

3.0 CORRECTIONS AND REVISIONS TO THE DRAFT EIR

This section contains changes to the text of the Draft EIR that are being made based upon agency and public comments received and responded to in Chapter 2 of this Final EIR as well as minor changes based on City review of the DEIR. The changes are presented in the order in which they appear in the Draft EIR and are identified by Draft EIR page number. Text deletions are shown in strikeout (~~strikeout~~) and additions are shown in underline (underline).

3.1 CORRECTIONS

Section 4.2 AIR QUALITY

PAGE 4-25 Mitigation Measure AQ-2 is revised as follows:

The City shall require that emission control measures be incorporated into project design and operation. Such measures ~~may~~shall include, but are not limited to, the following items:

- The project applicant shall provide transit enhancing infrastructure that includes transit shelters, benches, street lighting, route signs and displays, and/or bus turnouts/bulbs, where determined to be feasible in consultation with City staff and Placer County Transit Agency staff.
- The project applicant shall provide bicycle enhancing infrastructure that includes secure bicycle parking.
- Only electric equipment shall be used for project landscaping maintenance and the project applicant shall provide on-site electrical charging stations sufficient to re-charge that equipment.
- The project applicant shall increase wall and attic insulation at least 5% beyond Title 24 requirements that are in effect at the time of approval of project design review.
- The project applicant shall use energy efficient windows (double pane and/or Low-E).
- The project applicant shall use Energy Star compliant highly reflective roofing materials and at least 3% cool paving (high albedo pavement).
- The project applicant shall plant trees in the project parking lots that are expected to provide 50% tree coverage in parking areas within 10 years as described in CAPCOA mitigation measure T-14 – Parking Area Tree Cover.
- The project applicant shall use programmable thermostats for all heating and cooling systems.
- The project applicant shall use awnings or other shading mechanisms for most windows and walkways per plan.
- The project applicant shall utilize day lighting systems such as skylights, light shelves, interior transom windows in all buildings over 25,000 square feet.

- Both major tenants shall use natural gas, propane, or electricity in powering its material handling equipment (forklifts)
- Only natural gas back-up generators shall be installed.
- All truck loading and unloading docks shall be equipped with one 110/208 volt power outlet for every two dock doors. Diesel trucks shall be prohibited from idling for more than 5 minutes and shall be required to connect to the 110/208 volt power outlet to run any auxiliary equipment.
- Signage shall be posted in the receiving areas and the parking lot to prohibit idling for more than five minutes.
- HVAC units shall exceed Title 24 Energy Efficiency Standards that are in effect at the time of approval of project design review by at least 12 percent.
- The project applicant shall provide access to areas appropriate for electric vehicle charging on the project site, with signage adequately identifying such areas.
- The project applicant, where determined to be feasible in consultation with City staff prior to the issuance of building permits, shall incorporate measures such as: ~~provide electric maintenance equipment,~~ use of solar, low-emissions, or central water heaters, ~~increase wall and attic insulation beyond Title 24 requirements,~~ and orientation of buildings to take advantage of solar heating and natural cooling; ~~use of~~ passive solar designs, energy efficient windows (double pane and/or Low E), highly reflective roofing materials, cool paving (high albedo pavement) and parking lot tree shading above that required by code, and/or installation of photovoltaic cells, programmable thermostats for all heating and cooling systems, awnings or other shading mechanisms for windows and walkways, utilize day lighting systems such as skylights, light shelves, interior transom windows.
- Parking lot design shall include clearly marked pedestrian pathways between transit facilities and building entrances included in the design.
- The project applicant shall require that all diesel engines be shut off when not in use for longer than 5 minutes on the premises to reduce idling emissions.
- The project applicant shall pay a fee to be determined by the Placer County Air Pollution Control District under its Offsite Mitigation Fee Program which is equal to \$14,300 per ton of the project's net (taking into consideration the project's emissions reducing features and mitigation measures) contribution to pollutants which exceeds the cumulative threshold of 10 pounds per day; such fee shall not exceed the PCAPCD's preliminary fee estimate of \$204,633. The fee shall be satisfied by receipt of separate payments made at the time of each building permit issuance in an amount proportional to the building square footage authorized at the time. Prior to building permit issuance, the City, in consultation with the Placer County Air Pollution Control District, may opt to reduce the amount of fees owing in the event that the project applicant can demonstrate to the City's satisfaction that the tenant or tenants of the buildings at issue will implement energy conservation or other emissions reducing measures, beyond those already contemplated by this measure, other mitigation measures, or project features assumed in the EIR, that will reduce the project's contribution to pollutants by an amount equivalent to or greater than the amount that would have been achieved by the fees to be reduced.

Section 4.7 TRANSPORTATION AND CIRCULATION

Page 4-173, 1st paragraph, TC-14: Improvements Required by Mitigation Measure TC-5 Sierra College Boulevard/Rocklin Road, is amended to read as follows:

Mitigation Measure TC-5 requires the applicant ~~to contribute fees to be used~~ to build an additional northbound left-turn lane and contribute fees to be used to build an additional southbound right-turn lane at the intersection of Sierra College Boulevard and Rocklin Road. The additional lanes would require widening of the existing pavement.

Section 4.8 UTILITIES

Page 4-175 The information contained in this section on wastewater is largely based on the South Placer Regional Wastewater and Recycled Water Systems Evaluation, (June 2007) prepared by the South Placer Wastewater Authority ~~Municipal Utility District~~.

Chapter 6.0 Cumulative Impacts

Cumulative Air Quality Impacts

Mitigation Measure CI-1: Implement Mitigation Measures AQ-1 and AQ-2

Page 6-2 Mitigation Measure AQ-2 is deleted in its entirety and replaced with the revised AQ-2 stated above.

Global Climate Change

Page 6-25 Paragraph added after the second to last paragraph, and the last paragraph revised as follows:

Given this information, AB 32, Executive Order S-3-05, and the CAT report all indicate that development projects need to reduce greenhouse gas emissions to the target levels by adopting the reduction measures in order to find that the project's incremental contribution to global climate change impacts are not significant. If the project is not consistent with those strategies that the Lead Agency deems feasible, then a project could potentially be deemed to have a significant impact on global climate change. Notably, it is generally agreed that the application of mitigation measures directed towards reducing air quality degradation, energy savings and reduction on the dependency of vehicular usage will lessen the contribution of greenhouse gas emissions and ultimately slow down the consequences associated with global climate changes.

In January of 2008, the California Air Pollution Control Officers Association (CAPCOA) published an advisory document titled *CEQA and Climate Change, Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*. Chapter 9 of the document and Appendix B identify existing and potential mitigation measures that could be applied to projects during the CEQA process to reduce a project's GHG emissions. The CAPCOA retained

the services of EDAW who performed a global search of mitigation measures currently in practice, and under study, that would reduce GHG emissions. Appendix B to the CAPCOA advisory document contains the Mitigation Measure Summary, which provides a brief description of each measure along with an assessment of their feasibility (from a standpoint of economical, technological, and logistical feasibility, and emission reduction effectiveness), and identifies their potential for reducing secondary impacts to air quality.

For the purposes of this EIR, the City has decided to quantify total GHG emissions from the proposed project and compare the proposed project to the currently available set of strategies from the CAT, ~~and OPR~~ and CAPCOA. This EIR considers the GHG emissions from the project would be significant, if implementation of the project would be inconsistent with strategies to help the State attain the goals identified in AB 32.

Page 6-26, last paragraph, continuing on page 6-27

The methodology used in this DEIR to analyze the project's potential effect on global warming includes a calculation of GHG emissions. The purpose of calculating the emissions is for informational and comparative purposes, as there is no adopted quantifiable emissions threshold for either a project level or cumulative level of impact. Absent any adopted regulatory standard or other regulatory guidance, the City has determined that the project's potential for creating an impact on global warming should be based, at least in part, on a comparative analysis of the project against the emission reduction strategies contained in the California Climate Action Team's Report to the Governor, and OPR's published technical advisory entitled "CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review:" and Chapter 9 and Appendix B of the January 2008 CAPCOA advisory document in entitled *CEQA and Climate Change, Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*. If it is determined that the proposed project is compatible or consistent with the applicable Climate Action Team (CAT), ~~and~~ Office of Planning and Research (OPR) strategies and the CAPCOA Appendix B mitigation measures, the project's cumulative impact on global climate change is considered less than significant.

Page 6-28 Revise Table 6-4 to include the following as a footnote to the line item for Total Annual Emissions – No HFC emissions for supermarket uses were included in the calculation of Total Annual Emissions. Supermarket HFC GHG equivalent emissions are estimated at 1800 tonnes per year for a 60,000 sq.ft. supermarket.

Page 6-29 3rd paragraph, *Electricity and Natural Gas Emissions* is amended to read as follows:

Electricity and Natural Gas GHG Emissions: The proposed project would increase usage of electricity and natural gas for its commercial/retail components. The generation of electricity through the combustion of fossil fuels typically yields CO₂ and, to a smaller extent, CH₄ and N₂O. Annual consumption and greenhouse gas emissions related to energy consumption were estimated based on data from the Energy Information Administration. GHG emissions related to water supply have been converted to energy use for emissions analysis purposes. Water-related energy use consumes 19 percent of California's electricity every year. Energy use and related GHG emissions are based on water supply and conveyance, water treatment, water distribution, and wastewater treatment. Total

CO_{2e} emissions related to electricity and natural gas are estimated at approximately 4,000 metric tons per year.

Page 6-29 6th paragraph, *Other Greenhouse Gas Emissions* is amended to read as follows:

Other Greenhouse Gas Emissions: At present, there is a federal ban on CFCs; therefore it is assumed the project will not generate emissions of CFCs. The project may emit a small amount of HFC emissions from leakage and service of refrigeration and air conditioning equipment and from disposal at the end of the life of the equipment. However, the detail regarding refrigerants to be used in the project and the capacity of these are unknown at this time. PFCs and sulfur hexafluoride are typically used in industrial applications, none of which would be used by the project. To allow for flexibility on behalf of the project in terms of future tenants that may occur, the project description noted that the project may include grocery store uses. Because grocery store uses include commercial refrigeration units that utilize HFCs, a grocery store tenant at the project represents a potential source of other greenhouse gas emissions. However, the applicant’s current business plan does not include a supermarket use and it is considered highly unlikely that such a use will develop. Therefore, no supermarket HFC emissions were included in the calculation of Total Annual Emissions. However, should the project ultimately include a grocery store tenant, a specific mitigation measure GCC-2 has been developed to address the estimated 1,800 tonnes per year greenhouse gas emission from such a use. Therefore, it is not anticipated that the project would contribute significant emissions of these additional greenhouse gases.

Page 6-35 continuing to the top of Page 6-36, Table 6-5: Project Compliance with Greenhouse Gas Emission Reduction Strategies, Green Buildings Initiative strategy and description.

<p>Green Buildings Initiative Green Building Executive Order, S-20-04 (CA 2004), sets a goal of reducing energy use in public and private buildings by 20 percent by the year 2015, as compared with 2003 levels. The Executive Order and related action plan spell out specific actions State agencies are to take with State-owned and –leased buildings. The order and plan also discuss various strategies and incentives to encourage private building owners and operators to achieve the 20 percent target.</p>	<p><u>Partially Compliant</u></p> <p>As discussed above, the project will comply with, <u>and in some areas exceed,</u> Title 24 energy efficient building design measures that are intended to minimize building energy demands.</p> <p><u>See also Table 6-6: Project Compliance with OPR Greenhouse Gas Emission Reduction Recommendations, Green Buildings Recommendation and Description.</u></p>
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Page 6-39, Table 6-6: Project Compliance with OPR Greenhouse Gas Emission Reduction Recommendations, Green Buildings Recommendation and Description.

<p>GREEN BUILDINGS Encourage public and private construction of LEED (Leadership in Energy and Environmental Design) certified (or equivalent) buildings.</p>	<p><u>Partially Compliant</u></p> <p>The construction and operation of all of the proposed buildings on the site would be required to comply with, <u>and in some areas exceed,</u> the energy efficiency standards included in Title 24 of the California Code of Regulations. Title 24 identifies</p>
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	<p>specific energy efficiency requirements for building construction and systems operation that are intended to ensure efficient energy usage over the long-term life of the building.</p> <p>In addition, Mitigation Measure AQ-2 also requires use of solar, low-emissions, or central tankless water heaters <u>(where determined to be feasible in consultation with City staff prior to the issuance of building permits)</u>, increase wall and attic insulation <u>at least 5% beyond Title 24 requirements that are in effect at the time of approval of project design review</u>, orientation of buildings to take advantage of passive solar heating and natural cooling <u>(where determined to be feasible in consultation with City staff prior to the issuance of building permits)</u>, energy efficient windows <u>(double pane or Low-E)</u>, tree shading above that required by code, installation of photovoltaic cells <u>(where determined to be feasible in consultation with City staff prior to the issuance of building permits)</u>, programmable thermostats for all heating and cooling systems, awnings or other shading mechanisms for <u>most</u> windows and walkways <u>per plan</u>, and the use of day lighting systems such as skylights, light shelves, and interior transom shelves <u>windows in all buildings over 25,000 square feet, as determined feasible by the City.</u></p>
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Page 6-40 continuing to the top of Page 6-41, Table 6-6: Project Compliance with OPR Greenhouse Gas Emission Reduction Recommendations, Energy Conservation Policies and Action, “Incorporate on-site renewable energy production, including installation of photovoltaic cells and other solar options” Recommendation and Description.

<p>Incorporate on-site renewable energy production, including installation of photovoltaic cells and other solar options.</p>	<p><u>Not Compliant</u></p> <p>Mitigation Measure AQ-2 also requires use of solar, low emissions, or central tankless water heaters, increase wall and attic insulation beyond Title 24 requirements, orientation of buildings to take advantage of passive solar heating and natural cooling, energy efficient windows, tree shading above that required by code, installation of photovoltaic cells, programmable thermostats for all heating and cooling systems, awnings or other shading mechanisms for windows and walkways, and the use of day lighting systems such as skylights, light shelves, and interior transom shelves, as determined feasible by the City.</p>
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Page 6-41 continuing to the top of Page 6-42, Table 6-6: Project Compliance with OPR Greenhouse Gas Emission Reduction Recommendations, Energy Conservation Policies and Action, “Purchase government vehicles and buses that use alternative fuels or technology, such as electric hybrids, biodiesel and ethanol. Where feasible, require fleet vehicles to be low emission vehicles. Promote the use of these vehicles in the general community.” Recommendation and Description

<p>Purchase government vehicles and buses that use alternative fuels or technology, such as electric hybrids, biodiesel and ethanol. Where feasible, require fleet vehicles to be low emission vehicles. Promote the use of these vehicles in the general community.</p>	<p><u>Compliant</u></p> <p><u>Not Applicable</u></p> <p><u>This measure is more applicable as a general development policy for government agencies rather than as a project-specific measure.</u> <u>The City’s Fleet Division is taking steps to reduce the carbon footprint by installing diesel oxidation-catalysts on the its diesel powered vehicles and equipment. The Fleet Division is also purchasing alternative fueled vehicles that will use E85, has implemented procedures to reduce engine idling time, and is considering the introduction of hybrid vehicles into the fleet. In addition, the City has adopted a Neighborhood Electric Vehicle (NEV) Transportation Master Plan which identifies roadways that will accommodate NEVs.</u></p>
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Page 6-43, add the following after the table:

As discussed above, the CAPCOA Appendix B, Mitigation Measure Summary provides a brief description of each measure along with an assessment of their feasibility (from a standpoint of economical, technological, and logistical feasibility, and emission reduction effectiveness), and identifies their potential for reducing secondary impacts to air quality. Utilizing the information in Appendix B, Mitigation Measure Summary,¹ specifically the Emissions Reduction/Score rating, the following table presents the CAPCOA Appendix B mitigation measures which coincide with the project’s features and mitigation measures and, based on the best professional judgment of City staff and consultants, assigns reasonable yet conservative mitigation reduction percentages to those features and mitigation measures. The Emissions Reduction/Score system “entails ratings of high, moderate, and low that refer to the level of the measure to provide a substantive, reasonably certain (e.g., documented emission reductions with proven technologies) and long- term reduction of GHG emissions.”²

The following two tables track the Appendix B mitigation measures and compare them to the project features and mitigation measures included in the project. To avoid overstating GHG emission reductions, project GHG reduction percentages were selected conservatively at the lower range limits stated in Appendix B. Factors taken into consideration were the project site location, proximity to

¹ Appendix B Mitigation Measure Summary pages B-1 through B-34. Pages B-35 to B-45 are general plan level mitigation measures not applicable to this project.

² CAPCOA Mitigation Measure Summary, footnote 2, page B-34.

residential land uses, site layout, availability and accessibility of services, availability of alternative transportation types (e.g. bicycle access, bus stops, park and ride lot, and NEV route) and likelihood of effective utilization of the listed mitigation measure. This site is located at the intersection of a major freeway and regional arterial roadway in close proximity to other existing commercial development. This Sierra College Interchange area commercial core is surrounded on all sides by residential development. Taken on the whole, this project, in concert with the surrounding planned and existing retail development at the Sierra College Interchange area, provides all manner of goods and services thereby greatly increasing the opportunities for consolidated shopping trips and the corresponding reduction in Vehicle Miles Traveled (VMT).

For example, with respect to measure “T-7—Bus Shelter”, although no transit is currently provided to the project site, the project will increase potential riders from existing and planned development along Granite Drive that would be expected to ultimately support transit service. By providing transit facilities such as bus turnouts and shelters at optimal locations, future bus ridership potential is enhanced. The project applicant commits to consultation with city and Placer County Transit on the design and location of the facilities. The CAPCOA mitigation table provides a reduction range of 0.25% to 1%. The analysis for this project selected the lowest range because there appears to be good potential for transit service on this corridor, but to acknowledge that service is not currently provided.

For measure “D-2—Orientation to Existing or Planned Transit, Bikeway, and Pedestrian Corridor”, the project site includes numerous design features to promote access by transit, bikeways, and walking. The project proposes a bus stop that will be connected to the development with well lighted, shaded, and direct pedestrian connections. The site is served by Class II bike lanes and will provide bicycle enhancing infrastructure including secure parking. Based on the location of surrounding jobs and planned and existing residences, a substantial population base is within walking and bicycling distance of the project site. These factors support the conclusion that the project would achieve reductions of 2% which is in the middle of the range of the CAPCOA mitigation table (0.25-5%).

Finally for measure “D-3—Services Operational (multiple on site services for employees)”, the project will provide a wide variety of shops, restaurants, and services that will be available to employees throughout the center and will also allow shoppers to combine trips for multiple purposes. The size of the center provides space for major tenants that typically provide a wide variety of shopping and service opportunities and small businesses, specialty stores and restaurants that allow employees to meet many of their needs without traveling off-site. The CAPCOA mitigation table provides a range of 0.5-5% reductions from this measure. The mix of uses anticipated for the project results in a relatively high level of services on-site. These factors support a reduction of 2% which is in the middle of the range identified by CAPCOA.

Given that the reduction percentages in the tables can range from 8.35 to 66%, the adjusted project % reduction figure of 12.68 is considered to be a conservative number.

Percentage Rated CAPCOA Appendix B Mitigation Measures

<u>MM from Appendix B</u>	<u>Page No.</u>	<u>% Range of GHG Emissions Reduction</u>	<u>Project Feature or Project MM</u>	<u>Project % Reduction</u>	<u>Adjusted project % reduction¹</u>
<u>T-1 Bike Parking and Access</u>	<u>B-1</u>	<u>.75% to 5% max combined</u>	<u>AQ-2 bullet 2</u>	<u>.75%</u>	<u>0.53%</u>
<u>T-7 Bus Shelter</u>	<u>B-5</u>	<u>.25% to 1%</u>	<u>AQ-2 bullet 1</u>	<u>.25%</u>	<u>0.18%</u>
<u>T-11 Parking Reduced Beyond Code</u>	<u>B-9</u>	<u>1% to 12%</u>	<u>PF bullet 8</u>	<u>3%</u>	<u>2.1%</u>
<u>T-12 Pedestrian Pathway</u>	<u>B-9</u>	<u>.5% to 4%</u>	<u>PF bullet 2 and AQ-2 bullet 18</u>	<u>.5%</u>	<u>0.35%</u>
<u>T-13 No Off Street Parking</u>	<u>B-10</u>	<u>.1% to .1.5%</u>	<u>Site Location</u>	<u>.1%</u>	<u>0.07%</u>
<u>D-2 Orientation to Existing or Planned Transit, Bikeway, and Pedestrian Corridor</u>	<u>B-14</u>	<u>.25% to 5%</u>	<u>AQ-2 bullet 1 and PF bullet 7</u>	<u>2%</u>	<u>1.4%</u>
<u>D-3 Services Operational (multiple on site services for employees)</u>	<u>B-14</u>	<u>.5% to 5%</u>	<u>Project Description</u>	<u>2%</u>	<u>1.4%</u>
<u>D-6 NEV access</u>	<u>B-15</u>	<u>.5% to 1.5%</u>	<u>Site Location</u>	<u>.5%</u>	<u>0.35%</u>
<u>D-12 Infill Development²</u>	<u>B-19</u>	<u>3% to 30%</u>	<u>Site Location</u>	<u>6%</u>	<u>6%</u>
<u>E-4 Energy Star Roofs</u>	<u>B-23</u>	<u>.5% to 1%</u>	<u>AQ-2 bullet 6</u>	<u>1%</u>	<u>0.2%</u>
<u>E-8 Non roof surfaces</u>	<u>B-24</u>	<u>1% max</u>	<u>PF bullet 12 and AQ-2 bullets 6, 7</u>	<u>.5%</u>	<u>0.1%</u>
<u>Sum</u>		<u>8.35% - 66%</u>	<u>Sum</u>	<u>16.6%</u>	<u>12.68%</u>

Non-Percentage Rated CAPCOA Appendix B Mitigation Measures

<u>MM from Appendix B</u>	<u>Page No.</u>	<u>GHG Emissions Reduction Score</u>	<u>Project Feature or Project MM</u>	<u>Project Score</u>
<u>T-4 Proximity to Bike Lanes</u>	<u>B-2</u>	<u>None listed</u>	<u>PF bullet 3</u>	<u>Not listed</u>
<u>T-14 Parking Area Tree Cover</u>	<u>B-10</u>	<u>See App. B note</u>	<u>PF bullet 11</u>	<u>Moderate</u>
<u>T-17 Preferential parking for EV/CNG vehicles</u>	<u>B-11</u>	<u>Low</u>	<u>PF bullet 9 and AQ-2 bullet 16</u>	<u>Low</u>
<u>D-8 Recharging Area</u>	<u>B-18</u>	<u>Low</u>	<u>AQ-2 bullet 16</u>	<u>Low</u>
<u>D-14 Enhanced Recycling</u>	<u>B-20</u>	<u>Low</u>	<u>PF bullets 5 & 6</u>	<u>Low</u>
<u>E-11 Electric Vehicle Charging</u>	<u>B-26</u>	<u>Low</u>	<u>PF bullet 9 and AQ-2 bullet 16</u>	<u>Low</u>
<u>E-13 Cool Roofs</u>	<u>B-27</u>	<u>Low</u>	<u>AQ-2 bullet 6</u>	<u>Low</u>
<u>E-15 Electric Yard Equipment</u>	<u>B-28</u>	<u>Low</u>	<u>AQ-2 bullet 3</u>	<u>Low</u>
<u>E-18 Shading Mechanisms</u>	<u>B-29</u>	<u>Low</u>	<u>AQ-2 bullet 9</u>	<u>Low</u>
<u>E-20 Programmable Thermostats</u>	<u>B-30</u>	<u>Low</u>	<u>AQ-2 bullet 8</u>	<u>Low</u>

¹ The adjusted project % reduction is calculated based on the percentage of each source on Table 6-4 (70% from vehicle, 21% from utility usage, and 9% from others).

² Smart Infill: A practical guide to creating vibrant places throughout the Bay Area. Greenbelt Alliance. 2008.

http://www.greenbelt.org/downloads/resources/report_smartinfill2008.pdf

“The term ‘infill development’ does not refer to one type of building. It refers to finding room for new homes and jobs in existing urban and suburban areas, and designing them in a way that will work well with their surroundings. It can mean building on vacant lots, reusing underutilized sites (such as parking lots, old shopping malls, or industrial sites), or rehabilitating historic buildings for new use.”

<u>E-22 Day Lighting Systems</u>	<u>B-30</u>	<u>Low</u>	<u>AQ-2 bullet 10</u>	<u>Low</u>
<u>E-23 Low Water Use Appliances</u>	<u>B-30</u>	<u>Low</u>	<u>GCC-1.3</u>	<u>Low</u>
<u>M-1 Off Site Mitigation Fee Program</u>	<u>B-33</u>	<u>Moderate/High</u>	<u>AQ-2</u>	<u>High</u>

After further discussion with Placer County Air Pollution Control District staff, additional project features which did not necessarily correlate to the specific language of the line items presented in Appendix B were quantified. These quantifications have been verified by the PCAPCD to yield the following percentage of GHG reductions:

<u>Building AC unit upgrade</u>					<u>0.6%</u>
<u>Participation in an offsite incentive program such as an HVAC replacement program, or equivalent offsite emissions reduction program, resulting in a minimum GHG reduction of 66 tons of CO₂ per year.</u>					<u>0.3%</u>
<u>Water conservation measures (water efficient fixtures/ appliances, drought tolerant landscaping, smart weather based irrigation controls¹</u>					<u>0.63%</u>
<u>Parking lot shading (provide 50% coverage within 10 years as described in CAPCOA mitigation measure T-14 – Parking Area Tree Cover)¹</u>					<u>0.97%</u>
<u>Exceed Title 24 insulation requirements by 5%¹</u>					<u>0.22%</u>
<u>Total from above</u>					<u>12.68%</u>
<u>Sum</u>					<u>15.40%</u>

¹See Appendix E: Memorandum from Michael Brandman Associates on Greenhouse Gas Emissions Mitigation Measure Analysis for Rocklin Commons

As the total shows, from the mitigation measures and project features assigned percentage reduction amounts, the project has reduced GHG emissions by 15.40%, without any additional reduction credits taken for the items listed in the Non-Percentage Rated CAPCOA Appendix B Mitigation Measures table shown above. Notably, PCAPCD staff has also indicated that the project would receive up to 1% reduction credit for the project applicant’s payment of up to \$204,633 to the Placer County Air Pollution Control District Offsite Mitigation Fee Program pursuant to Mitigation Measure AQ-2, which would increase the project’s GHG reductions to 16.40%.

Page 6-43, revise last paragraph:

In addition to the project’s compliance with the applicable CAT strategies, ~~and~~ OPR recommendations and CAPCOA Mitigation Measures noted in the above tables, it should be recognized that the City also has existing programs in place, and others that are planned, that reduce and minimize greenhouse gas emissions, consistent with the intent of AB 32.

Page 6-43, revise last paragraph prior to Mitigation Measure GCC-1:

The project's compliance with the applicable CAT strategies, ~~and~~ OPR recommendations and CAPCOA Mitigation Measures and implementation of the City policies identified above would reduce GHG emissions from construction and operation of the project, as would the energy conservation standards discussed in Chapter 4.5.

Page 6-48 the first line of Mitigation Measure GCC-1 is amended as follows:

- A. The City shall require that measures (regulatory or applicant implemented) be incorporated into project design and operation that the Placer County Air Pollution Control District determines will reduce the project's CO₂ equivalent emissions, as quantified in this DEIR, by at least 15 percent in conjunction with the project's features. Such measures shall include, but are not limited to, ~~The project applicant shall implement~~ the mitigation measures identified in Section 4.2, Air Quality, in order to reduce GHG emissions as follows:

Page 6-48 Mitigation Measure GCC-1 Global Climate Change is amended so that Mitigation Measure AQ-2 is deleted in its entirety and replaced with the revised AQ-2 stated above.

Page 6-48 Mitigation Measure GCC-1 Global Climate Change is further amended as follows:

- B. Furthermore, the City has determined that, in addition Mitigation Measures AQ-1 and AQ-2, the following mitigation measures would be appropriate for the proposed Project and shall be required with Project implementation:
1. All dock and delivery areas shall be posted with signs informing truck drivers of the California Air Resources Board regulations including the following:
 - a. Truck drivers shall turn off engines when not in use.
 - b. All diesel delivery trucks servicing the project shall not idle more than five minutes, consistent with mitigation measure AQ-2.
 - c. Restrict idling emissions by using auxiliary power units and electrification of the docking areas if provided by the operator.
 2. Auxiliary power shall be provided for TRUs, ~~as feasible~~, at all docking facilities to minimize emissions from these units while on the project site.
 3. Restroom sinks within individual buildings on the site shall use sensor-activated, low-flow faucets and low-flow toilets. The low-flow faucets, because they regulate flow, reduce water usage by 84 percent, while the sensors, which regulate the amount of time the faucets flow, save approximately 20 percent in water usage over similar, manually operated systems.
 4. The project applicant shall participate in an incentive program such as an HVAC replacement program, to reduce offsite emissions by a minimum of 66 tons of CO₂ per year. Through its participation in such an incentive program, the project shall receive a 0.3% CO₂ emission reduction credit for the project's relative CO₂ emissions per year. Under an HVAC replacement program, participation shall involve the contribution of fees in an amount equal to the incentives provided for the replacement of 100 air

conditioning units. In the alternative, the applicant may choose to participate in an equivalent offsite emission reduction program which can achieve the same 66 ton reduction in offsite CO₂ emissions required by this mitigation measure.

- C. Prior to the issuance of building permits, the project applicant may satisfy its obligation to implement any of the above mitigation measures if the project applicant can demonstrate to the City and the PCAPCD that the tenant(s) for the building square footage authorized will implement other measure(s) that achieve an equal or greater percent reduction in the project's CO₂ equivalent emissions.

Page 6-48 Mitigation Measure GCC-2 is added:

Mitigation Measure GCC-2 Global Climate Change

Any use incorporating refrigerant systems utilizing 200 pounds or more of refrigerant shall use a low-Global Warming Potential (GWP) refrigerant, or shall incorporate equivalent mitigation on a prorated square foot basis to offset the predicted GHG emissions of 1800 tonnes per year for a 60,000 square foot supermarket.

Page 6-49 continuing to the top of page 6-50, the last paragraph on page 6-49 continuing on to the top of page 6-50 of the Level of Significance discussion is revised as follows:

Though the City did not identify a specific numerical quantitative threshold, the implied percentage reduction for compliance with the Scoping Plan and AB 32 is at least a 15% reduction in emissions. Utilizing the CAPCOA document titled *CEQA and Climate Change, Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*, the City evaluated the GHG reduction potential of the project features, site, and required mitigation measures to conclude that after incorporation of the local and state regulations and policies, as well as incorporation of project design features and mitigation measures, the City estimates that project's emissions are reduced by at least 15% according to the ARB adopted AB 32 Scoping Plan. With the project's compliance with the applicable CAT strategies, OPR recommendations, CAPCOA Appendix B mitigation measures, and City policies and implementation of above mitigation measures, the project's incremental contribution to any impact relating to global climate change would be *less than cumulatively considerable*; therefore, the project's climate change impacts would be considered *less than significant*. No additional mitigation, beyond the measures described above, are necessary.

APPENDIX A
MITIGATION MONITORING AND REPORTING PROGRAM