4.11 TRANSPORTATION, CIRCULATION, AND TRAFFIC

This section provides information on transportation, circulation, and traffic that occur or could potentially occur within the Park, and could be impacted by Program Actions of the Project. Section 4.0, Environmental Analysis, provides a description of DPR's analytical methodology that is applied to each resource category, including Transportation, Circulation and Traffic, from a program and area-specific perspective.

Program and Area-specific impacts potentially resulting from the Project would not differ for transportation, circulation, and traffic resources; therefore, Section 4.11.4 (Environmental Impacts and Mitigation Measures) does not distinguish between programmatic and area-specific impacts. Table 4.11-1, Summary of Findings for Transportation and Traffic Impacts, provides significance findings regarding each impact statement. Table 4.11-2, Area-Specific Transportation Impacts Analysis, provides significance findings regarding each impact statement relative to each Remediation Area.

TABLE 4.11-1
LEVEL OF SERVICE CHARACTERISTICS FOR UNSIGNALIZED INTERSECTIONS

Level of Service	Description	Average Vehicle Delay (seconds)
A	Little or no delay.	0-10
B	Short traffic delays.	>10-15
C	Average traffic delays.	>15-25
D	Long traffic delays.	>25-35
E	Very long traffic delays.	>35-50
F	Stop-and-go conditions.	>50

Source: 2000 Highway Capacity Manual by Transportation Research Board, National Research Council, Washington, DC, Library of Congress.

4.11.1 EXISTING CONDITIONS

4.11.1.1 Methods

DPR and its consultants conducted a comprehensive review of available literature, including roadway maps, the County of Nevada General Plan, the City of Grass Valley General Plan, the Park General Plan, and associated guidelines and evaluation criteria to establish existing conditions and analyze potential impacts associated with potential Project traffic. A summary of applicable General Plan goals and policies is found in Section 4.11.2, Regulatory Setting. At this time, it is unknown which of the specific remediation options would be applied at each of the 10 Remediation Areas. Therefore, quantification of potential employee, hired worker, equipment, and hauling traffic is

infeasible, and a traffic impact study is inappropriate at this time. In addition, the county of Nevada, City of Grass Valley, and CalTrans all have traffic number and capacity thresholds that trigger mandatory preparation of a Traffic Impact Study (TIS). The most conservative is the City of Grass Valley, which requires a TIS for any project resulting in more than 50 peak hour round trips (100 one way trips).

TABLE 4.11-2
LEVEL OF SERVICE CHARACTERISTICS FOR SIGNALIZED INTERSECTIONS

Level of Service	Description	Average Vehicle Delay (seconds)
A	Uncongested operations; all queues clear in a single cycle.	<10
B	Very light congestion; an occasional phase is fully utilized.	>10-20
C	Light congestion; occasional queues on approaches.	>20-35
D	Significant congestion on critical approaches, but intersection is functional. Cars required to wait through more than one cycle during short peaks. No long-standing queues formed.	>35-55
E	Severe congestion with some long-standing queues on critical approaches. Traffic queue may block nearby intersection(s) upstream of critical approach (es).	>55-80
F	Total breakdown, stop-and-go conditions.	>80

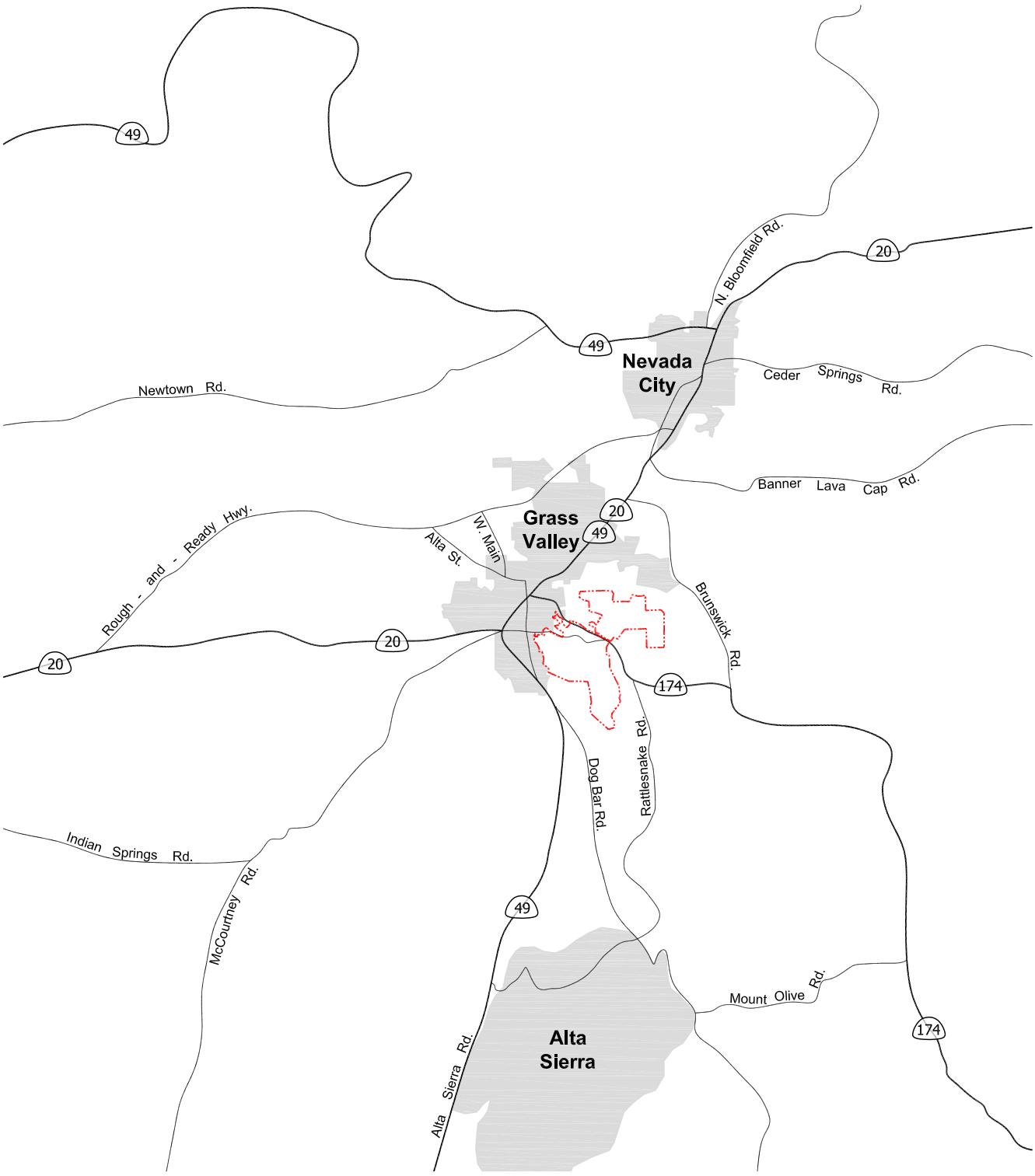
Source: Transportation Research Board, Highway Capacity Manual, 2000.

4.11.1.2 Roadway System

The Park is located just south of the Nevada City/Grass Valley area, the primary urban center in western Nevada County (County). Residential commuter traffic originating from this area constitutes the main transportation pattern for the western portion of the county (Nevada County 1996, DPR 2008). Figure 4.11-1, Regional Transportation Network, shows the existing roadways in and adjacent to the Park. East Empire Street is the primary roadway providing access to the Park.

State Highways

Three state highways are located close to the Park: State Route (SR) 49, SR 20, and SR 174. The segment of SR 49 located west of the Park connects Interstate 80 (I-80) at the city of Auburn to SR 20 in Grass Valley.



N

0 2 miles

SCALE: 1" = 2 miles

Figure 4.11-1
Regional Transportation Network

EMPIRE MINE SHP
SITE CHARACTERIZATION
AND REMEDIATION PROJECT

RESOURCE DESIGN
TECHNOLOGY, INC.

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This segment of SR 49 is approximately 23 miles long and is a two-lane rural road for much of its length, until it becomes a four-lane freeway about 1 mile south of Grass Valley (California Highways 2008a). As it enters Grass Valley, SR 49 merges with SR 20 and provides access to the Park entrance by way of East Empire Street.

SR 20 runs in an east-west direction through the center of Grass Valley and is located north of the Park. The 5-mile segment of SR 20, between its merger with SR 49 and where it enters Nevada City, is a four-lane highway (California Highways 2008b).

SR 174 is a 13-mile-long rural, two-lane road that connects I-80 at Colfax to SR 20/49 in Grass Valley (California Highways 2008c). Approximately 3 miles from its northern terminus in Grass Valley, SR 174 bisects the Park and separates the northern Union Hill portion of the Park from the core and Osborne Hill Park areas. SR 174 provides access to the Park entrance at its intersection with the eastern terminus of East Empire Street.

Local Roadways

Grass Valley streets such as South Auburn, Kate Hayes, and Pine streets intersect East Empire Street, providing surface street access to the Park. Pedestrian access gates and vehicular gates used for ranger patrols, park maintenance, and emergency access are accessible from Osborne Hill Road, a private, one-lane residential street.

4.11.1.3 Public Transportation

Public transportation for western Nevada County is provided by the Gold Country Stage, which operates a fleet of buses in and around Grass Valley and Nevada City and also serves the nearby cities of Colfax and Auburn. Buses travel along 12 different routes. Two bus routes, including the Grass Valley Loop (Route 3) and the Colfax Route (Route 12), stop within ½ mile of the Park (Nevada County Community Development Agency 2006, DPR 2008).

4.11.1.4 Rail Transportation

Southern Pacific operates rail tracks that parallel I-80. Amtrak's Capitol Corridor route connects the capitol cities of Reno and Sacramento and runs through to the Bay Area along the Southern Pacific track. Daily stops occur in the Placer County city of Auburn, 23 miles south of Grass Valley (Nevada County 2006, Amtrak 2008), and in the Nevada County town of Truckee 55 miles east (DPR 2008).

4.11.1.5 Airports

Nine municipal airports, private airfields, and heliports are situated throughout Nevada County (Hometown Locator 2008, USGS 2008). Of these, the Nevada County Airpark is the main municipal airport serving western Nevada County; it is located over 2 miles east of Grass Valley and the Park (Hometown Locator 2008, Nevada County 2006). Two private heliports are within 2 miles of the Park boundary; the Grass Valley Service Center Heliport is less than ½ mile west of the Park boundary and about 1¼ miles west of the Project area. The Shaws Hill Heliport is approximately 2 miles north of the Park boundary (DPR 2008).

4.11.1.6 Pedestrian and Bicycle Traffic

No designated bicycle lanes or sidewalks are provided on East Empire Street, SR 174, or Osborne Hill Road adjacent to the Park. Sidewalks are located on East Empire Street west of the Park boundary between the intersections of East Empire Street and SR 49 and South Auburn Street, and SR 174 and SR 49/SR 20 and Race Street. Pedestrian traffic utilizing sidewalks on Race Street can access the Park near the Magenta Drain via the entrance of the Memorial Park Trail.

4.11.2 REGULATORY SETTING

The development and regulation of the Project area transportation network primarily involves state and local jurisdictions. All public roads adjacent to the Project area are under the jurisdiction of Caltrans, Nevada County Department of Transportation and Sanitation (DOTS), or City of Grass Valley Public Works and Engineering Department. Caltrans jurisdiction includes permitting and regulation of the use of state roads, while the DOTS jurisdiction includes implementation of state permitting, policies, and regulations, as well as management and regulation of Nevada County roads. Project construction work occurring within or over a public roadway will require encroachment permits from all jurisdictions that manage or maintain the applicable roadway(s) prior to commencing work in the public right-of-way. Applicable state and county laws and regulations related to traffic and transportation issues are discussed below.

4.11.2.1 State

California Department of Transportation

California Department of Transportation (Caltrans) manages interregional transportation, including management of construction activities within or above the California highway system. In addition, Caltrans is responsible for permitting and regulating the use of state roadways. The Project area includes several roadways that fall under Caltrans' jurisdiction (I-80, SR 20/49, and SR 174).

Caltrans requires that permits be obtained for transportation of oversized loads and transportation of certain materials, and for construction-related traffic disturbances. Caltrans regulations would apply to the transportation of oversized loads on state roadways (e.g., I-80, SR 20/49, and SR 174) associated with the construction of the proposed Project.

4.11.2.2 Local

As a state agency, DPR is exempt from local regulations, including general plans, specific plans, and zoning ordinances, to the extent that such requirements conflict with DPR's own General Plan for the Park (California Constitution Article XI Section 7). However, DPR must comply with the Park's General Plan, as well as applicable state and federal rules and regulations governing historic buildings, structures, and districts and any local regulations applicable to impacts located outside the Park boundaries.

Nevada County

Nevada County Transportation Commission

The Nevada County Transportation Commission (NCTC) is the Regional Transportation Planning Agency for Nevada County.

Nevada County Regional Transportation Plan

California State law requires the NCTC to prepare and adopt a Regional Transportation Plan (RTP) every 4 years. The current Nevada County RTP identifies the policy direction, actions, and funding strategies needed to maintain and improve the County's regional transportation system (Nevada County 2005). The following goal and objective are applicable to the transportation systems in the Project area:

- Goal 1.0: Provide for the safe and efficient movement of all people, goods, services, and information; and
- Objective 1.A: Program improvements to the transportation system which (1) Reduce accident rates; (2) Reduce travel time for the movement of persons, goods, and information; (3) Maintain levels of service adopted by local jurisdictions; and (4) Support the policies of the local general plans.

Nevada County Department of Transportation and Sanitation

DOTS is responsible for the design, construction, and maintenance of roadways and bridges in the County. In addition, DOTS conducts land use review, permit processing, and traffic studies. Roadway and circulation standards for the County are also established and enforced by DOTS.

DOTS requires an encroachment permit prior to work within a county road right-of-way. The encroachment permit contains standard conditions intended to maintain safety along roads during construction and to ensue that roads are returned to original condition if damaged during construction.

Nevada County General Plan Circulation Element

Intersection Level of Service (LOS) is a measure of the average delay experienced by vehicles at a particular intersection. LOS characteristics for both unsignalized and signalized intersections are presented in Table 4.11-1 and Table 4.11-2.

The LOS standards denoted in the Circulation Element of the Nevada County General Plan apply to area intersections under the jurisdiction of the County.

- Objective 4.10: Provide for alternative routes for efficient service and for emergency access; and
- Policy 4.23: As determined with input from providers of fire, police, and emergency services, ensure that alternative access is provided where needed for all discretionary projects (Nevada County 1996).

City of Grass Valley General Plan

The Circulation Element of the Grass Valley General Plan (1999) includes the following Circulation Goals and Objectives that pertain to the Project:

Circulation Goals and Objectives

- 5-CO: Convenient, safe and functional facilities for pedestrians, bicyclists and equestrians;
- 3-CG: Provide for the safe and efficient movement of people and goods in a manner that respects existing neighborhoods and the natural environment;

- 4-CG: Maintain, improve and expand the existing circulation and transportation system to provide reasonable ingress, egress and internal movement;
- 5-CG: Maintain adequate emergency access; and
- I2-CO: Improvement and maintenance of adequate emergency access throughout the city.

4.11.3 THRESHOLDS OF SIGNIFICANCE

The following thresholds have been prepared based on the State CEQA Guidelines (Appendix G) and Section 15065 of the State CEQA Guidelines. The Project would have a significant impact on transportation, circulation, and traffic of the area if it will:

- Cause a substantial increase in traffic, in relation to existing traffic and the capacity of the street system (i.e., a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);
- Exceed, individually or cumulatively, the level of service standards established by the county congestion management agency for designated roads or highways;
- Cause a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks;
- Contain a design feature (e.g., sharp curves or a dangerous intersection) or incompatible uses (e.g., farm equipment) that would substantially increase hazards;
- Result in inadequate emergency access;
- Result in inadequate parking capacity; or
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

4.11.4 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

4.11.4.1 Programmatic and Area-Specific EIR Impact Assessment

To identify potentially significant impacts resulting from the Project, each proposed Program Action was assessed against the significance thresholds listed in Section 4.11.3, Table 4.0-1, Proposed Program Actions and Anticipated Project Actions at the Park, provides a summary of which Project Actions that would be necessary to implement Program Actions and Table 4.0-2, Summary of Results of Area-Specific Impact Findings for the 10 Remediation Areas, assesses reasonably foreseeable impacts that could occur to each of the identified environmental resources. The Program Actions are described in detail in Section 2.6.3 of the Draft PEIR. The

discussion below lists each type of potential traffic impact and provides an analysis of potential impacts from each Program Action, assesses the significance of each impact, and if necessary, identifies measures that would minimize impacts to a level below significance. In the course of the impact assessment, it became apparent that program and area-specific impacts do not differ for Transportation, Circulation, and Traffic. Therefore, the impacts discussed below apply to both the Program Actions and to area-specific activities.

Table 4.11-3, Summary of Findings for Transportation and Traffic Impacts, provides a summary of the significance determinations for each Program Action. Table 4.11-4, Area-Specific Transportation Impacts Analysis, provides a description of the transportation-related impacts that could potentially occur as a result of Program Actions at the Park.

TABLE 4.11-3
SUMMARY OF FINDINGS FOR TRANSPORTATION AND TRAFFIC IMPACTS

Program Actions	Thresholds of Significance						
	Substantial increase in traffic relative to capacity of street system	Exceed established Level of Service (LOS) standards for roads or highways	Change traffic level or location resulting in substantial safety risk	Substantial increase in traffic hazards due to design feature or incompatible uses	Results in inadequate emergency access	Result in inadequate parking capacity	Conflict with adopted plans, policies, or programs for alternate transportation
CHARACTERIZATION							
Characterization (e.g., Soil Sampling)	NI	NI	NI	NI	NI	NI	NI
EVALUATION							
Evaluation (e.g., Bench Scale Testing)	NI	NI	NI	NI	NI	NI	NI
INTERIM OPTIONS							
Fences	NI	NI	NI	NI	NI	NI	NI
Signs	NI	NI	NI	NI	NI	NI	NI
Installation of Zeolite Treatment Cells	NI	NI	NI	NI	NI	NI	NI
Installation of Straw Wattles	NI	NI	NI	NI	NI	NI	NI
Use of Soil Tackifiers/Binding Agents	NI	NI	NI	NI	NI	NI	NI
Construction of Temporary Plant at the Magenta Drain	LS	LS	NI	NI	LS	LS	NI
REMEDIATION OPTIONS							
Selective Removal and/or Replacement of Surface Materials	LS	LS	NI	NI	LS	LS	NI

Program Actions	Thresholds of Significance						
	Substantial increase in traffic relative to capacity of street system	**Exceed established Level of Service (LOS) standards for roads or highways**	**Change traffic level or location resulting in substantial safety risk**	**Substantial increase in traffic hazards due to design feature or incompatible uses**	**Results in inadequate emergency access**	**Result in inadequate parking capacity**	**Conflict with adopted plans, policies, or programs for alternate transportation**
Complete Removal and/or Replacement of Surface Materials	LS	LS	NI	NI	LS	LS	NI
Placement of Cover Over Selected Areas	LS	LS	NI	NI	LS	LS	NI
Placement of Removed Soil and Cover Within the Park	LS	LS	LS	LS	LS	LS	LS
Use of Institutional Controls	LS	LS	NI	NI	LS	LS	NI
Implement Active Treatment Measures	LS	LS	NI	NI	LS	LS	NI
Implement Passive Treatment Measures	LS	LS	NI	NI	LS	LS	NI
In-situ Covers Establishment and Stabilization	LS	LS	NI	NI	LS	LS	NI
Stormwater Collection and Diversion Structures	LS	LS	NI	NI	LS	LS	NI
Other Water Management Measures	LS	LS	NI	NI	LS	LS	NI
Remediation of Structures	LS	LS	NI	NI	LS	LS	NI
Use of Engineering Controls to Prevent Access	NI	NI	NI	NI	NI	NI	NI
Maintenance and Enhancement of Existing Cover	NI	NI	NI	NI	NI	NI	NI

Notes:

PSU = Potentially Significant and Unavoidable
PS = Potentially Significant Impact
LS = Less than Significant Impact – with Project Specific and Standard Project Requirements
LSM = Less than Significant Impact with Mitigation Incorporated
NI = No Impact
NA = Not Applicable

TABLE 4.11-4
AREA-SPECIFIC TRANSPORTATION IMPACTS ANALYSIS

Remediation Areas	Thresholds of Significance						
	Substantial increase in traffic relative to capacity of street system.	Exceed established Level of Service (LOS) standards for roads or highways.	Change traffic level or location resulting in substantial safety risk.	Substantial increase in traffic hazards due to design feature or incompatible uses.	Results in inadequate emergency access.	Result in inadequate parking capacity.	Conflict with adopted plans, policies, or programs for alternate transportation.
Area 1: Mine Yard and Stamp Mill Area	LS	LS	NI	NI	LS	LS	NI
Area 2: Cyanide Plant Area	LS	LS	NI	NI	LS	LS	NI
Area 3: Conveyance Corridor and Adit Project Area	LS	LS	NI	NI	LS	LS	NI
Area 4: Sand Dam Area	LS	LS	NI	NI	LS	LS	NI
Area 5: Historic Mine and Mill Areas	LS	LS	NI	NI	LS	LS	NI
Area 6: Magenta Drain Area	LS	LS	NI	NI	LS	LS	NI
Area 7: Stacy Lane Pond Area	LS	LS	NI	NI	LS	LS	NI
Area 8: Historic Grounds Area	LS	LS	NI	NI	LS	LS	NI
Area 9: Residences and Residences' Yards Areas	LS	LS	NI	NI	LS	LS	NI
Area 10: Trails Areas	LS	LS	NI	NI	LS	LS	NI

Notes:

PSU = Potentially Significant and Unavoidable
PS = Potentially Significant Impact
LS = Less than Significant Impact – with Project Specific and Standard Project Requirements
LSM = Less than Significant Impact with Mitigation Incorporated
NI = No Impact
NA = Not Applicable

Impact 4.11-1: Program Actions and/or Area-Specific Actions Could Cause a Substantial Increase in Traffic Relation to the Existing Traffic Load and Capacity or Result in an Exceedance of Established Level of Service Standards on the Local Street System Providing Access to the Park

Several Program Actions could result in an increase in traffic on local roadways near the Park. Completion of Program Actions, detailed in Section 2.6.3 of the Project Description would necessitate personnel/work force, equipment, and/or hauling operations not currently conducted at the Park. Therefore, passenger vehicles, delivery

vehicles for equipment, haul trucks, and various other passenger and heavy vehicle traffic could increase on local roadways commensurate to the work force, equipment, and vehicles necessary to complete a particular Project Action.

Project Actions identified in Section 2.6.3 and Table 4.0-1 that could result in increased vehicles on local roadways include:

1. Operation of heavy construction equipment;
2. Transportation of contaminated soils leaving the Park and importation of clean fill material entering the Park;
3. Mobilization and demobilization of heavy construction equipment to the Park;
4. Demolition and/or removal of any structures, including temporary facilities;
5. Importation of supplies and materials that could be used for remediation activities;
6. Temporary and permanent fencing installation;
7. Grading activities;
8. Boring activities;
9. Excavation activities;
10. Scarifying activities;
11. Dredging and sentiment removal;
12. Stormwater and BMP installation and maintenance activities;
13. Removal of trees and other vegetation;
14. Construction of ancillary structures, including utilities for either a temporary or permanent active water treatment facility;
15. Construction and installation of permanent exclusion barriers; and
16. Construction and maintenance of access roads.

Project Actions 1, 3, 4, 8-11, and 16-18 listed above, would increase traffic because of transport of necessary equipment to the Park, along with increased commuter traffic for Project workers. For these Project Actions, however, the duration and magnitude of these activities would be limited in number and nature. Project Actions 2, 5, and 15, above, would increase traffic on local roadways more substantially. Increases in traffic would result from off-site transport of materials, trees or other vegetation. As described in Section 2.6.3, these Project Actions would be short-term and temporary, only increasing traffic for as long as it takes to complete the particular Project Action. Therefore, no Project Action at the Park would result in a permanent or long term increase in new traffic on local roadways.

As discussed in Section 4.11.1, the size of workforce, amount of equipment, and number of haul trips required during any one of the remediation options is not currently

known. However, the maximum workforce is expected to be no more than 70 workers. The Project Proponent would implement several Specific Project Requirements (outlined below) to ensure that none of the needed Project Actions result in a substantial increase in traffic on local roadways.

Specific Project Requirement TRAFFIC-3 requires preparation and approval of a Traffic Impact Study (TIS) by the Project Proponent, DOTS, and/or City of Grass Valley Public Works prior to the start of any Project Action that would result in 50 or more vehicle trips during peak hours (7:00 a.m. to 9:00 a.m. or 4:00 p.m. to 6:00 p.m.) for a period exceeding 6 months in duration. At a minimum, the TIS will include:

- Description of traffic inducing Project Actions;
- Types of vehicles anticipated;
- Approximate traffic volumes on- and off-site and roadways to be used;
- Current existing conditions traffic counts;
- Analysis of Project Action traffic volume impacts on intersections and traffic index; and
- Any other TIS requirements as outlined in the appropriate jurisdiction's guidance on preparation of a TIS.

Project Actions have a low likelihood of causing a permanent substantial increase in traffic on local roadways due to their temporary/short-term nature and the limited number of Project Actions requiring increases in traffic to the Park. Therefore, this impact would be less than significant.

Level of Significance Before Mitigation: Less than Significant

Mitigation Measures: None Required

Impact 4.11-2: Program Actions at the Park Could Result in Inadequate Emergency Access

Program Actions could interfere with emergency response traffic (ambulance, fire, paramedic, and police vehicles). Completion of Program Actions, detailed in Section 2.6.3 of the Project Description, would necessitate personnel/work force, equipment, and/or hauling operations not currently conducted at the Park. Therefore, passenger vehicles, delivery vehicles for equipment, haul trucks, and various other passenger and heavy vehicle traffic would increase on local roadways commensurate to the work force, equipment, and vehicles necessary to complete a particular Project Action. Emergency access could be impeded or blocked as a result of increased vehicle trips, equipment delivery requiring stoppage of traffic to allow for internal access on Park Property, or

Program Actions that eliminate the most direct access to portions of the Park (i.e. closure of trails).

The temporary loss of access or an increase in congestion impeding access could lengthen the response time required for emergency vehicles either passing through on East Empire Road or trying to gain access into the Park. Moreover, there is a possibility that emergency services could be needed at a location within the Park where access is temporarily blocked by Project Actions at a Remediation Area. To ensure Project Actions and traffic resulting from Project Actions do not restrict access of emergency response vehicles on East Empire Street or within the Park, DPR will implement the Specific Project Requirements outlined below.

Specific Project Requirement TRAFFIC-1 requires DPR to coordinate with the local jurisdictions to develop and implement traffic control measures prior to delivery and/or removal of Project related equipment or materials that could impede or block access to driveways, cross streets, or street parking.

Implementation of Specific Project Requirement TRAFFIC-1 would reduce this impact to a less than significant level.

Level of Significance Before Mitigation: Less than Significant

Mitigation Measures: None Required

Impact 4.11-3: Program Actions at the Park Could Result in Inadequate Parking Capacity

All Program Actions detailed in Section 2.6.3 of the Project Description would require workers, equipment and equipment operators, and supervisors to commute to and from the Park in personal and company vehicles. Currently, the Park has three parking areas. The main parking lot is located at the entrance to the Park and has a parking capacity of up to 50 vehicles. An overflow paved parking lot is located on the Red Dirt Pile with access provided by an unpaved road off the main Park parking lot. The overflow parking lot has parking capacity for up to 30 vehicles. The third parking lot is an unpaved dirt clearing located off East Empire Street and provides access to the Park trail system. This parking area accommodates about 20 vehicles. No street parking is permitted on East Empire Street adjacent to the Park.

The actual maximum number of vehicles that would be required at any one time as a result of the Project is not currently known. However, it is known that during peak visitor season all lots are sometimes filled to capacity. Thus, any Project-related pressure on parking within the Park during peak visitor season could be significant.

The potentially significant impact to parking capacity would likely occur when Project Actions requiring large numbers of equipment and/or workers and associated vehicles overlap with peak visitor times. This impact would be temporary, only lasting as long as the workers or equipment vehicles were necessary for a particular Project Action. During these times, Specific Project Requirement TRAFFIC-2, described below, would reduce this impact to a less than significant level.

Specific Project Requirement TRAFFIC-2 requires that all Project Action-related vehicles use the overflow parking lot on the Red Dirt Pile. TRAFFIC-2 specifies that the main parking lot would be reserved for visitors to the Park.

Level of Significance Before Mitigation: Less than Significant

Mitigation Measures: None Required

4.11.5 EFFECTS CONSIDERED NO IMPACT OR LESS THAN SIGNIFICANT WITHOUT PROJECT REQUIREMENTS

The following describes environmental effects that were determined to be less than significant without Project Requirements or no impact; therefore, they are not discussed in detail in the Draft PEIR.

Program Actions are limited to construction, remediation, or ground disturbing activities. No aircraft would be used and therefore no change in air traffic patterns would occur. No design or improvement changes to the local roadway network are proposed in conjunction with the Project; thus, no new roadway hazards would occur. As noted above, no design changes or improvements to the local roadway networks are included in the Project. Traffic impacts would be temporary and short-term. As a result, the existing conditions with regard to all forms of transportation around the site would remain unchanged.

4.11.6 FINDINGS

Program Actions could result in potentially significant impacts to traffic volumes and intersection LOS, emergency access, and parking capacity at the Park. However, with incorporation of Specific Project Requirements, transportation and traffic impacts would be less than significant. Table 4.11-1 provides significance findings regarding each impact statement relative to each Remediation Area.