

BEFORE THE SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY

ORIGINAL

ITEM F. PUBLIC HEARING

PARTIALLY REVISED DRAFT TIER 1 EIS/EIR

PLACER PARKWAY CORRIDOR PRESERVATION PROJECT

BOARD OF SUPERVISORS CHAMBERS

175 FULWEILER AVENUE

AUBURN, CALIFORNIA

WEDNESDAY, FEBRUARY 25, 2009

10:49 A.M.

REPORTED BY:

KATHRYN SWANK  
CSR 13061

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APPEARANCES

HEARING PANEL MEMBERS:

Kirk Uhler, Chairperson, Placer County Board of Supervisors

Jim Gray, City of Roseville

Peter Hill, City of Rocklin

Linda Stackpoole, City of Lincoln

STAFF:

Celia McAdam, AICP, Executive Director

Stan Tidman, Senior Planner

INTERESTED PERSONS PROVIDING COMMENT:

Chris Burke

Robert Harmoney

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1 little bit about what they feel will be the next steps  
2 on the project.

3 From a background perspective, I think the  
4 Board is very familiar that the Placer Parkway is a  
5 long-range high priority transportation facility that's  
6 planned to connect State Route 70/99 in south Sutter  
7 County State Route 65 near Rocklin and Roseville.

8 The project would basically be addressing a  
9 need that deals primarily with growth, and that's  
10 population growth as well as employment growth, and the  
11 resulting congestion that's created. The way that we  
12 feel like we can fix this is by preserving a corridor  
13 for a future roadway that will, in the future, reduce  
14 congestion on the both local as well as regional  
15 transportation network, as well as advance economic  
16 development goals in south Sutter as well as west  
17 Placer.

18 As we talked about last Monday night, there are  
19 two project provisions of the parkway project. They are  
20 actually included in our project description. They deal  
21 with access and no-development buffers. From an access  
22 perspective, you are all familiar that we are proposing  
23 no new interchanges within a 7-mile segment between  
24 Pleasant Grove Road on the Sutter side of the project  
25 area and Fiddymont in Placer County; and secondly,

1 creating a no-development buffer along the roadway.

2           These are two fundamental underlying provisions  
3 that were identified in previously completed Placer  
4 Parkway planning documents and have been carried through  
5 into the project's ultimate description. The objectives  
6 of these two provisions are, one, basically to maintain  
7 a free-flowing traffic condition on the parkway once  
8 it's built, and through the year 2040; to try to  
9 integrate more parkway-like components along the  
10 roadway; and then, finally, to try to reduce inducing  
11 future growth along the parkway.

12           A little bit about the study area. You will  
13 remember it's about 55 square miles in area, and, I  
14 think, with the cursor here -- can you all see that on  
15 the screen here? It's better than my laser pen last  
16 Monday night.

17           Here on the west, State Route 70/99 in Sutter  
18 County; on the east, State Route 65 in the Roseville and  
19 Rocklin area; generally, the southerly boundary of the  
20 study area is Riego Road and then transitioning to  
21 Baseline as we get into Placer County; and then across  
22 the north, Howsley Road in Sutter, and Sunset Boulevard  
23 West. You will hear us talk a little bit about, again,  
24 Riego Road, Sankey Road, Pleasant Grove Road, running  
25 north-south here as well as Fiddymont, as we go through

1 the presentation.

2           The last point on the study area -- you will  
3 remember that it was divided into basically three  
4 segments, a west, central, and east. We are looking to  
5 preserve a 500-foot-wide corridor in the west as well as  
6 the eastern segment, and, again, a thousand-foot-wide  
7 corridor from Pleasant Grove Road to Fiddymont.

8           A couple points about the environmental process  
9 as we've been through it, first two introductory points.  
10 You remember that we are working to prepare a combined  
11 document that addresses both federal as well as state  
12 environmental regulations.

13           Second, we are using a tiered approach. You  
14 will hear an awful lot about Tier 1, Tier 2. We are at  
15 the Tier 1 stage right now, where we hope to use very  
16 general background data as well as analyses to identify  
17 and select a corridor as soon as we possibly can,  
18 because of the rapidly developing nature of the project  
19 vicinity as well as the surrounding area.

20           The Tier 2 work will actually be the  
21 construction-level document where we will be analyzing  
22 various roadway alignments within the selected corridor.  
23 The idea or the concept behind tiering is to try to  
24 streamline that Tier 2 work as we're in the construction  
25 document, relying on a lot of the information that we've

1 developed for Tier 2 -- excuse me, in Tier 1.

2           These first three points have been completed.

3 Again, you will remember that the five build  
4 alternatives were identified after an extensive public  
5 outreach program as well as a number of technical  
6 analyses. We actually released the Draft Tier EIS/EIR  
7 in the summer of 2007 for comment. And as you are  
8 aware, last month, we circulated the partially revised  
9 draft for public comment.

10           We have two steps left -- completing the final  
11 Tier 1 EIS/EIR. We're hoping to have that done by this  
12 summer, the summer of 2009. And then we will actually  
13 be completing the environmental clearances and project  
14 approvals for the project.

15           I would like to make just a couple of brief  
16 points about the '07 draft, the one that we got out in  
17 June of 2007. You will remember it along with the five  
18 build alternatives. It also considers a no-project or  
19 no-build alternative. We basically did this for two  
20 scenarios. One, looking at actually identifying and  
21 acquiring a corridor, which was easy to do, but then  
22 also tried to identify those impacts on actual roadway  
23 construction and operation as best we could, again,  
24 realizing that we're at a Tier 1 stage.

25           This was done for three different time

1 frames -- existing, year 2020 and year 2040, analyzing  
2 impacts related to direct, secondary and indirect as  
3 well as cumulative impacts.

4           We made a number of conclusions with the  
5 '07 draft. The first that -- of the 13 environmental  
6 issue areas that we looked at, the parkway would wind up  
7 impacting at least nine of those. From a secondary and  
8 indirect impact perspective, you all know we were very  
9 concerned about the parkway's potential to induce  
10 growth. A major conclusion of the '07 draft is, is that  
11 the parkway will influence growth to some extent, and  
12 that's primarily because it would be one of many factors  
13 not only within the project vicinity but also the  
14 project area that would be contributing to growth. The  
15 parkway is specifically improving the regional  
16 transportation system and influencing the timing of  
17 development around the interchanges that have been  
18 analyzed for the project.

19           And then finally, from a CEQA -- again, that's  
20 the state's environmental guidelines perspective, the  
21 '07 draft identified Alternative 4 -- that's the yellow  
22 alternative, the second most northern one -- as the one  
23 that would be the environmentally superior alternative.

24           The board is familiar that we conducted two  
25 public hearings in August of 2007, in Yuba City and then

1 in Roseville. We received about 50 letters and public  
2 hearing comments on the '07 draft.

3           Again, we've done a fair amount of talking  
4 about the build alternatives. This is an aerial view of  
5 the five build alternatives, and, again, just to kind of  
6 reorient you to the map here, if I can wake up my  
7 cursor. Here we are at the west at State Route 70/99 in  
8 Sutter County; the east, State Route 65; again, across  
9 the south here, Riego and Baseline Road; and then north,  
10 Howsley and Sunset Boulevard West. Again Riego, Sankey,  
11 Pleasant Grove Road, again, north-south here, and then  
12 Fiddymment.

13           The three southerly alternatives -- one, two,  
14 and three -- all begin here in Sutter County, at State  
15 Route 70/99 about half a mile north of the existing  
16 intersection with Riego Road. The red alternative,  
17 Alternative 1, is a little over 16 miles, and the  
18 longest of the five build alternatives. The orange and  
19 the blue, Alternatives 2 and 3 are about 15 and a half  
20 miles each; the two northerly alternatives would  
21 actually begin here at Sankey, at State Route 70/99; the  
22 yellow and the green both at just over 14 miles. In  
23 fact, the green alternative, Alternative No. 5, is  
24 14.2 miles, I think, and actually the shortest of the  
25 five build alternatives.

1           You will remember that there is a common  
2 alignment for the alternatives, basically beginning here  
3 at the creek crossing at Pleasant Grove Creek and then  
4 terminating here at State Route 65, at what would be the  
5 future Whitney Ranch Parkway.

6           The '07 draft did analyze up to six  
7 interchanges along the various alternatives. Here in  
8 the western segment, again, three for Alternative 1  
9 through 3; two for Alternatives 4 and 5; none in the  
10 middle -- again, that goes back to that access provision  
11 where we're proposing no new interchanges within this  
12 7-mile segment; and then three here on the eastern  
13 segment, again, terminating at State Route 65. So  
14 that's a little bit of background for you.

15           What we're here today to talk about is the  
16 actual '09 partially revised draft. And with this  
17 document, we basically undertook it at primarily the  
18 direction of this board, and it was based primarily on  
19 the fact that we had received a number of comment  
20 letters on the '07 draft that related, again, back to  
21 those project description provisions of access and  
22 no-development.

23           The specific concerns from a number of the  
24 commenters was that this Board, the SPRTA Board, has no  
25 land use authority, and that we could not guarantee that

1 in the future, proposals by others, not necessarily by  
2 us, could result in additional interchanges or adjusting  
3 or eliminating the actual no-development buffer area.

4 So to try to allay that concern, the board  
5 directed us to circulate a series of scenarios that are  
6 based on hypothetical interchanges being added to,  
7 primarily, that middle area, that 7-mile segment and  
8 actually eliminating the no-development buffer area.

9 And so the partially revised draft consists of  
10 basically two parts: A series of more administrative  
11 types of updates. Information has changed since the  
12 release of the '07 draft. And then finally, the  
13 additional analyses based on those hypothetical  
14 scenarios.

15 From the updates perspective, again, we did  
16 find that there were some changes in data from the --  
17 '07 to this time frame. Probably the most important was  
18 a change in farmland mapping data, and a key difference  
19 between the '07 draft as well to the partially revised  
20 draft is, is that we found that the alternative with the  
21 least farmland impacts changed from Alternative No. 4 in  
22 '07 to Alternative 5 in the partially revised draft, and  
23 that's a key, key change.

24 The partially revised draft also addresses a  
25 number of greenhouse gas regulations that had been put

1 into effect since 2007. These rely or focus primarily  
2 on emissions and transportation planning.

3 And then the final thing that I think is  
4 important with the revised draft is, it changed the  
5 environmentally superior alternative conclusion from  
6 No. 4 to No. 5, and that was based primarily, again,  
7 back to the update on farmland mapping data, so that's  
8 just a quick summary of the updated information in the  
9 partially revised draft.

10 The additional analyses, again, based on the  
11 hypothetical interchange and elimination of the buffer  
12 area comprises the second part of the partially revised  
13 draft. And for this, we actually went back and did  
14 three separate analyses, first, based on providing  
15 additional information on potential growth inducement,  
16 which also included a new traffic analysis. We spent a  
17 fair amount of time looking at biological resources as  
18 they relate to growth and then finally we took another  
19 look at cumulative impacts specifically to see what if  
20 any differences in these hypothetical scenarios would  
21 result among the alternatives, primarily to aquatic  
22 resources, wetlands, and vernal pools.

23 There are two points that I need to cover  
24 before I move on from this slide. The first is, is that  
25 we did these analyses primarily to determine whether

1 these hypothetical scenarios would result in any  
2 significant changes or differences among the  
3 alternatives, again, primarily to secondary and indirect  
4 impacts.

5           The second point is, is that none of this work  
6 was intended to replace the growth work that we had done  
7 in the '07 draft. This was primarily done to address  
8 these hypothetical scenarios and, in fact, you will find  
9 that as you go through the document, we put all of this  
10 work in a separate appendix just to try to separate it  
11 out from the body of the environmental document.

12           So what we learned from all of this is, first,  
13 the additional work confirms, supported, the growth  
14 evaluation that was completed in the '07 draft, that the  
15 Placer Parkway would have some influence on growth in  
16 the area. Again, it reinforced the fact that this  
17 growth would be very limited and that there would not be  
18 much difference among the alternatives from a growth  
19 perspective.

20           The specific individual analyses. The growth  
21 inducement was based on determining what we call  
22 potentially developable land around each one of the  
23 alternatives. We found that Alternative 5, again, the  
24 one that's the northernmost and the shortest of the  
25 alternatives, would wind up with the fewest amount of

1 acres of potentially developable land around it.

2 I mentioned that we did another traffic impact  
3 analysis, and that was basically to try to leave in the  
4 fact that we were looking at three to four new  
5 hypothetical interchanges. They did, in fact, change  
6 the analysis. Higher traffic volumes would result on  
7 all five of the build alternatives as well as of these  
8 hypothetical interchanges. But the key is, is that we  
9 would still be operating any one of the five build  
10 alternatives at a level of service, or LOS, D or better.  
11 And this was a key of the project's purpose and need in  
12 attempting to maintain that free flowing condition on  
13 the future parkway.

14 As far as biological impacts -- and again,  
15 those biological impacts that were specifically related  
16 to growth -- we found that, again, Alternative 5 having  
17 the least potential for growth would wind up having the  
18 least potential to actually fragment any of the  
19 biological habitat in the study area.

20 And then finally from a cumulative perspective,  
21 again, we reinforced what we found in the  
22 '07 document -- did clarify the fact that there would  
23 be -- we would be contributing to cumulative impacts,  
24 but, again, at a very small, small rate. In fact, for  
25 impacts to vernal pools and wetlands, there would

1 actually be less than 1 percent difference among the  
2 five build alternatives. So that's a very quick summary  
3 of what is in and what we found with the partially  
4 revised draft.

5           Where we hope to be in the future. Again, we  
6 want to complete the Final Tier 1 EIS/EIR. To do that,  
7 we will be preparing responses to comments to not only  
8 comments that we received in 2007, but the middle of the  
9 this next month with the partially revised draft. The  
10 final will identify the preferred alternative. As we're  
11 doing this, we're proposing to continue our work with  
12 the federal regulatory agencies and the effects on  
13 aquatic resources.

14           Once the document is actually done, we've got  
15 our environmental clearances. We would then be working  
16 with the individual local jurisdictions on the series of  
17 general plan amendments to create policies that would  
18 wind up preserving the selected corridor, and then  
19 actually starting to plan work for the Tier 2 process.

20           That, in a nutshell, is kind of where we've  
21 been, where we are, and where we hope to be.

22           Thank you.

23           CHAIRPERSON UHLER: Thank you, Stan.

24           Any questions from board members or staff?

25           No?

1 All right. At this point, we'll go ahead and  
2 open the public comment portion of this. Has anybody  
3 submitted any request cards to you?

4 SENIOR PLANNER TIDMAN: I haven't seen any.

5 CHAIRPERSON UHLER: Is there anybody here that  
6 wants to address the item, go ahead and please step up  
7 to the microphone and state your name and address,  
8 please.

9 Sir, you indicated you wanted to speak. This  
10 is the time.

11 MR. BURKE: Yes, I'm back. My name is Chris  
12 Burke. Pleasant Grove, Locust Road, 6623.

13 After the meeting the other night in Yuba City,  
14 I talked to my supervisor.

15 My questions were, why are you guys imposing a  
16 thousand-foot right-of-way through my property instead  
17 of a five hundred.

18 Secondly, why is Sankey Road being disturbed,  
19 instead of going north of Sankey Road, similar to what  
20 you were doing on Riego Road?

21 While I was at this Sutter meeting there, at  
22 the board of supervisors, they have problems with their  
23 development on the Sankey Gap, which contributes to  
24 flooding, which is a direct result of Placer County.  
25 They need a conveyance water down Sankey Road, or

1 alongside Sankey Road, down to their ditch, which they  
2 plan on expanding. Now, that was one of their options,  
3 to mitigate. Because in '86, their mitigation ponds  
4 that they have allocated or identified, they filled up  
5 in a matter of minutes in '86. When they plugged Sankey  
6 Gap, they breached those levees and those people had to  
7 walk out in 4 feet of water. They were flooded within a  
8 half hour, the same height as the East Canal. So that's  
9 another concern.

10 And you're impacting with people's property  
11 with that realignment. I know of three or four of us  
12 that do not want that realignment on our property, and  
13 we have not been asked. And that was -- just till a  
14 month or so, that's the first realignment phase I have  
15 ever seen of that, doing that.

16 The other question is, you plan on -- if I am  
17 correct on hearing at the last meeting, Riego Road would  
18 be built out to six lanes, to 70, and now you are going  
19 to put six more lanes over to 70 and 99? That is a  
20 four-lane road. I won't get on that road until after  
21 10 o'clock in the morning as it is, because the traffic  
22 is at a crawl at Riego Road. I don't understand --  
23 first phase ought to be to improve 70/99 to handle your  
24 traffic that you plan on putting on.

25 I think there's a little more thought here that

1 needs to be thought out, myself. And I don't know what  
2 the time frame overall -- if you are talking five years,  
3 ten years, or whatever. But kind of like you are  
4 getting the cart before the horse on this problem of 70  
5 and 99. And then realigning Sankey Road, then you have  
6 a problem with the drainage that everybody on the east  
7 side of that east levee drain canal is impacted greatly.  
8 Their property values are diminished because of the  
9 flooding. That's -- I think I have said what I need to  
10 say.

11 CHAIRPERSON UHLER: Thank you for your comment,  
12 sir. If anything happens -- they are being recorded.  
13 But if you would also like to submit your comments in  
14 the form of a letter, that will be welcomed.

15 MR. BURKE: I have.

16 CHAIRPERSON UHLER: Perfect. Thank you very  
17 much.

18 MR. BURKE: Thank you.

19 CHAIRPERSON UHLER: Anybody else?

20 MR. HARMONEY: Yes. My name is Robert Harmoney  
21 and I live at 3238 -- 5205 South Brewer Road. And my  
22 concern is, our property is a quarter of a mile wide,  
23 1320 feet, and if you take a thousand -- and it's a mile  
24 deep. If you take a thousand foot away from me, it's  
25 going to leave me 320 feet wide by 5,280 feet long.

1 That's not going to be of much value as far as farming,  
2 and we do raise cattle.

3 The other concern I have is that currently,  
4 there's very little maintenance done along the roadways  
5 out in that area. The roads are very rough, a lot of  
6 potholes.

7 If we have a thousand foot of buffer zone,  
8 who's going to take care of it? What's it going to do  
9 for the grass, the weeds, the seeds, the fire hazard  
10 that is going to be a problem to the farmers and  
11 residents in those areas.

12 The decision -- you know, we don't know if  
13 there's going to be cloverleaves, if we're going to be  
14 dumping a lot of traffic onto the county roads that are  
15 out there now. But with the addition of this  
16 thoroughfare, whether it's going to be considerable more  
17 traffic. And, you know, us farmers, we have to get our  
18 equipment from one field to the next, and currently it's  
19 done on the county road.

20 And if we have more traffic -- well, currently,  
21 it's very difficult because we get out there and move  
22 something, why, we can't hardly -- we don't have enough  
23 time to get off the road before the people want to get  
24 around us. You know, they take some, you know, really  
25 unnecessary risks to get past us, and they are very

1 unhappy with us.

2 So if we have additional traffic, boy, that's  
3 going to be a real problem for us.

4 And I do thank you for your consideration, and  
5 thank you.

6 CHAIRPERSON UHLER: Thank you for your input.

7 Anybody else? All right.

8 Seeing none, any members of the board have any  
9 comments for staff?

10 Okay. We'll go ahead and close the public  
11 hearing, but I want to remind folks that the public  
12 comment period doesn't close until the end of business  
13 on Monday the 16th of March. So please, we encourage  
14 you to submit your comments to our staff. Submittal  
15 mechanism information is in the back.

16 And with that, I don't believe any action is  
17 required of our board at this point, so we will go ahead  
18 and move on to our next agenda item, Item G.

19 (The public hearing adjourned at 11:15 a.m.)  
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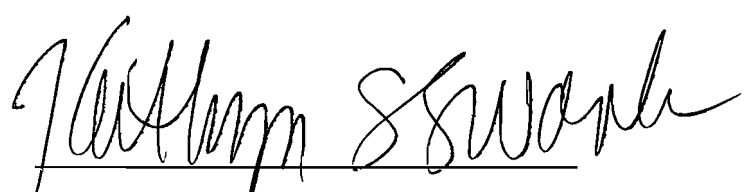
CERTIFICATE OF REPORTER

I, KATHRYN S. SWANK, a Certified Shorthand Reporter of the State of California, do hereby certify:

That I am a disinterested person herein; that the foregoing public hearing was reported in shorthand by me, Kathryn S. Swank, a Certified Shorthand Reporter of the State of California, and thereafter transcribed into typewriting.

I further certify that I am not of counsel or attorney for any of the parties to said hearing nor in any way interested in the outcome of said hearing.

IN WITNESS WHEREOF, I have hereunto set my hand this 2nd day of March, 2009.



KATHRYN S. SWANK, CSR, RPR  
Certified Shorthand Reporter  
License No. 13061