

CHAPTER VI

Impact Overview

A. Significant and Unavoidable Environmental Impacts

The proposed project, if implemented, could result in significant adverse environmental impacts. Mitigation measures proposed as part of the project, as well as measures identified by this EIR, would avoid or reduce most of the impacts to a less-than-significant level. The following significant adverse impacts would be unavoidable, even with the implementation of the mitigation measures proposed as part of the project and identified in this report:

- Impact A.1 – Effect of change in land use (introduction of active mining operations) on compatibility with residential land uses in the project vicinity.
- Impact E.8 – Potential secondary impacts from implementation of certain off-site transportation mitigation improvements.
- Impact F.1 – Project emissions of NO_x.
- Impact F.7 – Project contribution to cumulative regional criteria pollutants and TACs.
- Impact I.1 – Substantial alteration in the visual character of the project site and adverse effect on views of the site from both public and private vantage points.

The following significant adverse impacts would be unavoidable if mitigation measures identified in the EIR were found to be infeasible:

- Impact E.2 – Project contribution to Long-Term Cumulative traffic volume at certain study intersections during the weekday a.m. and p.m. peak hours, and Saturday peak hour.
- Impact E.3 – Addition of substantial truck traffic to certain primary haul roads that are designated proposed bikeways and/or are regularly used by bicyclists or pedestrians, and which do not meet current County roadway design standards.
- Impact E.4 – Addition of substantial truck traffic to certain primary haul roads that do meet current County roadway design standards and/or contain limited sight distance.
- Impact E.5 - Inadequate site access.
- Impact E.6 - Project contribution to the degradation of pavement on certain public roads.
- Impact G.2 – Project increase in ambient noise levels at certain sensitive receptors on roadways used to access the quarry.

- Impact G.4 – Project contribution to increase in cumulative noise levels at certain sensitive receptors on roadways used to access the quarry.

It should be noted that Alternative 2 (discussed in Chapter V, Alternatives) would avoid or reduce the significant impacts identified in Impacts E.3, E.4, E.5, E.6 and E.8 to less than significant.

If the County approves the project despite the identified significant and unavoidable impacts, the County must find that specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or project alternatives identified in the EIR. In addition, the County must state the reasons for its action in writing. This “Statement of Overriding Considerations” must be included in the record of project approval.”

B. Cumulative Impacts

CEQA defines cumulative impacts as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The cumulative analysis is intended to describe the “incremental impact of the project when added to other, closely related past, present, or reasonably foreseeable probable future projects” and can result from “individually minor but collectively significant projects taking place over a period of time (*Guidelines* Sec. 15355).

The cumulative impact analyses in this document are based on a cumulative growth scenario that incorporates both reasonably foreseeable future development within Sonoma County under the ARM Plan and General Plan. Cumulative area wide traffic growth was based on a number of sources, including growth rates projected for the project vicinity by the Sonoma County PRMD, the City of Cotati, approved and pending developments, and consultation with Sonoma County PRMD and the SCTA. It should be noted there are no other substantial reasonably foreseeable cumulative projects proposed in the quarry site vicinity.

Each topical analysis presented in Chapter IV, Environmental Setting, Impacts, and Mitigation Measures, of this report considers possible cumulative impacts related to the discussion, as applicable, and identifies circumstances in which the project would contribute to significant cumulative impacts. See also Section A, Significant and Unavoidable Impacts, above.

C. Growth Inducing Impacts

The proposed project is anticipated to help accommodate increases in demand for aggregate in Sonoma County. Consequently, aggregate generated by the project would support new development in Sonoma County, but not in itself act as a stimulus to it. Future mining allowed by the ARM Plan, including mining on the Roblar Road site, was also assessed in the ARM Plan Program EIR and found to not induce substantial growth in the County. The proposed project would not result in a substantial increase in employment, and correspondingly, would not result in an increase in population and an associated demand for housing in the area. A number of transportation improvements are identified in the Section IV.E in the EIR to improve intersection level of service and decrease potential conflicts between project trucks and bicyclists/pedestrians

and other vehicles. The purpose of these transportation improvements is to respond to the project's contribution to existing and/or near-term cumulative deficiencies at these locations, and not to provide excess capacity for the purpose of accommodating future growth anticipated in the region. For these reasons, the project is not anticipated to result in substantial growth inducement.

D. Effects Found not to Be Significant

The environmental effects of the proposed project are identified and discussed in detail in Chapter IV, Environmental Setting, Impacts, and Mitigation Measures, and are summarized in the Chapter II, Summary in this EIR. Except for the significant unavoidable effect identified above, all other identified significant environmental effects of the project would be less than significant with mitigation.