

4.2 SOCIOECONOMICS AND COMMUNITY IMPACTS

This section presents a Tier 1/Program level assessment of potential socioeconomic impacts associated with the Parkway. Additional information on socioeconomics and community issues is provided in the Tier 1 Environmental Impact Statement/Environmental Impact Report (EIS/EIR) Community Impact Assessment (CIA) (Mara Feeney & Associates and North Fork Associates, 2007), which is available at the locations identified in the Executive Summary, including the Placer County Transportation Planning Agency (PCTPA) website.

4.2.1 REGULATORY SETTING

Both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) require consideration of socioeconomics and community impacts. In addition, other types of legislation influence community impact assessment, including the Uniform Relocation Assistance Act, which establishes requirements that must be met if a project displaces homes, farms, non-profit organizations, or businesses. A general discussion of NEPA and CEQA requirements is provided in Chapter 1 of this Tier 1 EIS/EIR. The relevant laws and guidelines are described below.

4.2.1.1 Federal Statutes and Regulations

The Uniform Relocation Assistance and Real Property Acquisition Act of 1970

The Uniform Act addresses the need for consistent and equitable treatment of persons displaced from their homes or farms by federally assisted programs. It specifies the due process to be followed in real property acquisitions and relocation of displaced individuals, families, businesses, farms, and nonprofit organizations. It provides for payment of moving expenses, housing rental or purchase supplements, down payment assistance, etc. The Uniform Act is implemented via government-wide regulations: 49 CFR Part 24. The Federal Highway Administration (FHWA) is the lead federal agency for implementation of the Uniform Act.

4.2.1.2 General Plans and Policies

Sutter County

Sutter County, as part of its most recent General Plan update process, identified a 10,500-acre “Industrial-Commercial Reserve” (I-C Reserve) in the agricultural southern area of the county and decided to allow up to 3,500 acres of industrial and commercial development within that area, as discussed in Chapters 3 and 4 of the CIA for this Tier 1 EIS/EIR. The voter-approved advisory Measure M directed the Sutter County Board of Supervisors to consider Sutter Pointe Specific Plan (SPSP), which will allow mixed use development in this area in the future (if the EIR, General Plan amendment, and Specific Plan are approved). Lennar Communities is now planning a master-planned community for this area, which lies mainly east of State Route (SR) 70/99 in the project study area.

The Sutter County General Plan states that the county exhibits a high unemployment rate characteristic of rural agricultural jurisdictions and that it is increasingly becoming a bedroom community for commuters who are employed outside the county in a variety of professional and related occupations. Goals and policies aimed at economic growth and development include the following:

- Goal 1.1 To preserve and promote a healthy and diverse economy to serve the needs of Sutter County residents.

- Policy 1.I-1 The County shall work to preserve and expand business and employment opportunities within Sutter County.

- Policy 1.I-4 Economic development efforts should attempt to diversify the County's economic base while encouraging retention and expansion of existing businesses and industries.

- Goal 6.B To facilitate preservation, growth and expansion of agricultural industries within Sutter County.

- Policy 6.B-1 The County shall support the development of agricultural production, processing and distribution industries within Sutter County.

- Policy 6.B-2 The County shall encourage local processing of agricultural products grown in Sutter County and other locations.

- Policy 6.B-3 The County shall encourage the continued operation and expansion of existing agricultural industries.

There are additional policies contained in the General Plan that are specific to the southern portion of the county and set out considerations for development in the Industrial/Commercial Reserve area:

- Policy 9.C-1 The County shall establish an I-C Reserve designation in the South county and will allow up to 3,500 acres of non-residential development consistent with the goals and policies of the General Plan and mitigation measures of the General Plan EIR. Any project proposed within the I-C Reserve which does not cumulatively or individually exceed the 3,500-acre threshold, and which demonstrates consistency with all other elements of the General Plan, may be processed as consistent with the General Plan and will not require a General Plan Amendment (GPA). Projects that individually or cumulatively exceed the 3,500-acre threshold shall require a GPA and conduct an appropriate environmental analysis.

- Policy 9.C-3 The County shall require that infrastructure planning be done in a coordinated fashion and project proponents must demonstrate how the development provides sufficient facilities to meet County standards and that the development of the project will not adversely impact future developers in the area.

- Policy 9.C-4 The County's existing agricultural 20/80 policies shall apply and be utilized to determine allowable uses and parcel sizes until such time that an application has been approved for industrial and/or commercial uses in the I-C Reserve area.

- Policy 9.C-5: The County shall consider development applications in the I-C Reserve area and base its decisions on, but not limited to, information contained in the following:
1 – A Completed Rezone Application identifying all proposed uses on the site;
2 – A Design Review application complying with established design and development standards; 3 – Findings that the project is consistent with applicable General Plan policies and the General Plan EIR mitigation measures; 4 – Findings that the infrastructure is adequately provided for within the project boundaries and is properly coordinated with adjacent lands.

- Policy 9.C-5 The County should encourage contiguous development patterns within the I-C Reserve as a priority.

Placer County

The Placer County General Plan contains goals and policies aimed at improving the balance between jobs and housing, including the following (Placer County, 1994):

- Goal 1.M To work toward a jobs-housing balance.
- Policy 1.M.1 The County shall concentrate most new growth within existing communities, emphasizing infill development, intensified use of existing development, and expanded services, so individual communities become more complete, diverse, and balanced.
- Policy 1.M.2 The County shall encourage large residential projects to be phased or timed to occur simultaneously with development that will provide primary wage-earner jobs.
- Policy 1.M.3 The County shall encourage the creation of primary wage-earner jobs, or housing which meets projected income levels, in those areas of Placer County where an imbalance between jobs and housing exists.
- Goal 1.N To maintain a healthy and diverse local economy that meets the present and future employment, shopping, recreational, public safety, and service needs of Placer County residents and to expand the economic base to better serve the needs of residents.
- Policy 1.N.2 The County shall encourage the retention, expansion, and development of new businesses, especially those that provide primary wage-earner jobs, by designating adequate land and providing infrastructure in areas where resources and public facilities and services can accommodate employment generators.
- Policy 1.N.7 The County shall strive to coordinate its economic development efforts with the efforts of cities and other economic development organizations, including local chambers of commerce.

The General Plan also contains relevant policies that pertain specifically to south Placer County:

- 1.N.10 The County shall support the development of primary wage earner job opportunities in the South Placer area to provide residents an alternative to commuting to Sacramento.
- 1.N.12 The County shall seek the establishment of a joint powers authority (JPA) between the county and the cities of Roseville, Rocklin, and Lincoln in order to improve the provision of infrastructure in the incorporated and unincorporated areas in and around the Sunset Industrial Area. The JPA is to also develop an economic development strategy with the goal of improving the economic development potential of the region (Placer County, 1994).

City of Roseville

The City of Roseville's General Plan 2020 (City of Roseville, 2004a) contains numerous goals and policies that address growth management issues, including the following:

- Goal 1 The City shall proactively manage and plan for growth.
- Goal 2 The City shall encourage a pattern of development that promotes the efficient and timely provision of urban infrastructure and services and preserves valuable natural and environmental resources.
- Goal 3 Growth shall mitigate its impacts through consistency with the General Plan goals and policies and shall provide a positive benefit to the community.
- Goal 6 The City shall manage and evaluate growth in a regional context, not in isolation.
- Goal 7 Potential population growth in Roseville must be based on the long-term carrying capacities and limits of the roadway system, sewer and water treatment facilities, and electrical utility service, as defined in the Circulation Element and the Public Facilities Element.
- Goal 9 Growth should be managed to minimize negative impacts to existing businesses and residents within the City.
- Goal 10 Growth should be planned in a way that addresses the appropriate interface between City and County lands.
- Goal 12 The City shall use growth management as a tool to maintain the City's identity, community form, and reputation in the region, to maintain high levels of service for residents, and to influence projects outside the City's boundaries that have the potential to affect the quality of life and/or services that are provided to residents.
- Goal 13 New development to the west of Fiddymont Road shall be consistent with the City's desire to establish an edge along the western boundary of the City that fosters: a physical separation from County lands through a system of connected open space; a well-defined sense of entry to City from west; opportunities for habitat preservation and recreation; and view preservation corridors that provide an aesthetic and recreational resource for residents.

Sacramento County

Sacramento County's General Plan articulates an urban growth strategy that attempts to enhance the urban environment through a number of development policies, including orienting new development toward transit use. The Plan encourages infill development and directs limited growth to rural areas to minimize direct and indirect impacts on the County's fiscal, environmental, and land resources (County of Sacramento, 1993). The North Natomas Community Plan, which will shape growth and development in northern Sacramento County, is currently being developed (County of Sacramento, 2006).

SACOG Metropolitan Transportation Plan

The Sacramento Area Council of Governments (SACOG)'s Metropolitan Transportation Plan (MTP) 2027 contains the following goals:

- Goal 1 Overarching Goal: Quality of Life. Develop a fully-integrated, multi-modal transportation system to serve as a catalyst to enhance the quality of life enjoyed by the current and future residents of the Sacramento region.

- Goal 2 Access and Mobility. Improve access to goods, jobs, services, housing and other destinations; provide mobility for people and goods throughout the region, in a safe, affordable, efficient and convenient manner.

- Goal 5 Economic Vitality. Enhance the economic vitality of our region by efficiently and effectively connecting people to jobs, goods, and services, and by moving goods within our region and beyond with an integrated multi-modal freight system.

- Goal 6 Equity. Pursue a transportation system that addresses the needs of all people in all parts of the region and assure that impacts of transportation projects do not adversely affect particular communities disproportionately.

- Goal 8 Funding and Revenue. In order to adequately fund the MTP, develop appropriate, innovative, equitable, and stable funding sources (both short and long term) and identify cost-reduction measures.

4.2.2 AFFECTED ENVIRONMENT

4.2.2.1 Population Growth and Demographic Characteristics

SACOG Region

The study area includes sparsely populated, rural, unincorporated portions of southern Sutter and southwestern Placer counties, as well as a small segment of northern Sacramento County. Income and race information is provided in accordance with California Department of Transportation (Caltrans) guidance to characterize the affected community, compare it with surrounding population groups, identify any recent changes in demographic composition, and help identify any predominantly minority or low income populations that might be affected by the project. These three counties are part of the six-county Sacramento Metropolitan Area, one of the fastest growing regions in California. Between 1950 and 2000, California's population more than tripled, but population in the Sacramento region grew by more than 800 percent (SACOG, 2006).

Table 4.2-1 presents projections of population growth for the SACOG region from 2000 to 2050. The regional population is expected to continue to grow faster than the population of the state or nation during this period, approximately doubling by 2050, to about 4 million residents, with the Roseville-Rocklin-Lincoln area remaining one of the fastest growing areas of the SACOG region.

It is estimated that the SACOG region contained 712,866 households in 2000, and that by 2030 the region will have more than 1.2 million households, increasing to more than 1.4 million households by the year 2050. The average household size is expected to remain relatively stable, as the trend toward smaller households in the aging population is counterbalanced by higher fertility rates in younger households. Median household income is expected to increase almost 85 percent over the 50-year period, from \$45,267 in 2000 to \$83,481 in 2050, in constant 1999 dollars (Levy and Doche-Boulos, 2005).

Over the 50-year projection period, the percentage of White households is expected to decline steadily, from 65 percent of the population in 2000 to 54 percent in 2030 and 48 percent in 2050. The percentage of Black and Asian households will increase slightly, and the percentage of Hispanic households will

increase substantially. (Additional discussion of population growth trends and projections in and around the study area is provided in Chapter 6, Other Impact Considerations, for the growth inducement analysis.)

**Table 4.2-1
Summary of Population, Household, Race, and Income Projections
for the SACOG Region, 2000, 2030, and 2050**

Parameter	2000		2030		2050	
Population	1,948,700		3,232,589		3,952,098	
Households	712,866		1,209,216		1,445,678	
Household Population	1,940,800		3,168,100		3,873,255	
White	1,261,821	65%	1,716,348	54%	1,867,808	48%
Black	147,219	8%	295,928	9%	394,147	10%
Asian	224,525	12%	419,283	13%	544,073	14%
Hispanic	307,234	16%	736,540	23%	1,067,228	28%
Average Household Size	2.66		2.62		2.68	
Median Household Income (1999 \$)	\$45,267		\$65,700		\$83,381	
Source: Levy and Doche-Boulos, 2005. Note: Percentages may not add to 100 percent due to rounding.						

Study Area

Table 4.2-2 presents census information on population growth trends in the three study area counties from 1970 to 2000. During this time, the population almost doubled in Sutter and Sacramento counties and more than tripled in Placer County.

**Table 4.2-2
Population in Study Area Counties, 1970 to 2000**

Location	1970	1980	1990	2000
Sutter County	41,935	52,246	64,415	78,930
Placer County	77,306	117,247	172,796	248,399
Sacramento County	631,498	783,381	1,041,219	1,223,499
Source: U.S. Census Bureau, 1980, 1990, and 2000 (Summary Tape File 1).				

Table 4.2-3 shows projected population growth in the three study area counties for 2020 (approximately when Placer Parkway would be completed) and 2040 (the end of the study period, or after about two decades of Placer Parkway operation). Sacramento County had the largest population in 2000, and Sutter County the lowest. Over the study period, all three counties will see substantial population increases—approximately 134 percent in Sutter County, 143 percent in Placer County, and 57 percent in Sacramento County. The paragraphs below describe population growth and racial composition in each of the three counties, as well as in the study area specifically.

**Table 4.2-3
Population in Study Area Counties, 2000, 2020, and 2040**

Location	Population 2000	Population 2020	Percentage Change 2000-2020 (%)	Population 2040	Percentage Change 2020-2040 (%)	Percentage Change 2000-2040 (%)
Sutter County	78,930	84,400	6.9	184,846	119.0	134.2
Placer County	248,399	433,540	74.5	603,819	39.3	143.1
Sacramento County	1,223,499	1,484,951	21.4	1,914,444	28.9	56.5

Data Sources: 2000 data are from the U.S. Census Bureau; 2020 and 2040 data are from DKS Associates based on development projections as described in Chapter 3.

Sutter County. Sutter County's 2005 population was estimated to be 87,342 (SACOG, 2004). The five most populated areas of the County include Yuba City—where almost half of all county residents currently live—South Yuba City, Live Oak, Tierra Buena Census Designated Place (CDP), and Sutter CDP (Census of Population and Housing, 2000). In the portion of Sutter County that lies within the study area, most of the population resides in and around the community of Pleasant Grove.

In 2000, Sutter County's population was 60 percent White, 22 percent Hispanic, and 12 percent Asian. The remainder of the population consisted of 2 percent Pacific Islander and American Indian, 2 percent Black, and 2 percent multiracial. The racial composition is projected to change, so that by 2020 the county will be approximately 43 percent White, 31 percent Hispanic, and 18 percent Asian, with the proportions of other racial groups either increasing slightly or remaining the same. By 2040, the county's population is projected to be 36 percent Hispanic, 33 percent White, 21 percent Asian, 4 percent American Indian and Pacific Islander, 3 percent Black, and 2 percent of two or more races (DOF, 2004).

Placer County. Placer County's 2005 population was estimated to be approximately 301,560 people (SACOG, 2004). The most populated cities include Roseville, Rocklin, Granite Bay, Auburn, North Auburn CDP, and the City of Lincoln (Census of Population and Housing, 2000). Roseville, Rocklin, and Lincoln are located adjacent to the study area, to the east and northeast. These three cities have experienced rapid rates of growth over the past few years due to the relocation of high technology and health care businesses to the area and associated demand for workforce housing.

In 2000, about 84 percent of the residents in Placer County identified as White and 10 percent as being of Hispanic origin. The remainder of the population consisted of 3 percent Asian, 1 percent Pacific Islander and American Indian, 1 percent Black, and 1 percent multiple races. By 2020, it is expected that the racial composition of the county will be 77 percent White, 12 percent Hispanic, 5 percent Asian, 2 percent Pacific Islander and American Indian, 3 percent Black, and 2 percent identifying with multiple races. In 2040, the racial composition is projected to be 72 percent White, 14 percent Hispanic, 7 percent Asian, 2 percent Pacific Islander and American Indian, 3 percent Black, and 2 percent identifying with more than one race (DOF, 2004). These projections are consistent with those expected in other counties in the SACOG region over the coming decades.

Sacramento County. Sacramento County's 2005 population was estimated at approximately 1.32 million (SACOG, 2004). The major population centers in Sacramento County include the City of Sacramento, the Arden-Arcade CDP, Citrus Heights, Elk Grove CDP, and Rancho Cordova CDP. The racial composition of the county is expected to follow trends similar to other counties in the region, experiencing a decrease in the proportion of White and increases in other traditionally minority groups, especially Hispanic. It is estimated that by 2020, 34 percent of the population will be White, 26 percent of the population will be Hispanic, 17 percent will be Asian, and 14 percent will be Black, with remaining

ethnicities at lower percentages. By 2040, the racial composition of the county is expected to be 32 percent Hispanic, 25 percent White, 18 percent Asian, 16 percent Black, 6 percent American Indian and Pacific Islander, and 3 percent multiracial (DOF, 2004).

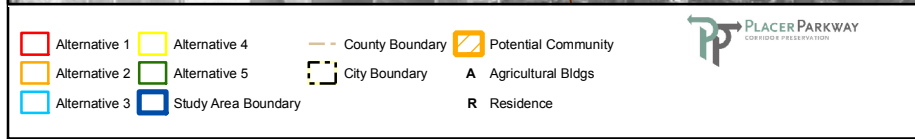
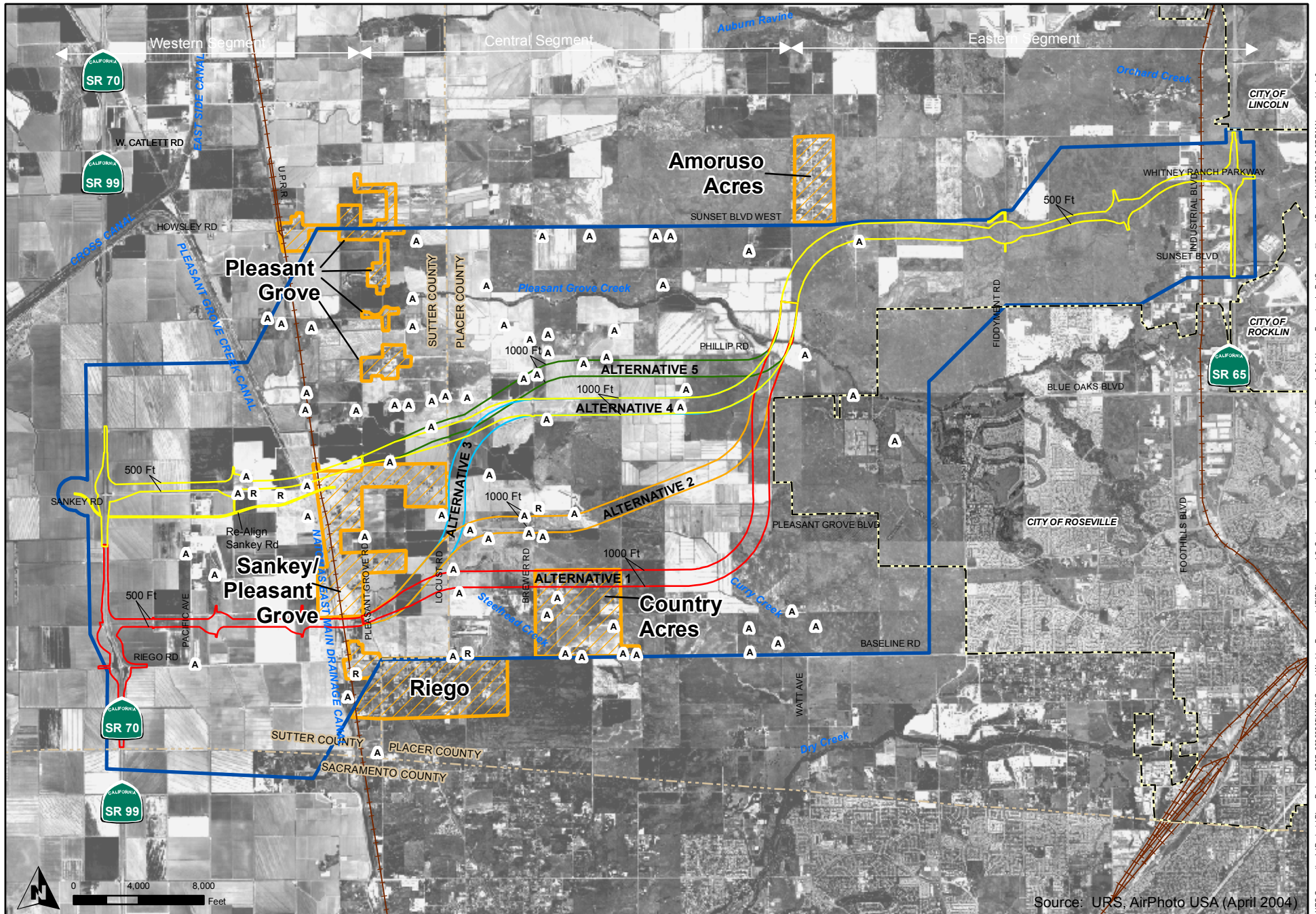
The Placer Parkway study area encompasses predominantly rural agricultural land and open space. The small portion of the study area that lies within Sacramento County is undeveloped farmland and open space that does not contain any residential population at present. Population distribution in the Sutter and Placer county portions of the study area is described below.

Farmsteads¹ are scattered throughout the study area in Sutter and Placer counties. Five locations in and bordering the study area also have relatively dense concentrations of homes. These areas, which have been identified as “potential communities”² for the purpose of this impact analysis, are referred to in this report as Pleasant Grove, Sankey/Pleasant Grove, Riego, Country Acres, and Amoruso Acres. The location of each of these residential areas is shown on Figure 4.2-1 and described briefly below.

- **Pleasant Grove.** Pleasant Grove is a small community with a range of services including a school, library, general store, post office, and fire station. The boundaries of the Pleasant Grove community are not precise, as it is unincorporated and boundaries depicted on several local maps (e.g., mail delivery area, school district boundaries, county service district boundaries) do not coincide. At the Pleasant Grove scoping meeting held in October 2003, residents living on Sankey Road and along Pleasant Grove Road almost as far south as Riego Road identified themselves as Pleasant Grove residents. For the purpose of this analysis, the concentration of homes in the vicinity of Howsley Road and Pleasant Grove Road (see Figure 4.2-1) is referred to as the Pleasant Grove community.
- **Sankey/Pleasant Grove.** Sankey/Pleasant Grove is a large, irregularly shaped concentration of rural residential homes in the vicinity of Sankey Road and Pleasant Grove Road. Some of these are homes on 5-acre parcels; others are on smaller lots that appear to have been subdivided in the past and “grandfathered in,” as they would not be permitted under existing zoning regulations, which call for a minimum parcel size of 80 acres in agricultural areas. The only community services in this area appear to be a fire station and a plant nursery business that recently closed.
- **Riego.** Riego is a residential community located mainly southeast of the intersection of Pleasant Grove Road and Riego Road. A general store and gas station are located in the southeastern quadrant of the intersection of these two roads. Several other homes clustered around this intersection have also been included in the Riego community, under the assumption that these residents would be more likely to orient themselves to the nearby Riego community and general store than with the Pleasant Grove community facilities farther away.
- **Country Acres.** Country Acres is a collection of approximately 28 homes that lie on subdivided parcels on the north side of Baseline Road, in the Central Segment. This rural residential area has no services and is surrounded by agricultural land and open space.
- **Amoruso Acres.** Amoruso Acres is a rural residential community that abuts Sunset Boulevard West, near the northern boundary of the study area, in the Central Segment. It is outside the study area but lies directly adjacent to it and potentially could be indirectly affected by the northern corridor alignment alternative.

¹ A “farmstead” is defined as a collection of buildings related to an active agricultural enterprise, of which one or more buildings is used as a residence.

² It is important to try to define potential “communities” because CEQA and Caltrans guidance indicate that project impacts could be significant if they “divide or disrupt an established community.”



PLACER PARKWAY
 CORRIDOR PRESERVATION
 Tier 1 EIS/EIR

Homes, Farmsteads and
 Potential Communities

Figure 4.2-1
June 2007

URS Corporation L:\Projects\PlacerParkway\2007_28068598\MXD\Current Working Documents\EIS\Chapter_4_2_1_Homes_Farmsteads_PotCommunities.mxd Date: 2/14/2007 2:45:27 PM Name: aklee80

Outside of the areas of relatively dense residential development (the “potential communities”) described above, approximately one hundred isolated homes, farmsteads, and businesses are scattered throughout the study area. The locations of these were identified from aerial photographs of the study area in 2003, and information obtained from area residents at the Parkway scoping meetings (October 2003) with limited subsequent field verification.

4.2.2.2 Housing

As Table 4.2-4 indicates, there were approximately 1.9 million housing units in the SACOG region in 2000, with about one-fourth of all units located in Sacramento County. The number of units is expected to increase by about 50 percent, to 2.8 million, by 2025. Substantial increases in housing stock are anticipated in all three counties, but most notably in Sutter and Placer counties. With proposed developments that include the approved West Roseville Specific Plan and the planned Placer Vineyards Specific Plan, as well as the SPSP proposed mixed use development in south Sutter County and several major new development proposals (such as Placer Ranch and Regional University), much of this construction is expected to occur in and around the study area.

**Table 4.2-4
Total Housing Units, SACOG Region and Study Area Counties,
2000 and 2025 (Projected)**

Location	2000	2025
SACOG Region	1,886,175	2,814,223
Sutter County	29,077	50,096
Placer County	98,730	175,039
Sacramento County	473,211	662,004
Source: SACOG, 2002.		

Much of the demand for housing in Sacramento and surrounding areas in recent years has been driven by employment growth and the relative affordability of housing in the region in comparison to housing prices in the San Francisco Bay Area. Of the approximately 128,000 housing units currently planned in the Sacramento region, 65 percent of the units are proposed for the three study-area counties, with 30 percent of all units in the region proposed for construction in Placer County (Paquin, 2005). SACOG expects that 80 to 90 percent of all new housing construction in the next two decades will occur at or beyond the urban edge, including in northern Sacramento County and in southwestern Placer County—especially in the communities of Roseville, Rocklin, and Lincoln (SACOG, 2005).

Building permit data for the cities of Roseville, Rocklin, and Lincoln indicate that new construction surged in Roseville and Rocklin between 1997 and 2002, then began to taper off, while the number of building permits issued in Lincoln has increased steadily since 1999. Single-family homes dominate new construction in these communities.

Before 1999, median home prices and housing affordability in the Sacramento region were close to the national average, and considerably better than home prices and affordability in the San Francisco Bay Area. In 1999, the median price of existing homes in the region was \$131,500, compared to \$132,900 in the nation and \$217,300 in California. Between 1999 and 2004, however, home resale prices in the Sacramento region increased by 165 percent, to an average of \$347,790 (Levy and Doche-Boulos, 2005).

As shown in Table 4.2-5, the average price of new homes in the study area also rose sharply during this period, increasing by 61 percent in Sacramento County and by 71 percent in Placer County between 2001

and 2005. Price increases in Roseville, Rocklin, and Lincoln were even higher, with the average cost of a new home more than doubling in Lincoln during this period.

Recent data indicate that the residential real estate market in the Sacramento region has been softening slightly since mid-2005, with the inventory of homes for sale increasing and the number of sales declining (Lyon Realty, 2006). Although housing prices and the rate of new home sales are expected to stabilize in the near future, demand for new homes in the region is expected to remain strong (SPHERE Institute and Stanford Institute for Economic Policy Research, 2005). This is particularly true of southwestern Placer County and southern Sutter County because of the strong projected job growth in these areas.

**Table 4.2-5
New Home Average Sale Price Trends, 2001 through 2005**

Location	Fourth Quarter 2001	Fourth Quarter 2002	Fourth Quarter 2003	Fourth Quarter 2004	Fourth Quarter 2005	Percentage Change 2001-2005
Sutter County	N/A	N/A	\$257,604	\$306,552	\$346,154	N/A
Placer County	\$324,352	\$372,746	\$445,185	\$547,943	\$554,967	+71
Roseville	\$334,167	\$372,708	\$451,962	\$555,655	\$590,395	+77
Rocklin	\$304,184	\$367,923	\$449,476	\$518,729	\$551,231	+81
Lincoln	\$243,721	\$289,702	\$402,369	\$547,369	\$547,372	+115
Sacramento County	\$289,454	\$323,172	\$357,165	\$458,233	\$464,641	+61

Data Source: The Gregory Group, 2006.
NA = Not available.

The adopted General Plans for the communities of Roseville, Rocklin, and Lincoln allow for the construction of more homes than are currently built in these communities. Table 4.2-6 compares the number of dwelling units in these communities in 2004 with the number of dwelling units approved under existing general plans.

**Table 4.2-6
Comparison of Existing Homes with Buildout Potential in Roseville, Rocklin, and Lincoln**

Location	Existing Units (2004)	Total Units Allowed under General Plans
Roseville	40,889	60,039
Rocklin	19,641	28,606
Lincoln	10,478	22,218
Total units	71,008	110,863

Data Source: DKS Associates, 2006.

In addition, many new housing units have been proposed as part of major new master-planned development projects that have been proposed but not yet approved in and around the study area, including:

- Curry Creek 16,209 units
- Regional University 4,387 units

•	Placer Ranch	6,759 units
•	Placer Vineyards	14,321 units
•	Creekview	2,600 units
•	Sierra Vista	10,000 units
•	Lincoln Sphere of Influence expansion	33,720 units
•	Sutter Pointe	17,500 units

Land assembly activities in southwestern Placer County indicate a likelihood that there will continue to be proposals for master planned, mixed use development projects in this area in the future.

4.2.2.3 Economic Conditions

Employment

The number of jobs in the Sacramento region increased by more than 800 percent between 1950 and 2000, from approximately 100,000 in 1950 to 921,000 in 2000. The total number of jobs in the region is expected grow slightly faster than population over the next 50 years, increasing another 105 percent, to almost 1.9 million jobs by 2050.

The Sacramento region's share of all jobs in California increased from 4.5 percent in 1979 to 5.2 percent in 1990, to 5.5 percent in 1995, and to 5.7 percent in 2000. The region's share of statewide jobs has risen steadily because the region has continued to attract an above average share of the state's new job growth, capturing approximately 8 percent of California's job growth between 1979 and 2000 (Levy and Doche-Boulos, 2005).

After 2000, the region's share of jobs continued to rise, as employment shifted from other areas of California during the economic recession. Between 2000 and 2005, the largest job growth was experienced in the construction sector, followed by the government and health care sectors. The only sectors to lose jobs during this period were Manufacturing and Professional and Business Services (Paquin, 2006).

Government has historically been the strongest employment sector in the Sacramento region, but that has changed in recent years. As land available for development in the San Francisco Bay Area became more scarce and prices escalated, businesses moved to the Sacramento region, diversifying the region's economic base. Jobs in electronics, manufacturing, information services, health care, agriculture, food processing, and tourism have increased rapidly in recent years (SACOG, 2005).

The six-county SACOG region is expected to add 2 to 2.5 percent more jobs annually in the short term (through mid-2007, with the rate of job growth decelerating slightly after that time), with the highest gains expected in the Government sector. Other sectors expected to see substantial job growth include the Manufacturing and Construction sectors, while the Information sector is expected to continue to experience job decreases (SPHERE Institute and Stanford Institute for Economic Policy Research, 2005).

Table 4.2-7 displays recent data on the breakdown of employment by sector in the three study area counties. As this table indicates, Sacramento County provides the most employment, with a high concentration of jobs in the Government sector. The region's recent rapid growth is reflected in the concentration of jobs in the Construction sector, as well as in Retail Trade (especially in Placer and Sacramento counties). Many of the new jobs in high technology and health care are concentrated along the Interstate 80 (I-80) and SR 65 corridors, spurring growth in the cities of Roseville, Rocklin, and Lincoln. Farm employment represents about 10 percent of all employment in Sutter County, but less than 1 percent in the other two counties.

**Table 4.2-7
Full-Time and Part-Time Employment by Industry, 2003**

Area	Sutter County	Placer County	Sacramento County
Total employment	42,471	170,278	759,033
Farm employment	4,346	1,478	3,430
Forestry, fishing, related activities	1,908	547	1,4981
Mining	107	211	488
Utilities	96	494	869
Construction	2,557	21,470	50,469
Manufacturing	2,196	10,400	31,851
Wholesale trade	1,202	3,349	21,312
Retail trade	6,180	24,019	80,478
Transportation and warehousing	1,317	3,245	14,667
Information	271	3,106	18,942
Finance and insurance	1,246	9,488	46,214
Real estate and rental and leasing	2,017	9,606	26,680
Professional and technical services	1,739	10,661	49,881
Management of companies and enterprises	(D)	1,905	7,160
Administrative and waste services	2,099	9,942	46,071
Educational services	668	2,850	11,976
Health care and social assistance	4,137	13,420	64,324
Arts, entertainment, and recreation	(D)	4,693	12,932
Accommodation and food services	2,356	14,122	45,167
Other services, except public administration	2,633	16,998	42,698
Federal, civilian	171	670	7,476
Military	155	544	3,310
State and local government	3,989	15,784	171,140
Source: Regional Economic Information System, Bureau of Economic Analysis, 2005a, Table CA25 (NAICS), April 2005. (D) – Not shown to avoid disclosure of confidential information, but the estimates for this item are included in the totals.			

Placer County has experienced stronger annual employment growth rates than the state of California, the San Francisco Bay Area, or the SACOG region since 1992. In 2004, it was ranked as the fourth county in the nation in year-over-year job growth, at 6.3 percent. Since 1998, the strongest employment gains have been in the Construction sector, which accounted for 13 percent of all employment in 2003 and almost 98 percent of Placer County's employment growth between 1998 and 2003, reflecting population and business growth in the County and increased demand for homes and commercial space. Other employment increases were experienced in Financial Activities and in Educational and Health Services, whereas manufacturing jobs declined (SRRI, 2004).

Employment Centers in the Study Area

Historically, the study area's economy has been based on agriculture, but in recent years a number of manufacturing businesses have moved into the area, and there are proposals and plans that would bring considerable new job growth to the area. At present, there are several small businesses, such as convenience stores, cafes, and farm supply stores, scattered throughout the study area, but two areas have more intensive industrial/commercial development, with associated concentrations of jobs. These are the Sunset Industrial Area near SR 65 in the Eastern Segment and the South Sutter industrial/commercial reserve area south of Sankey Road in the Western Segment.

Placer County’s Sunset Industrial Area includes a variety of industrial and warehousing uses along Industrial Boulevard, as well as business park developments along SR 65. The polygons representing these clusters of industrial and commercial development, as shown on Figure 4.2-2, occupy more than 600 acres within the study area.

Businesses in the industrial/commercial reserve area of south Sutter County include the Sysco Foods plant, Holt of California, and JB Construction. A concrete batch plant and several manufacturing businesses are located along Pacific Road. In addition, a cluster of businesses (including warehousing and miscellaneous small retail and service businesses) is located on the south side of Sankey Road, immediately west of the Natomas East Main Drainage Canal.

Other major employment centers that are close to the study area include those in the cities of Roseville, Rocklin, and Lincoln. In Roseville, major private employers include Hewlett-Packard, NEC Electronics, Kaiser Medical Center, Union Pacific Railroad, SureWest Communications, Sutter Roseville Medical Center, and Agilent Technologies. Those in the City of Rocklin include Oracle Corporation, Hewlett-Packard, TASQ Technology, and the Sierra Community College District. Thunder Valley Casino is the major employer near the City of Lincoln. Other major employers in Lincoln are Solectron Global Services and Sierra Pacific Industries (SRRI, 2004).

The Roseville-Rocklin area is gaining a reputation as a leader in information technology. Hewlett-Packard has approximately 5,500 employees between the main 500-acre Roseville site and the satellite campuses in Rocklin and Lincoln. The Roseville site was established in 1979, making Hewlett-Packard Roseville’s largest employer. Operations include research and development and customer support (Placer County, 2006; Hewlett-Packard Development Company, L.P., 2006).

Employment growth in southwestern Placer County is expected to remain strong. Among the recent proposals for mixed-use developments within the study area are two proposals for university campuses—the Regional University and a satellite campus for the California State University at Sacramento to be included in the Placer Ranch Specific Plan (PRSP) area. These two university facilities are expected to provide approximately 9,400 jobs and generate more than 1 billion dollars in economic output annually (Thomson, 2004). In addition, job growth is expected in the SPSP area that lies within the study area. Projected total employment estimates associated with major new development proposals in and around the study area are as follows (DKS, 2006):

• Curry Creek	12,303
• Regional University	1,309
• Placer Ranch	29,372
• Placer Vineyards	11,869
• Creekview	650
• Sierra Vista	4,929
• Lincoln Sphere of Influence expansion	37,405
• SPSP	15,022

Labor Force and Unemployment

Table 4.2-8 presents data on the labor force and unemployment rates in the three study area counties in 2000 and 2005. Sacramento County has the largest labor force, followed by Placer County. Sutter County has a considerably smaller resident labor force. Unemployment rates have been relatively stable in the three counties. Placer County and Sacramento County have unemployment rates around 4 percent, somewhat better than the statewide unemployment rate of around 5 percent, while Sutter County’s unemployment rate is considerably higher, exceeding 9 percent, reflecting its dependence on agriculture.

**Table 4.2-8
Annual Average Labor Force Size and Unemployment Rates,
California and Study Area Counties, 2000 and 2005**

Area	Labor Force		Unemployment		Rate	
	2000	2005	2000	2005	2000 (%)	2005 (%)
California	16,857,500	17,695,600	833,200	948,700	4.9	5.4
Sutter County	38,000	40,800	3,600	3,800	9.4	9.4
Placer County	131,500	162,300	4,700	6,400	3.6	4.0
Sacramento County	606,000	673,800	26,400	32,400	4.4	4.8

Source: EDD, 2006a, Report 400c, Monthly Labor Force Data for Counties, 2005.

Income

Median and mean household income in the SACOG region grew faster than the rate of inflation from 1979 to 1999. Median household income in the region grew by 24.7 percent over the two decades, for an average annual growth rate of 1.1 percent, compared with 0.8 percent for the state and the nation during the same time period. Both median and mean household incomes in the SACOG region are expected to continue to rise in the coming decades. Median household income, adjusted for inflation, is projected to increase from \$45,267 in 1999 to \$58,516 in 2020 and to \$83,481 in 2050. Average household income is projected to increase from \$58,376 in 1999 to \$73,565 in 2020 and \$101,135 in 2050 (Levy and Doche-Boulos, 2005).

Table 4.2-9 presents recent data on the number of employed persons and per capita personal income for the study area counties in 2000 and 2003. Reflecting the size of their respective labor forces, Sacramento County had the highest number of employed persons, followed by Placer County. Per capita income was highest in Placer County—approximately 22 percent higher than per capita income in Sacramento County and 43 percent above per capita income in Sutter County. Additional breakdowns of wage earnings by industry in study area counties is found in the CIA for this Tier 1 EIS/EIR.

**Table 4.2-9
Total Employment and Per Capita Income,
California and Study Area Counties, 2000 and 2003**

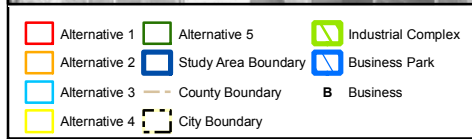
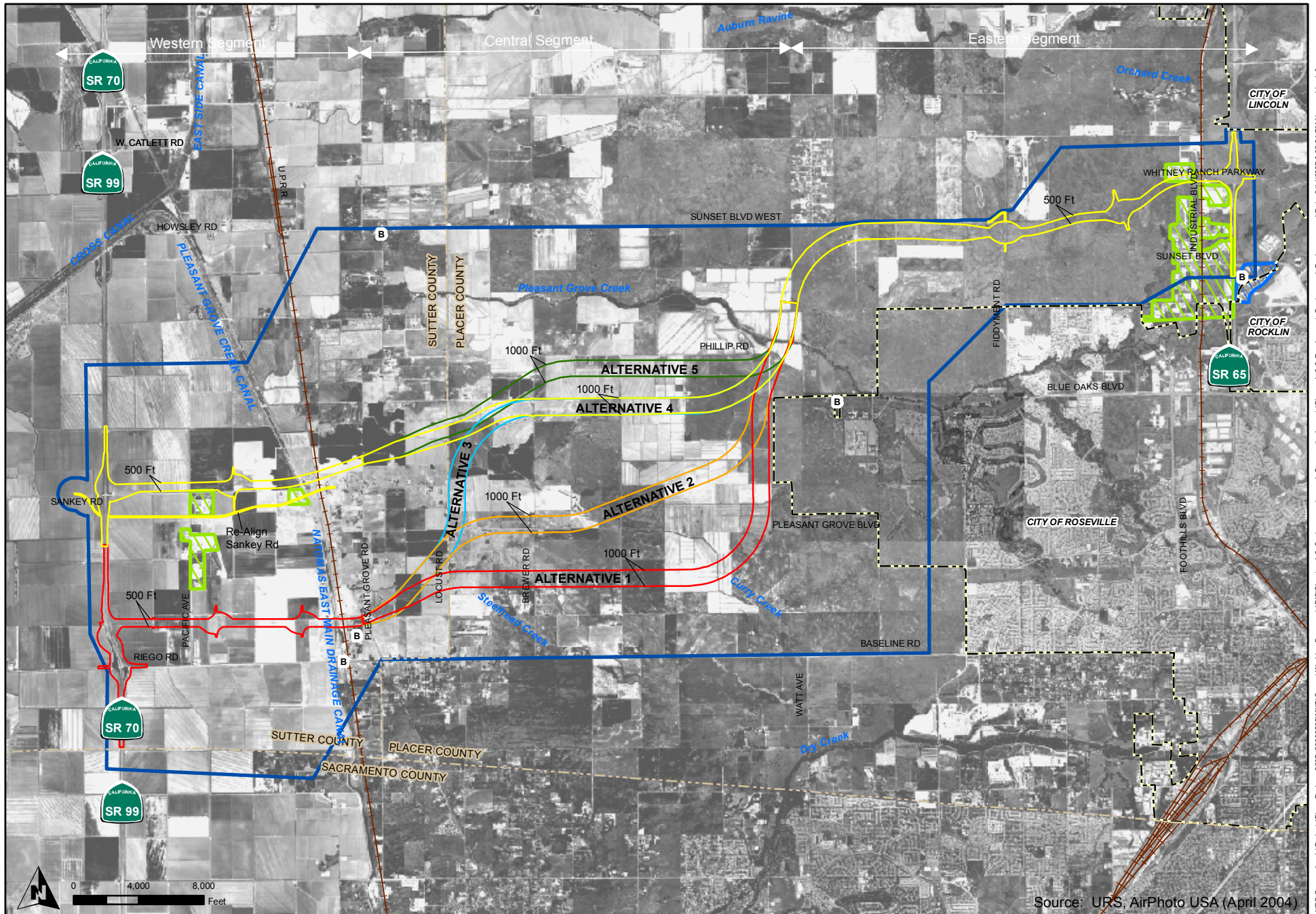
Area	Employment (number of jobs)		Per capita personal income	
	2000	2003	2000	2003
California	19,626,033	19,746,205	\$32,464	\$33,415
Sutter County	38,810	42,471	\$24,487	\$25,606
Placer County	147,756	170,278	\$36,419	\$36,613
Sacramento County	728,803	759,033	\$28,463	\$30,129

Source: Regional Economic Information System, Bureau of Economic Analysis, 2005b, Table CA04 County income and employment summary, April 2005

4.2.3 IMPACT ANALYSIS

4.2.3.1 Methodology for Impact Evaluation

Direct impacts to population, housing, businesses, and communities in the study area were identified by comparing the footprint of corridor alignment alternatives to aerial photographs and Geographic



Tier 1 EIS/EIR

Employment Centers and Businesses

Figure 4.2-2
June 2007

Source: URS, AirPhoto USA (April 2004)

Information System (GIS) data that included mapping of the locations of homes, farmsteads, communities, and businesses within the study area. For the purposes of this analysis (consistent with “worst-case analysis” principles), it was assumed that if a home or business fell within a corridor alignment it would be affected, even though it may be possible to avoid the resource in the future, when a specific Parkway right-of-way is identified within the selected corridor. Where disruption or division of an established community would occur, effects on community cohesion or other adverse impacts on the affected neighborhood are considered.

Project-related employment and income benefits were estimated by using national multipliers developed through FHWA-funded research. Pertinent adopted goals and policies were reviewed to determine consistency or inconsistency with Parkway alternatives.

4.2.3.2 Evaluation Criteria

The project would be considered to have socioeconomic or community impacts if it would:

- disrupt or divide the physical arrangement of an established community or employment center;
- displace a large number of people;
- displace a large number of businesses or jobs;
- cause substantial loss of local government revenues; or
- be inconsistent with local adopted goals and policies pertaining to social or economic conditions.

4.2.3.3 Direct Impacts

No-Build Alternative

Under the No-Build Alternative, land for the Parkway would not be acquired and the Parkway would not be constructed. The No-Build Alternative would have no impact on existing communities, homes, farmsteads, businesses, or employment centers in the study area, nor would it result in loss of agricultural production in the study area. Section 2.3.1 provides additional details of the No-Build Alternative.

Alternative 1 – the Red Alternative

Alternative 1 would affect 120.6 acres of an existing rural residential community, and it would displace four additional isolated homes or farmsteads. These impacts are described by segment below.

Western Segment. In the Western Segment, Alternative 1 would not directly affect any existing residential communities and would not displace any isolated homes or farmsteads. Alternative 1 is outside of the major employment centers in the Western Segment and would not directly impact these resources. The potential value of crops lost as a result of farmland conversion in this segment is estimated at \$356,000 annually (2005 dollars).

Central Segment. In the Central Segment, Alternative 1 would take up to 120.6 acres of the rural residential community located on the north side of Baseline Road, in the central portion of this segment. The alignment would not split or divide this community, but it would remove a strip of land along a 1-mile section at the northern edge of this community, removing several rural residential homes. In addition, it would displace three other scattered homes or farmsteads north of the Riego community.

No major employment centers are currently located in the Central Segment. Alternative 1 would therefore not affect any major employment centers in this segment of the study area. The potential value of crops lost as a result of farmland conversion in this segment is estimated at \$423,000 annually.

Eastern Segment. Alternative 1 in the Eastern Segment would not affect any concentrated residential communities, but it would displace a single farmstead on the south side of Sunset Boulevard West, southeast of Amoruso Acres. Alternative 1 would impact approximately 19 acres of the existing Rio Bravo biomass power plant property in the Sunset Industrial Area in the vicinity of Industrial Boulevard, potentially displacing jobs and affecting the viability of the businesses on the remnant parcels. The potential value of crops lost as a result of farmland conversion in this segment is estimated at \$29,000 annually. A future interchange at Fiddymont Road could potentially encroach upon 5 to 6 acres of the area west of the existing sanitary landfill that is identified as a future landfill expansion area.

Alternative 2 – the Orange Alternative

Alternative 2 would not disrupt any existing rural residential communities, but it would displace four isolated homes or farmsteads, as described by segment below.

Western Segment. The Western Segment of Alternative 2 is the same as Alternative 1. Therefore, the potential socioeconomic and community impacts for this segment would be the same as described for Alternative 1.

Central Segment. Alternative 2 would displace three isolated homes or farmsteads in the Central Segment, in the vicinity of Locust and Brewer roads. No major employment centers are located in the Central Segment. Alternative 2 therefore would not affect any major employment centers in this portion of the study area. The potential value of crops lost as a result of farmland conversion in this segment under Alternative 2 is estimated at \$606,000 annually.

Eastern Segment. The Eastern Segment of Alternative 2 is the same as Alternative 1. Therefore, the potential socioeconomic and community impacts of this segment would be the same as described for Alternative 1.

Alternative 3 – the Blue Alternative

Alternative 3 would not disrupt any existing rural residential communities, but it would displace three isolated homes or farmsteads and affect business centers and crop values as described by segment below.

Western Segment. The Western Segment of Alternative 3 is the same as Alternative 1. Therefore, the potential impacts for this segment are the same as discussed for Alternative 1.

Central Segment. Alternative 3 would displace two isolated homes or farmsteads in the Central Segment. No major employment centers are identified in the Central Segment. Alternative 3 would therefore not affect any major employment centers in this portion of the study area. The potential value of crops lost as a result of farmland conversion in this segment under Alternative 3 is estimated at \$581,000 annually.

Eastern Segment. The Eastern Segment of Alternative 3 is the same as Alternative 1. Therefore, the potential socioeconomic and community impacts of this segment are the same as discussed for Alternative 1.

Alternative 4 – the Yellow Alternative

Alternative 4 would directly affect one rural residential community, removing approximately 15 acres from it, reducing the size of several adjacent rural residential properties. In addition, it would remove seven other isolated homes or farmsteads scattered along the alignment. It also would affect three employment centers and affect the value of agricultural crop production. These impacts are described by segment below.

Western Segment. In the Western Segment, Alternative 4 would directly affect about 15 acres at the northwestern corner of the Sankey-Pleasant Grove community. The re-alignment of Sankey Road would also affect several residences located east of the Union Pacific Rail Road (UPRR) tracks in this vicinity. The alignment would not split or divide this community, but it would affect several rural residential properties along its northern edge, near the railroad right-of-way north of Sankey Road. In addition, this alignment would displace four homes or farmsteads that are located along Sankey Road between the railroad right-of-way and Pacific Avenue.

Alternative 4, which would terminate near Sankey Road, would affect 2 acres of the Sysco property but would not directly affect the building or existing parking facilities. The Sankey Road realignment that would occur under this alternative would affect the complex of small industrial and commercial enterprises located on the south side of Sankey Road just west of the UPRR tracks. The potential value of crops lost as a result of farmland conversion in this segment from Alternative 4 is estimated at \$305,000 annually.

Central Segment. Alternative 4 would displace two isolated homes or farmsteads in the Central Segment. No major employment centers are identified in the Central Segment. Alternative 4 would therefore not affect any major employment centers in this portion of the study area. The potential value of crops lost as a result of farmland conversion in this segment under Alternative 4 is estimated at \$343,000 annually.

Eastern Segment. The Eastern Segment of Alternative 4 is the same as Alternative 1. Therefore, the potential impacts of this segment are the same as discussed for Alternative 1. Direct impacts on employment centers associated with Alternative 4 in the Eastern Segment would be identical to those identified for Alternative 1, as would the estimated value of lost crop production.

Alternative 5 – the Green Alternative

Like Alternative 4, Alternative 5 would impact one rural residential community, removing approximately 15 acres and reducing the size of several adjacent rural residential properties, as well as impacting several homes east of the railroad tracks (through Sankey Road realignment). Alternative 5 also would displace ten other isolated homes or farmsteads scattered along the alignment, and would impact three employment centers and affect crop production values. These impacts are described by segment below.

Western Segment. The Western Segment of Alternative 5 is the same as Alternative 4. Therefore, the potential socioeconomic and community impacts of this segment are the same as discussed for Alternative 4.

Central Segment. The Alternative 5 alignment would displace five isolated homes or farmsteads in the Central Segment, in the area south of Pleasant Grove Creek. No major employment centers are identified in the Central Segment. Alternative 5 would therefore not affect any major employment centers in this portion of the study area. The potential value of crops lost as a result of farmland conversion in this segment under Alternative 5 is estimated at \$576,000 annually.

Eastern Segment. The Eastern Segment of Alternative 5 is the same as Alternative 1. Therefore, the potential impacts of this segment are the same as discussed for Alternative 1.

Comparison of Alternatives

None of the alignment alternatives would divide the physical arrangement of an established community, although Alignments 1, 4, and 5 could potentially disrupt an existing cluster of rural residential homes by removing several of the homes and converting this existing residential use to a transportation corridor use (roadway and no-development buffer). Alternative 1 would have the greatest impact, on 120.6 acres of Country Acres, the rural residential settlement on the north side of Baseline Road, compared with 14.7 acres in the Sankey-Pleasant Grove area that would be impacted by Alternatives 4 and 5. Each of the alignment alternatives would displace several isolated homes or farmsteads, ranging from three (Alternative 3) to ten (Alternative 5) (see Table 4.2-10).

**Table 4.2-10
Summary of Direct Impacts to Community Resources
Associated with the Parkway Build Alternatives, by Segment**

Alignment Alternative	Residential Communities (number)			Residential Communities (acres)			Homes and Farmsteads (number)		
	W	C	E	W	C	E	W	C	E
1	0	1	0	0	120.6	0	0	3	1
2	0	0	0	0	0	0	0	3	1
3	0	0	0	0	0	0	0	2	1
4	1	0	0	14.7	0	0	4	2	1
5	1	0	0	14.7	0	0	4	5	1

Data Source: URS Corporation GIS file data, February 2006.
W = Western Segment
C = Central Segment
E = Eastern Segment

All of the build alternatives would directly impact the same employment center in the Eastern Segment and the Rio Bravo biomass power plant in the Sunset Industrial Area and would not affect any employment centers in the Central Segment (see Table 4.2-11). Alternatives 1, 2, and 3 would not directly impact any employment centers in the Western Segment, while Alternatives 4 and 5 would impact several businesses on the south side of Sankey Road. The estimated value of crops lost as a result of farmland conversion under the various alternatives would be similar, with estimates ranging from \$808,000 annually (Alternative 1) to \$991,000 annually (Alternative 2). The Placer Parkway project is included in the Regional Transportation Plan and MTP, and its Purpose and Need statement includes a goal of fostering economic growth.

Western Segment. In the Western Segment, all alignment alternatives would terminate either at Sankey Road or north of Riego Road. The three alignment alternatives terminating north of Riego Road (Alternatives 1, 2, and 3) would not directly impact any existing residential communities and would not displace any isolated homes or farmsteads. Alternatives 4 and 5, which terminate at Sankey Road, would directly affect 14.7 acres of the Sankey-Pleasant Grove community. This would not split or divide the community, but would impact several adjacent rural residential properties along the north side of Sankey Road. In addition, Alternatives 4 and 5 would remove another four more isolated homes and farmsteads that are scattered along Sankey Road to the west of the more densely populated area.

**Table 4.2-11
Summary of Direct Impacts to Employment Centers
Associated with the Project Alternatives**

Alignment Alternative	Affected Employment Centers (number)			Affected Employment Centers (acres)		
	W	C	E	W	C	E
1	0	0	1	0	0	19
2	0	0	1	0	0	19
3	0	0	1	0	0	19
4	1	0	1	2	0	19
5	1	0	1	2	0	19

Data Source: Aerial photo and URS Corporation GIS data summary file, February 2006.
W = Western Segment
C = Central Segment
E = Eastern Segment

In the Western Segment, Alternatives 1, 2, and 3, which would terminate north of Riego Road, would not directly affect any existing businesses or employment centers in the study area. Alternatives 4 and 5, which would terminate near Sankey Road, would impact 2 acres of industrial uses on the south side of Sankey Road but probably would not displace any businesses because of the small amount of land affected. The value of crops lost as a result of converting farmland to a roadway use is estimated at \$356,000 annually under Alternatives 1, 2, and 3 and at \$305,000 annually under Alternatives 4 and 5.

Central Segment. The five alternatives follow different routes through the Central Segment, resulting in different community impacts associated with each alternative in this portion of the study area. Alternative 1 would have the greatest impact on existing residential communities, taking 120.6 acres of the rural residential area north of Baseline Road in the central portion of this segment. The alignment would not split or divide this community, but it would remove a strip of land along a 1-mile section at the northern edge of the rural residential area, removing several homes. All of the alignment alternatives would displace a number of the more isolated homes or farmsteads in the Central Segment, ranging from two (Alternatives 3 and 4) to five (Alternative 5).

As no major employment centers are located in the Central Segment, none of the alignment alternatives would cause any impacts on these resources. The estimated value of crops lost as a result of farmland conversion would be highest in this segment, ranging from \$343,000 annually (Alternative 4) to \$606,000 annually (Alternative 2).

Eastern Segment. In the Eastern Segment, all build alternatives follow the same route, connecting with SR 65 at Whitney Ranch Parkway, so potential socioeconomic and community impacts would not vary by alignment alternative in this segment.

Consistency with Adopted Goals and Policies

The No-Build Alternative would be inconsistent with Placer County economic development policy 1.N.2, which states that the County shall encourage the retention, expansion, and development of new businesses by providing infrastructure in areas where resources and public facilities and services can accommodate employment generators. The Sunset Industrial Area has been designated as such an area, but development of businesses in this area has been hindered by infrastructural constraints, including local

traffic congestion and lack of efficient access to air freight services at the Sacramento International Airport.

All build alternatives would be inconsistent with Sutter County and Placer County policies aimed at preserving and enhancing agricultural activities in the county, such as Sutter County economic development Goal 6.B and related policies aimed at facilitating preservation, growth, and expansion of agricultural industries within Sutter County, as well as Placer County General Plan Policy 7.A.3 (see Table 4.4-1), which states that the County shall encourage continued and increased agricultural activities on lands suited to agricultural uses.

4.2.3.4 Secondary and Indirect Impacts

No-Build Alternative

Under the No-Build Alternative, land for the Parkway would not be acquired and the Parkway would not be constructed. The No-Build Alternative would not have any secondary or indirect impacts on socioeconomics and communities within the study area. Section 2.3.1 provides additional details of the No-Build Alternative.

Alternatives 1 Through 5

Potential adverse secondary and indirect impacts include visual, noise, and air quality impacts to the area. Sections 4.6, 4.9, and 4.10 further discuss these impacts. However, the Parkway could also improve access, reduce travel times, and reduce traffic congestion on local roadways used by current and future residents. Potential secondary and indirect impacts associated with growth are discussed in Section 6.1, Growth.

In the Western Segment, the construction of two new potential interchanges along the corridor connecting at SR 70/99 north of Riego Road or one new potential interchange along Sankey Road would improve access to these areas and would accelerate southern Sutter County's change from a rural, agricultural area to a mixed-use new community, as contemplated under the proposed SPSP. The rural agricultural character of this area will be transformed by the new land uses proposed under the SPSP, with or without Placer Parkway, but the Parkway would contribute to this substantial change in the character of the community. Future residents of the SPSP area as well as long-time residents of the Riego and Sankey-Pleasant Grove communities (which straddle the boundary between the Western and Central segments) would have improved access to amenities in Placer County via the interchanges built in the Western Segment. The new Parkway facility would bring noise, visual, and air quality impacts that could adversely affect the quality of life of residents whose homes lie close to the new roadway right-of-way.

Because the Parkway is not proposed to have any interchanges in the Central Segment, it would not provide the same level of mobility and access benefits to residents of this area as residents of the Western and Eastern segments would receive. Quality of life could improve for area residents from the reduction in traffic congestion along local roadways, but visual, noise, and air quality impacts would be introduced in the vicinity of the new roadway. Conflicts between farmers and urban commuters in this segment could be reduced by the project, at least in the short term, as through traffic is removed from local roadways onto the new Parkway facility.

Secondary and indirect community impacts in the Eastern Segment of the Parkway study area would be similar to those described for the Western Segment. The Parkway would introduce some adverse quality-of-life impacts (e.g., noise, visual, and air quality changes) to residents whose homes or farms lie in the vicinity of the new roadway; however, it would also improve quality of life by removing through traffic from local roadways and by providing improved access to Sutter County destinations and the northern

area of Sacramento. It would also facilitate development of and access to new homes and community amenities being planned for the PRSP area.

Construction Employment and Income Benefits

Employment and income associated with future roadway construction would not occur within specific segments of the study area as defined for the purposes of this analysis, but would be more regional in nature. Project-related employment and income impacts associated with all of the build alternatives would be similar, but it is not possible to predict where these would occur, because it is not known where the major suppliers or construction contractors would be located or where construction labor would be hired. Direct, indirect, and secondary employment and income benefits would be experienced within Sutter, Placer, and Sacramento counties, but many of these benefits could be dispersed throughout the greater Sacramento region, northern California, or beyond.

The total estimated cost of construction for Placer Parkway would be more than \$600 million. The current preliminary estimated cost for the Parkway is approximately \$611 million for a four-lane facility and \$654 million for a six-lane facility. This includes approximately \$158 million for right-of-way and environmental costs and approximately \$453 million for construction for the four-lane facility and \$160 million for right-of-way and environmental costs and \$495 million for construction for the six-lane facility (HDR/HLB Decision Economics, 2006; URS Corporation, 2005).

FHWA estimates transportation infrastructure accounts for 11 percent of the nation's economic activity and that every dollar invested in the highway system yields \$5.60 in economic benefits (FHWA, 1999b). Using the FHWA average multiplier, the \$453 construction expenditure for a four-lane facility would result in approximately \$2.5 billion in regional economic benefits. FHWA research has shown that expenditures of capital for highway improvements reduces costs, increases efficiency, and expands output of businesses in the region, resulting in increased demand for labor, capital, and materials, generally strengthening the regional economy (FHWA, 1999a).

Based on FHWA's estimate that every billion dollars spent in highway construction generates 42,000 jobs, the \$453 million spent on constructing a four-lane Placer Parkway would generate an estimated 19,026 jobs over the lifetime of the construction of the project. Of these, approximately 8,942 workers would be employed supplying highway construction materials and equipment, approximately 6,469 would work in businesses where construction dollars are spent, and approximately 3,615 would work at roadway construction sites (FHWA, 1999b). Regional economic and employment benefits would be about 7 percent higher for a six-lane facility.

It is anticipated that Placer Parkway would be constructed in phases, as individual developers contribute certain interchanges or roadway segments as part of their master-planned developments and as funding becomes available (e.g., four lanes could be constructed initially, with two additional lanes added at a later time).

Fiscal Impacts

Placer Parkway would convert almost 2,000 acres of land in the study area to a transportation corridor. This would result in the permanent loss of current property tax revenues associated with that land that are received by local jurisdictions, as taxable land uses become converted to nontaxable highway right-of-way. In addition, farmland that is under Williamson Act contracts that would be converted to the roadway corridor would result in further reductions in local revenues, through the loss of the partial tax reimbursements made to Placer County by the state under that program.

Because of the uncertainty about funding sources for construction of Placer Parkway, other local fiscal impacts of roadway construction on regional or local jurisdictions cannot be evaluated at this time. It is likely that the facility construction cost would be financed using a variety of federal, state, regional, and local funding sources—such as government grants, development mitigation fees, and special sales taxes—and possibly even private funding (the toll road option). A special study conducted in 2006 by HDR/HLB Decision Economics, Inc., for South Placer Regional Transportation Authority indicated that constructing the Placer Parkway as a toll road could be a fiscally feasible option, especially if there were to be a combination of public and private financing available for the project. The conclusion was based on population projections for the area, projections of household income, anticipated congestion on the local roadway network without the Parkway, and estimated travel time savings that would be achieved by using Placer Parkway. Annual operation and maintenance costs for Placer Parkway as a toll road were estimated at approximately \$1 million per mile, or approximately \$15 million annually in 2005 dollars (HDR/HLB Decision Economics, 2006). Appendix B of the Transportation Technical Report (DKS Associates, 2007) provides additional discussion of the operation of the Parkway as a potential toll road.

4.2.3.5 Cumulative Impacts

No-Build Alternative

Under the No-Build Alternative, land for the Parkway (see Section 2.3-1) would not be acquired and the Parkway would not be constructed. There would not be any cumulative socioeconomic or community impacts under the No-Build Alternative.

Alternatives 1 Through 5

Because of its location with respect to the SPSP area of Sutter County, the PRSP area in Placer County, and other major proposed developments in the region, Build Alternatives 1 through 5 would provide a cumulatively considerable contribution to the implementation of planned land use changes that will transform the rural, agricultural character of the Western and Eastern segments of the study area to higher density, mixed use, master-planned communities. Families who have historically farmed in these areas may be displaced through this cumulative urbanization process, but may also benefit from increased land values as population densities increase and land uses intensify. (The cumulative community changes associated with this planned future urbanization of the Western and Eastern segments of the study area may be perceived as positive by some and as adverse by others). Because Placer Parkway would provide no interchanges in the Central Segment, it would not contribute measurably to cumulative impacts to community changes in this portion of the study area.

The project, along with major development projects proposed for the study area and surrounding vicinity (including two new university campuses), will contribute to strengthening and diversifying the local and regional economy (this would be a cumulative economic benefit, not a substantial adverse impact). The Parkway would contribute to the structural change from an agricultural economy to an increasingly diversified economic base and increased property tax revenues, as higher-density urban uses replace farming, especially in the Western and Eastern segments. It would contribute to regional economic strength and to the development of commercial and industrial businesses planned for the SPSP area, the Sunset Industrial Area, and the proposed PRSP area by improving access to these areas, providing an alternative to SR 65 and I-80 for connecting the Roseville-Rocklin-Lincoln area to the Sacramento airport, and improving levels of service on roadway segments.

The Parkway's contribution to the estimated value of crops lost as a result of farmland conversion is not cumulatively considerable and would be more than offset by other forms of revenue such as employment

and sales taxes and a higher property tax base from planned and proposed development within the study area that could be accelerated by the Parkway.

4.2.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION STRATEGIES

4.2.4.1 Tier 1 – Avoidance/Minimization Strategies

- During the development of alternatives, in order to reduce environmental impacts, avoidance alternatives were also considered (see Section 2.5.4). These alternatives did not meet the project Purpose and Need and were therefore eliminated from further consideration.
- During the alternatives screening process, efforts were made to avoid socioeconomic and community impacts. Examples of such efforts included modification and/or elimination of PSR conceptual corridor alignments (see Section 2.5) to avoid community impacts. These efforts include:
 - Elimination of a northern alignment between SR 70/99 and Amoruso Acres, and a connection to SR 70/99 North of Sankey Road, because of impacts to the Pleasant Grove community, growth inducement potential, agriculture impacts and reduced transportation benefits.
 - Elimination of a Parkway connection to SR 65 at Blue Oaks Boulevard partly on the basis of avoiding community effects, which would have included restriction of street access, construction through or adjacent to residential areas, and removal of homes and businesses.
 - Elimination of a portion of a central corridor alignment that encroached into a large wetland/vernal pool/conservation area at the confluence of two main branches of Curry Creek was eliminated and the alignment moved northward. This minimized disruption to the established community near Pleasant Grove and Sankey Road.
 - Adjustments were made to southern corridor alignments to reflect different distances between it and Riego/Baseline Road. Input was received that the Parkway should lie directly adjacent to Riego/Baseline Road to minimize the potential for growth inducement and to reduce habitat fragmentation by placing the two roadways next to each other. Based on a number of factors (see Section 2.5.3.3), including impacts to a residential community in the vicinity of County Acres, this alternative was eliminated.
 - Potential more southerly alignments, whether connecting to SR 65 at Blue Oaks Boulevard or at other interchange locations, would pass through the City of Roseville and require the removal of substantial existing development. The resulting socioeconomic and community impacts and costs make such alternatives infeasible, and they were therefore eliminated from further consideration.
- During development of the Tier 1 conceptual design of the Parkway, efforts were made to avoid socioeconomic and community impacts. These efforts included:

- The restriction of access between Pleasant Grove Road and Fiddymont Road to avoid inducing urban growth in areas not designated for development in existing general plans and to maintain the rural character of western Placer County and south Sutter County.
- The location of the Parkway within a no-development buffer zone (see Section 2.2.4) that would preserve open space and agricultural uses adjacent to the Parkway and limit future development in the buffer zone.
- During the Tier 1 environmental review process, PCTPA worked with local jurisdictions to plan for the Parkway and planned/proposed development in order to reduce the likelihood of environmental impacts, including socioeconomic and community impacts. Results of this coordination included modification and elimination of alternatives and refinement of corridor alignments.

4.2.4.2 Tier 2 – Consultation/Coordination

- PCPTA will continue to coordinate with local jurisdictions, residents, and businesses in the study area, in Tier 2 to reduce the likelihood of socioeconomic and community impacts. Coordination will include development of specific project design details to minimize impacts, including consideration of the location of the roadway footprint.

4.2.4.3 Tier 2 – Mitigation Commitments

- To maintain existing and future local roadway connectivity (for emergency access, farming operations and community access), over-crossings will be constructed, as appropriate, to convey traffic over the Parkway. These over-crossings will not connect to the Parkway.
- Any households or businesses displaced by the Parkway will receive relocation assistance payments and counseling in accordance with the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act, as amended, to ensure that any displaced residents are relocated to a decent, safe, and sanitary home. All eligible displacees will be entitled to moving expenses and other benefits as provided by the act. All benefits and services will be provided equitably to all relocatees without regard to race, color, religion, age, national origins, or disability as specified under Title VI of the Civil Rights Act of 1964.

4.2.4.4 Tier 2 – Mitigation Considerations

- Alternatives 1, 4, and 5 could disrupt an existing rural residential community by displacing homes and converting a portion of the Sankey-Pleasant Grove community to a transportation corridor. Since no vital community services or gathering places would be impacted in either of the two affected areas, it may be possible to mitigate this potential impact and minimize potential adverse effects in these areas by relocating the displaced households within or close to the affected rural residential communities, if they so desire. Since no vital community services or gathering places would be impacted in either of these two areas, no mitigation is required beyond standard provisions of the Uniform Relocation and Real Property Acquisition Assistance Act.
- In consultation with local jurisdictions, mitigation strategies considered at Tier 2 will include the development of design improvements to reduce impacts, such as:

- Appropriate adjustments to the location of the actual roadway within the Parkway corridor alignment;
- Provision of alternative access to remnant parcels; and
- Determination of the number, location and design of specific project features such as over-crossings.

4.2.5 TIER 1 AND TIER 2 STUDIES

- Analyses begun in Tier 1 which will be undertaken in greater detail in Tier 2
 - The analysis of specific homes and businesses that would be displaced by the Parkway, as well as the estimated number of jobs associated both with the displaced businesses and with any farm units that would no longer be economically viable as a result of reductions in size or parcel splitting, will include preparation of a Relocation Impact Report that will identify the homes or businesses that would be displaced by the Parkway and evaluate comparable relocation resources in the vicinity. This report would identify any special needs that potentially displaced households may have (such as low-income status [see Section 4.3], language barriers, or presence of senior citizen citizens or persons with disabilities or other needs), as well as any special needs displaced businesses might have, and recommend any special measures to be taken to address those needs.
- Analyses that will begin in Tier 2
 - An analysis will be undertaken to estimate fiscal impacts on local jurisdictions based on revised information about parcels affected, current assessed values, Williamson Act contract status, and proposed funding mechanisms for the Parkway.