olympus Pointe—Open Space Preserve</b>	<b>Permanent Acquisition (acres)</b>
Alternative 1	4.43
Alternative 2	6.64
Alternative 3	5.86

As shown in Table 2.1-1, acquisition of at least four acres of Open Space Preserve in the Olympus Pointe Preserve would be required for each of the build alternatives. The most land would be acquired under Alternative 2 (6.64 acres), and the least would be acquired under Alternative 1 (4.43 acres).

Any property acquisitions that are located in Open Space Preserve would require an amendment to the OSPOMP and changes to the Biological Opinion (reinitiation of Section 7 consultation for the OSPOMP). Changes in activities in General Open Space are not subject to the Section 7 requirements of the Plan, though project-specific Section 7 or Section 404 triggers and other restrictions may apply.

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

### **2.1.3 Parks and Recreational Facilities**

#### **2.1.3.1 Regulatory Setting**

This project will affect facilities that are protected by the Park Preservation Act (California PRC Sections 5400–5409). The public parks and trails that could be affected are listed below in Section 2.1.3.2. The Park Preservation Act prohibits local and state agencies from acquiring any property that is in use as a public park at the time of acquisition unless the acquiring agency pays sufficient compensation or land, or both, to enable the operator of the park to replace the park land and any park facilities on that land. In addition, Section 4(f) of the Department of Transportation Act of 1966 specifies that FHWA and other USDOT agencies must consider park and recreational lands, wildlife and waterfowl refuges, and historic sites (referred to as *Section 4(f) properties*) when developing transportation projects. FHWA administers the act through 23 CFR 774, which requires all possible planning to minimize harm to Section 4(f) properties before approving a transportation project.

#### **2.1.3.2 Affected Environment**

This section is based on the CIA and *Resources Evaluated Relative to the Requirements of Section 4(f)* prepared for the project (ICF International 2014b). The Section 4(f) report evaluates whether parks, recreational facilities, wildlife and waterfowl refuges, and historic properties within or adjacent to the project area trigger Section 4(f) protection (see Appendix A).

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

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

The following parks and recreational facilities may be affected by the project. See Appendix A for a figure showing the locations of these facilities.

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

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

##### ***Secret Ravine Trail***

Secret Ravine Trail is located in the eastern portion of the study area along I-80. It is also part of the drainage system that ultimately flows into Dry Creek. There are two existing portions of Secret Ravine Trail, in Roseville and Rocklin. The existing portion of the trail in Roseville is

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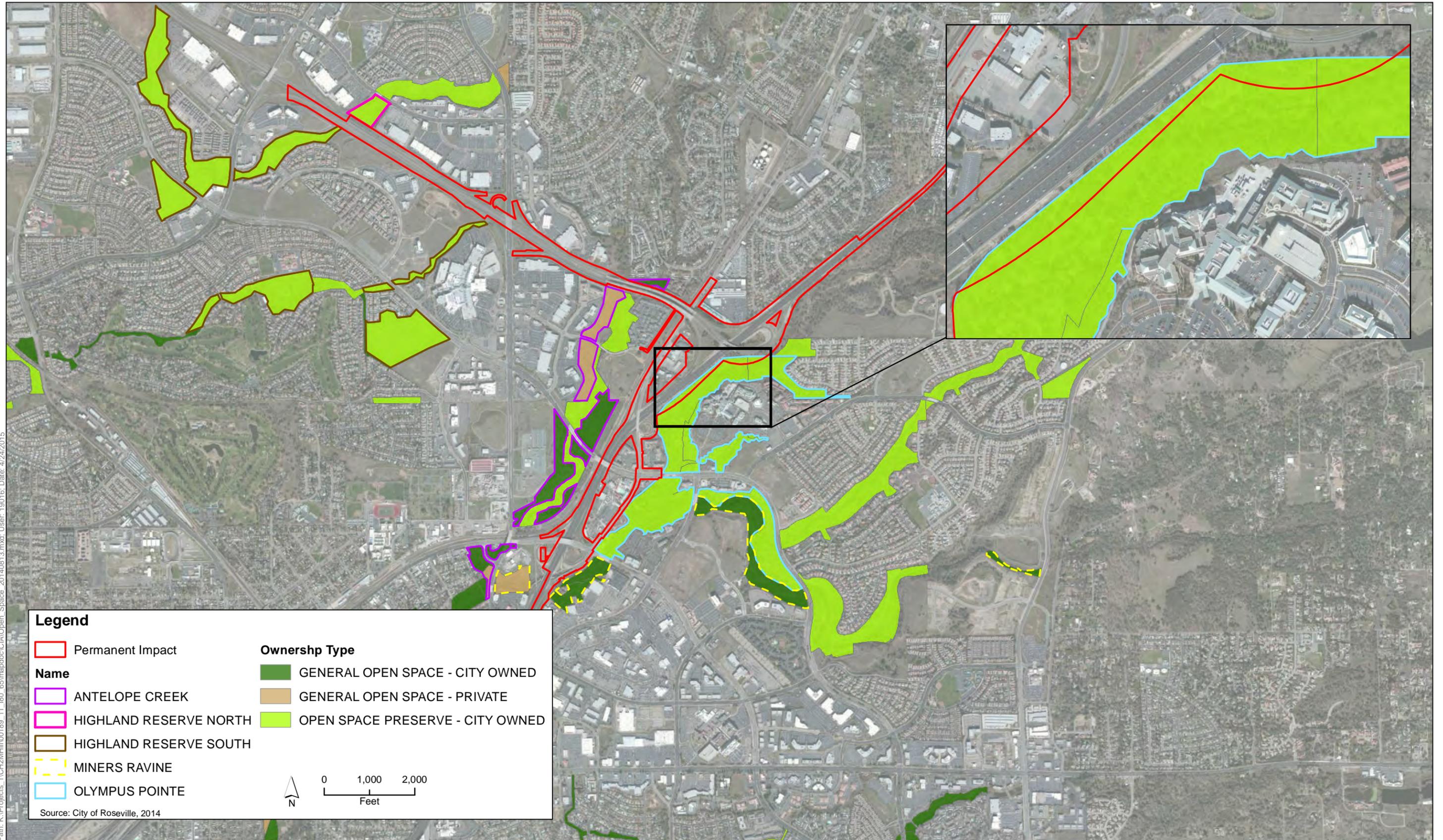


Figure 2.1-4  
Impacts on Open Space Lands



approximately 450 feet (0.09 mile) east of the southbound SR 65 to eastbound I-80 connector. The trail is below the grade of the existing interchange and is separated from the roadway by Secret Ravine, vegetation, and trees along the ravine. The existing trail in Rocklin is more than 1,300 feet east of I-80 and is separated from the freeway by residential areas and Secret Ravine.

### ***Antelope Creek Trail***

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

### ***Highland Reserve Trail***

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

### ***Shea Center Trail***

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

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

The Conference Center/Galleria Trail is a proposed Class I, multi-use path that would connect the Shea Center Trail to the Galleria at Roseville Mall. The trail has been approved by the City of Roseville and would be approximately 0.29 mile in length. The trail is proposed to generally run parallel to and west of SR 65.

### ***Woodside Park***

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

### ***Sculpture Park***

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

### 2.1.3.3 Environmental Consequences

#### **Miners Ravine Trail**

No permanent right-of-way would be acquired from Miners Ravine Trail under any of the build alternatives. Under Alternatives 2 and 3, the grade profile of the trail would need to be lowered by approximately 6 inches under the Eureka Road/Atlantic Street eastbound off-ramp to maintain vertical clearance requirements.

A temporary construction easement would be required that would affect approximately 0.35 mile of the trail from approximately 740 feet (0.14 mile) west of the Eureka Road on-ramp to approximately 630 feet (0.12 mile) east of the Eureka Road off-ramp. A temporary construction zone would be established at the closure points. Temporary wooden falsework with netting and/or other containment devices would be constructed underneath I-80 and freeway off-ramps over the trail in order to prevent construction debris from falling on trail users. Installation of the falsework may require short-term closures of the trail. The trail would be closed just east of where the trail crosses under Harding Boulevard/ Galleria Boulevard and where the trail east of I-80 splits east of Sculpture Park. To maintain trail access during falsework installation and while the work on the trail is underway, a detour would be provided via Harding Boulevard/Galleria Boulevard, Lead Hill Boulevard, North Sunrise Avenue, and Sculpture Park—a distance of approximately 1 mile. Signs would be posted at each closure point depicting the detour for trail users.

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

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

#### **Secret Ravine Trail**

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

The existing portion of the trail in Roseville is approximately 450 feet (0.09 mile) east of the southbound SR 65 to eastbound I-80 connector. The trail is below the grade of the existing I-80/SR 65 interchange and separated from the roadway by vegetation and trees along the ravine. Access to the trail is from outside the project area (Petruchio Way and Viola Way) and would

not be affected. Improvements proposed in this area include improving the SR 65 and I-80 connectors, constructing new connection ramps, and widening the I-80 mainline. Trail users may have intermittent views of construction activities, but these would not affect use of the trail. Although construction noise may be audible, no adverse noise impacts are anticipated because construction noise would be short term and intermittent.

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

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

### ***Antelope Creek Trail***

During widening of the East Roseville Viaduct and SR 65 mainline, a temporary construction zone would be established on both sides of Antelope Creek Trail for access to the viaduct/SR 65 and installation of new columns. The temporary construction zone would be required under all build alternatives. Temporary wooden falsework would be constructed underneath the viaduct and over the trail. The falsework would prevent construction debris from falling on trail users during viaduct and mainline widening, and would ensure uninterrupted use of the trail during construction activities.

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

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

Recreationists using the trail are walking, skating, and bike riding; the trail is not considered a noise-sensitive receptor. Traffic noise from SR 65 is part of the existing urban environment for

trail users in this area. According to the *Noise Study Report* prepared for the project (ICF International 2014c), construction noise could result in maximum noise levels of 91 to 96 A-weighted decibels (dBA) (at a distance of 50 feet from an active construction area). Trail users traveling through the construction area could experience these noise levels when equipment that generates the maximum noise levels is in use. However, construction noise would be short term and intermittent, and trail users would not experience loss of access or use of the trail.

The temporary occupancy of Antelope Creek Trail and the detour during construction is also discussed in Appendix A. The provisions of Section 4(f) are not triggered because the project would not require acquisition of permanent right-of-way from the Antelope Creek Trail and temporary occupancy of the Antelope Creek Trail during viaduct and mainline widening would meet all of the temporary occupancy criteria outlined in 23 CFR 774.13(d).

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

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

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

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

### **Woodside Park**

Under all of the build alternatives, I-80 would be widened within the existing right-of-way, and the existing noise wall would not require reconstruction or relocation. No permanent right-of-way would be acquired from the park, and a temporary construction easement would not be required for staging or other construction activities.

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

of an urban park. The described construction-related impacts would be intermittent and short term.

### ***Sculpture Park***

No right-of-way would be acquired from Sculpture Park on a permanent or temporary basis under any alternative. Additionally, the park would not be used for access to the project area. Access to the project area would be from I-80 and Eureka Road/Atlantic Street. Access to the park would be maintained during construction and would not change.

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

## **2.1.3.4 Avoidance, Minimization, and/or Mitigation Measures**

### ***Minimization Measures***

#### **Restore Trails after Construction**

In the event that any inadvertent damage occurs to the Antelope Creek or Miners Ravine Trail, the area affected will be restored to the condition that existed prior to construction activities or better.

#### **Provide Advance Notification of Trail Closures**

The City of Roseville will provide advance notification of the Miners Ravine Trail closure on its websites and trailheads. Notices will include trail closure dates, approximate duration, and description of the detour available during closure. The City of Roseville will post signs at the Miners Ravine Trail trailheads and closure points, depicting the detour.

## **2.1.4 References Cited**

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