

3 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. 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~~ and additions are shown in bold underline (**bold underline**).

Page 4.2-49 of the Draft EIR, Mitigation Measure 4.2-6 is hereby revised as follows:

Mitigation Measure 4.2-6: Sierra College Boulevard/Taylor Road Intersection (Loomis)

The Project applicant shall obtain an encroachment permit from the Town of Loomis to construct the following intersection improvements: restripe the intersection to provide for both southbound and northbound directions, one left-turn lane, one exclusive through lane, and one through/right-turn lane. In addition, the westbound approach shall be restriped to provide two exclusive left turn lanes, one through lane, and one right-turn only lane, and an additional southbound receiving lane shall be provided. The proposed improvements shall be designed to the satisfaction of the Town of Loomis Public Works Director/Town Engineer.

In the alternative, if the Town of Loomis has a pending improvement project scheduled for this intersection, the Project applicant shall pay the costs of the improvements to the Town of Loomis to fund their share of the Town of Loomis intersection improvement project. This payment of construction costs in lieu of improvements shall be at the sole discretion of the Town of Loomis.

~~► Prior to the issuance of building permits for the project, the project applicant shall pay the SPRTA fee.~~

~~*Explanation:* The SPRTA is a Joint Powers Authority (JPA) comprised of the Cities of Lincoln, Rocklin, Roseville and the County of Placer. The SPRTA was formed for the purpose of implementing a regional transportation and air quality mitigation fee to fund specified regional transportation projects. The Placer County Transportation Planning Agency (PCTPA) is designated as the entity to provide administrative, accounting, and staffing support for the SPRTA. PCTPA adopted a Regional Transportation Funding Strategy in August 2000, which included the development of a regional transportation impact fee program and a mechanism to implement the impact fee. The Sierra College Boulevard/Taylor Road intersection improvement project, one of the many improvement projects identified by SPRTA, is currently in the final design stage by the City of Rocklin.~~

Page 4.3-18 of the Draft EIR, the first sentence in the second full paragraph is hereby revised as follows:

Short-term construction emissions of ROG, NO_x, PM₁₀, and CO were modeled using the ARB-approved URBEMIS **2007 Version 9.2** ~~2002 Version 8.7~~ computer program as recommended by the PCAPCD.

Page 4.3-19 of the Draft EIR, the last sentence of the last bullet of Mitigation Measure 4.3-1 is hereby revised as follows:

Contractors can ~~contact PCAPCD~~ **access the Sacramento Metropolitan Air Quality Management District's web site** to determine if their off-road fleet meets the requirements listed in this measure. **<http://www.airquality.org/ceqa/index.shtml#construction>**. **The contractor can provide the calculation spreadsheets to the District in electronic format for review and for project compliance.**

Page 4.3-21 of the Draft EIR, Mitigation Measure 4.3-2 is hereby revised as follows:

Mitigation Measure 4.3-2: Long-Term Operational (Regional) Criteria Air Pollutant and Precursor Emissions.

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.
- ▶ The project applicant, **where determined to be feasible in consultation with City staff,** shall **incorporate measures such as:** provide electric maintenance equipment, use solar, low-emissions, or central water heaters, increase wall and attic insulation beyond Title 24 requirements, and orient buildings to take advantage of solar heating and natural cooling, use 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, install 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 home improvement superstore (i) shall not rent pick-up trucks to its customers using fuels other than gasoline or natural gas, (ii) shall use natural gas, propane, or electricity in powering its material handling equipment (forklifts), (iii) shall use only natural gas for its primary back-up generators (a secondary, emergency fuel source is required, however, in the event of gas line rupture), (iv) shall install 110/208 volt outlets for use by delivery trucks auxiliary equipment, and (v) shall post signs prohibiting diesel trucks from idling more than five minutes.**
- ▶ **The free-standing discount superstore (i) shall use natural gas, propane, or electricity in powering its material handling equipment (forklifts), (ii) shall utilize delivery trucks that are powered by an auxiliary power unit that comes on when the trucks idle, and (iii) shall post signs prohibiting diesel trucks from idling more than five minutes.**

Page 4.4-16 of the Draft EIR, the third sentence in the fourth paragraph is hereby deleted, as follows:

~~Proposed lots 145 and 146 are located even closer to the eastern site boundary.~~

Page 4.4-19 of the Draft EIR, the following text is hereby added to Mitigation Measure 4.4-4:

- ▶ **Overnight parking of recreational vehicles for the purpose of overnight camping is not permitted on or within the proposed development. The developer shall install signs throughout the parking area stating “No Overnight Camping Permitted on the Premises.” Violators will be cited per Municipal Code Section 10.24.230.”**

Page 4.6-14 of the Draft EIR, the last paragraph is hereby revised as follows:

Off-site conveyance facilities are shown in Exhibit 4.6-1. These PCWA improvements are intended to ensure that PCWA's system can provide service for and meet the water demands (as it pertains to **either peak fire flows or maximum day demands, or both**) of the proposed project and other commercial developments that may or are expected to occur within the area of benefit, further identified as the Sierra College Boulevard/Interstate 80 interchange area (as depicted in Exhibit 4.6-2) without adversely affecting the pressure or velocity requirements of PCWA's system elsewhere.

Page 4.6-17 of the Draft EIR, the second paragraph is hereby revised as follows:

The project applicant would be required to relocate the Eastside Canal pipe that traverses the portion of the property abutting Interstate 80 within the project site. **The canal serves a number of PCWA raw water customers in the surrounding properties, and reconstruction or relocation of the canal has the potential to temporarily affect PCWA's ability to serve these customers.** PCWA would require the canal pipe to be relocated before construction of the proposed project to avoid being located under permanent structures. **The project would be required to maintain the ability to provide raw water service to existing customers served from lines affected by the project by maintaining current pressure and flow rates.** The project applicant would be required to prepare plans and enter into a Facilities Agreement with the PCWA to relocate the canal pipe. **Overflow easements would be required from existing or relocated service boxes to approved locations.** The existing canal pipe would remain in service until the replacement pipe is in service.

Page 4.10-15 of the Draft EIR, bullet "b" of Mitigation Measure 4.10-2 is hereby revised as follows:

- b. Prior to the issuance of a grading permit or any construction activity, the project applicant shall obtain from the Central Valley RWQCB the appropriate regulatory approvals for project construction including a Section 401 water quality certification, ~~and an NPDES stormwater permit for general construction activity, including construction dewatering activities.~~

Page 4.10-16 of the Draft EIR, Mitigation Measure 4.10-3 and the Level of Significance after Mitigation discussion is hereby revised as follows:

Mitigation Measure 4.10-3: Potential Long-Term Degradation of Water Quality

Before issuance of a grading permit for the site, the project applicant shall ~~obtain from the Central Valley RWQCB a general NPDES permit~~ **submit a Notice of Intent to comply with the NPDES General Permit for Construction Related Activities** and shall comply with all of the permit requirements in order to minimize storm water discharges associated with site operations. In addition, the project applicant shall prepare a SWPPP and implement Best Management Practices designed to minimize sedimentation and release of products used during site operations.

Before approval of the final project design, the project applicant shall identify storm water runoff BMPs selected from the Storm Water Quality Task Force's California Storm Water Best Management Practices Handbook (American Public Works Association 1993), the Bay Area Stormwater Management Agencies Association's (1999) Start at the Source: Design Guidance Manual for Stormwater Quality Protection, or similar documents. **The applicant shall adopt a "treatment train" stormwater quality program in which stormwater is subject to more than one type of BMP. Source control BMPs shall constitute the first-step BMPs and shall include, but would not be limited to, administrative controls such as signage at inlets to prevent illicit discharges into storm drains, parking lot and other pavement area sweeping, public education, and hazardous waste management and disposal programs. Second-step BMPs may include underground hydrodynamic separators or catch basin filters, or, upon approval of the City of Rocklin, a substitute device of equal or greater effectiveness. The second-step BMPs shall contain a media or structure designed to remove oil and grease. The third-step BMP shall include a water quality basin designed according to the Guidance Document for Volume and Flow-**

based Sizing of Permanent Post-Construction Best Management Practices for Stormwater Quality Protection published by the Placer Regional Stormwater Coordination Group (PRSCG) (May 2005). Typical BMPs that could be used on the project site shall include, but are not limited to, catchbasin inserts, compost storm water filters, sand filters, vegetated filter strips, biofiltration swales, oil/water separators, bioretention basins, or other equally effective measures. Other BMPs shall include, but would not be limited to, administrative controls such as signage at inlets to prevent illicit discharges into storm drains, parking lot and other pavement area sweeping, public education, and hazardous waste management and disposal programs. BMPs shall identify and implement mechanisms for the routine maintenance, inspection, and repair of pollution control mechanisms. In addition, ~~†~~The BMPs shall be reviewed for adequacy by the City of Rocklin, Engineering Department prior to issuance of a grading permit for the site to ensure that they will effectively remove pollutants from the site's stormwater runoff. **Long-term functionality of the stormwater quality BMPs shall be provided for through a maintenance and inspection program. Prior to issuance of the first occupancy permit, the applicant shall submit to the City of Rocklin Department of Public Works a Maintenance and Monitoring Plan for all stormwater BMPs. The Maintenance and Monitoring Plan shall 1) identify a schedule for the inspection and maintenance of each BMP, 2) identify methods and materials for maintenance of each BMP, 3) and include provisions for the repair or replacement of BMPs.**

Level of Significance after Mitigation

With the implementation of the BMPs identified above, ~~the~~ stormwater discharge from the project site would be captured within the project's drainage systems and would be filtered through ~~oil/water separators and/or other equally effective control systems~~ **pre-treatment devices such as hydrodynamic separators or catch basin inlet filters** prior to being directed to the ~~detention~~ **water quality** basin. Once in the ~~detention~~ basin, the settlement of undissolved solids would occur, ~~stormwater would undergo further~~ further removing contaminants from the stormwater **treatment. Long-term functionality of the BMPs would be provided for through a maintenance and monitoring program.** As the stormwater is discharged from the detention basin, it would flow through an existing grassy swale for approximately 300 feet before entering Secret Ravine Creek. ~~The grassy swale would remove additional contaminants within the stormwater through biofiltration.~~ The implementation of these BMPs, consistent with the requirements of the site's NPDES permit and the SWPPP, **and design criteria identified by PRSCG,** would ensure that the quality of the water entering Secret Ravine Creek would not be substantially degraded. With implementation of the above mitigation measures, the project's operational water quality impacts would be reduced to a less-than-significant level.

Page 4.12-27 of the Draft EIR, the last paragraph is hereby revised as follows:

With the implementation of the BMPs identified in Mitigation Measures 4.10-2 and 4.10-3, the ~~storm~~ **storm**water discharge from the project site would be captured within the project's drainage systems and would be filtered through **pre-treatment devices such as hydrodynamic** ~~oil/water separators and/or catch basin inlet filters~~ other equally effective control systems prior to being directed to the **water quality basin.** ~~Once in the detention basin, the settlement of undissolved solids would occur, further removing contaminants from the storm water.~~ **Once in the basin, the stormwater would undergo further treatment. Following discharge from the** detention basin, ~~Once in the detention basin, the settlement of undissolved solids would occur, further removing contaminants from the storm water.~~ As the ~~storm~~ **storm**water is discharged from the detention basin, it would flow through an existing grassy swale for approximately 300 feet before entering Secret Ravine Creek. ~~The grassy swale would remove additional contaminants within the storm water through biofiltration.~~ The implementation of these BMPs, consistent with the requirements of the site's NPDES permit and the SWPPP, **and design criteria identified by PRSCG,** would ensure that the quality of the water entering Secret Ravine Creek would not be substantially degraded. With implementation of the identified mitigation measures, the project's impacts on Central Valley fall/late fall-run Chinook salmon and Central Valley steelhead trout would be reduced to a less-than-significant level.

Page 4.13-12 of the Draft EIR, the first sentence of Mitigation Measure 4.13-2 is hereby revised as follows:

Mitigation Measure 4.13-2: Potential Impacts to Undocumented Cultural Resources.

If an inadvertent discovery of cultural materials (e.g., unusual amounts of shell, charcoal, animal bone, bottle glass, ceramics, burned soil, structure/building remains) is made during project-related construction activities, ground disturbances in the area of the find shall be halted and a qualified professional archaeologist **and the United Auburn Indian Community (UAIC)** shall be notified regarding the discovery.