



DRAFT EIR

FOR THE

COLLEGE PARK PROJECT

SEPTEMBER 2021

Prepared for:

Rocklin Community Development Department, Planning Division
3970 Rocklin Road
Rocklin, CA 95677
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Prepared by:

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D e N o v o P l a n n i n g G r o u p

A Land Use Planning, Design, and Environmental Firm



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Appendix A: Notice of Preparation, and NOP Comments

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Appendix G: Technical Reports for the Hydrology and Water Quality Chapter

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INTRODUCTION

The City of Rocklin, as the lead agency, determined that the proposed College Park Project (proposed Project) is a "project" within the definition of CEQA. CEQA requires the preparation of an environmental document, in this case an environmental impact report (EIR) prior to approving any project, which may have a significant impact on the environment. For the purposes of CEQA, the term "project" refers to the whole of an action, which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378[a]).

The EIR contains a description of the Project, description of the environmental setting, identification of Project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of Project alternatives, identification of significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. This EIR identifies issues determined to have no impact or a less than significant impact, and provides detailed analysis of potentially significant and significant impacts. Comments received in response to the Notice of Preparation (NOP) were considered in preparing the analysis in this EIR.

PROJECT DESCRIPTION

The proposed Project includes several distinct planning boundaries defined below. The following terms are used throughout this DEIR to describe planning area boundaries within the Project sites:

- Project Area – The Project Area is 108.4 acres in the southeastern portion of the City of Rocklin, consisting of the 72.6-acre North Village site and the 35.8-acre South Village site.
- North Village – The North Village site is 72.6 acres located northeast of the intersection of Rocklin Road and Sierra College Boulevard. The North Village Site is generally bound by Sierra College Boulevard to the west, Rocklin Road to the south, the Rocklin City limits to the east, and vacant land to the north.
- South Village – The South Village site is 35.8 acres located southeast of the intersection of Rocklin Road and El Don Drive. The South Village site is generally bound by Rocklin Road to the north, El Don Drive to the west, and residential subdivisions to the south and east.

The North Village and South Village sites are infill development sites located within the City of Rocklin approximately one quarter mile apart along the Rocklin Road corridor. Figures 2.0-1 and 2.0-2 in Chapter 2.0, Project Description, show the Project's regional location and Project vicinity, respectively.

For years, the potential of the North and South Village sites has been envisioned for development to economically benefit Sierra College. The College's Facilities Master Plan, adopted by the Trustees in 2018 describes and illustrates the long-term vision of facility planning at its Rocklin campus and does not designate the Project Area for campus uses. However, the College's 2014 Facilities Master Plan designates the Project Area for revenue generation to benefit the College's students, programs,

and facilities. In 2015, the Trustees initiated a process to identify a developer for the proposed Project and declared the Project Area (North Village and South Village) as surplus property in 2016. In response, the applicant has developed the College Park General Development Plan (College Park GDP), which would allow for the integrated development of the approximately 108-acre Project Area.

As described in Chapter 2.0, Project Description, the College Park Project proposes to develop the 72.6-acre North Village with 317 single-family dwelling units, 378 multi-family dwelling units, 45,000 square feet of non-residential building uses, 9.0-acres of open area, and 6.6-acres of parks. Additionally, the College Park Project proposes to develop the 35.8-acre South Village site with 25 single-family dwelling units, 180 multi-family dwelling units, 75,000 square feet of non-residential building uses, 13.5 acres of open space, and 1.2 acres of parks. The Project Area's grading plans, drainage characteristics, and utility infrastructure would comply with the City's Municipal Code and all applicable local, state, and federal requirements.

The City of Rocklin General Plan Land Use Map designates the North Village as Mixed Use (MU) and the South Village site as MU and Recreation-Conservation. As described in Chapter 2.0, the College Park Project proposes to amend the land use designations to redesignate the North Village site from Mixed Use to a mixture of Retail Commercial, Medium Density Residential, Medium High Density Residential, High Density Residential, and Recreation-Conservation. Additionally, the Project proposes to amend the land use designations to redesignate the South Village site from Mixed Use and Recreation-Conservation to a mixture of Business Professional/Commercial, Medium Density Residential, High-Density Residential, and Recreation-Conservation.

The entirety of the North Village site is zoned Planned Development – Community College within the Sierra College Area General Development Plan. Within the South Village site, the norther half is zoned Planned Development – Commercial within the Rocklin Road East of I-80 General Development Plan. The remainder of the South Village site is zoned as Park, Open Area, R1-10 (Residential Single Family 10,000-square foot minimum lot), within the Rocklin Road East of I-80 General Development Plan. The proposed Project involves a rezone to remove the North Village site from the Sierra College Area General Development Plan and the South Village site from the Rocklin Road East of I-80 General Development Plan, and designate the Project Area to College Park GDP zoning districts, including Planned Development – General Commercial, Planned Development – Business Professional/Commercial, Planned Development – 8.4, Planned Development – 15.4, Planned Development – 15.5+, Planned Development – Park, and Planned Development – Open Area.

The principal objective of the proposed Project is to create two high quality new and financially viable mixed-use infill neighborhoods that include residential, commercial, office, and/or public uses located along two significant transportation corridors in the City. The quantifiable objective of the proposed Project includes the approval of the College Park GDP to facilitate the total development of up to 342 single-family units, 558 multi-family units, 120,000 square feet of non-residential uses, parking and other vehicular and non-vehicular circulation improvements, park and open space facilities, and utility improvements

Refer to Chapter 2.0, Project Description, for a more complete description of the details of the proposed College Park Project.

AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

This Draft EIR addresses environmental impacts associated with the proposed Project that are known to the City of Rocklin, were raised during the NOP process, or raised during preparation of the Draft EIR. This Draft EIR discusses potentially significant impacts associated with aesthetics and visual resources, agricultural resources, air quality, biological resources, cultural and tribal resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and population, noise, public services, transportation and circulation, and utilities.

The City of Rocklin received written comment letters on the NOP for the proposed Project. A copy of the letters is provided in Appendix A of this Draft EIR. The commenting agency/citizen is provided below. The City also held a public scoping meeting on February 27, 2019.

- Anonymous (February 27, 2019)
- Arlene Jamar (March 4, 2019)
- Bill Gandara (February 27, 2019)
- Bradley Eickmann (March 4, 2019)
- California Department of Transportation (March 1, 2019)
- California State Clearing House (February 1, 2019)
- Central Valley Regional Water Quality Control Board (February 26, 2016)
- Davinder Mahal (March 4, 2019)
- Denise Gaddis (March 1, 2019)
- Gary Grewal (February 27, 2019)
- Gregory Hawkins (March 3, 2019)
- Janet Thew (March 4, 2019)
- Kathi Gandara (February 27, 2019)
- Kathy Twisselmann (March 4, 2019) & (March 12, 2019)
- Kent Zenobia (March 2, 2019) & (March 5, 2019)
- Kim Steinjann (March 4, 2019) & (March 6, 2019)
- Kingsley Bogard (February 27, 2019)
- Laurie and Sharon Rindell (March 1, 2019)
- Leon Robinson (March 4, 2019)
- Margo Rabin (March 1, 2019) & (March 2, 2019)
- Michael Garabedian (March 2, 2019)
- Miguel Ucovich (February 28, 2019)
- Placer County Planning Services (March 4, 2019)
- Robert Columbro (March 4, 2019)
- Roger and Irene Smith (March 1, 2019)
- Save East Rocklin (Formerly El Don Neighborhood Advisory Committee) (March 4, 2019)

- Sherry Di Lulo (March 4, 2019)
- Shute, Mihaly & Weinberger (March 1, 2019)
- South Placer Municipal Utility District (March 4, 2019)
- State of California Native American Heritage Commission (February 12, 2019)
- The Town of Loomis (February 6, 2019)
- Tom Roush (March 1, 2019)

ALTERNATIVES TO THE PROPOSED PROJECT

The CEQA Guidelines require an EIR to describe a reasonable range of alternatives to the Project or to the location of the Project which would reduce or avoid significant impacts, and which could feasibly accomplish the basic objectives of the proposed Project. Five alternatives to the proposed Project were developed based on input from City staff and the technical analysis performed to identify the environmental effects of the proposed Project. The alternatives analyzed in this EIR include the following three alternatives in addition to the proposed Project.

- **No Project (No Build) Alternative:** Under this alternative, development of the Project Area would not occur, and the Project Area would remain in its current existing condition.
- **Existing General Plan Alternative:** Under this alternative, development of North Village and South Village site would occur consistent with the existing General Plan designation and zoning for the site. The existing General Plan designation for the North Village is Mixed Use (MU). The existing General Plan designations for the South Village are Mixed Use (MU) and Recreation-Conservation (R-C).
- **Increased Density/Residential Emphasis Alternative:** Under this alternative, the North Village and South Village sites would be developed with the same uses and amenities as described in the Project Description, but the density of the residential uses would be increased and clustered in order to allow for an increase in park/open space areas.
- **Increased Intensity/Commercial Emphasis Alternative:** Under this alternative, the South Village site would be developed with the same components as described in the Project Description; however, the North Village site would redesignate 13.6 acres of Medium High Density Residential (MHDR) to MU to increase the amount of commercial uses while maintaining the number of residential units and approximate overall Project footprint.
- **Reduced Footprint Alternative:** Under this alternative, the Plan Area would be developed with the same components as described in the Project Description, but the area utilized for the development (i.e., the project footprint) would be reduced by approximately 17 percent.

Alternatives are described in detail in Chapter 5. Table ES-1 provides a comparison of the alternatives using a qualitative matrix that compares each alternative relative to the other Project alternatives.

TABLE ES-1: COMPARISON SUMMARY OF ALTERNATIVES TO THE PROPOSED PROJECT

ENVIRONMENTAL ISSUE	NO PROJECT (NO BUILD) ALTERNATIVE	EXISTING GENERAL PLAN	INCREASED DENSITY ALTERNATIVE	INCREASED INTENSITY ALTERNATIVE	REDUCED FOOTPRINT ALTERNATIVE
Aesthetics and Visual Resources	Less	Greater	Less	Equal	Less
Agricultural Resources	Equal	Equal	Equal	Equal	Equal
Air Quality	Less	Greater	Equal	Greater	Less
Biological Resources	Less	Greater	Less	Equal	Less
Cultural Resources	Less	Greater	Less	Equal	Less
Geology and Soils	Less	Greater	Equal	Greater	Less
Greenhouse Gases and Climate Change	Less	Greater	Equal	Less	Less
Hazards and Hazardous Materials	Less	Greater	Equal	Equal	Equal
Hydrology and Water Quality	Less	Greater	Less	Equal	Less
Land Use	Less	Greater	Equal	Equal	Equal
Noise	Less	Greater	Equal	Greater	Less
Population and Housing	Less	Equal	Equal	Equal	Equal
Public Services and Recreation	Less	Greater	Equal	Equal	Less
Transportation and Circulation	Less	Equal	Equal	Less	Less
Utilities	Less	Greater	Equal	Greater	Less

GREATER = GREATER IMPACT THAN THAT OF THE PROPOSED PROJECT

LESS = LESS IMPACT THAN THAT OF THE PROPOSED PROJECT

EQUAL = NO SUBSTANTIAL CHANGE IN IMPACT FROM THAT OF THE PROPOSED PROJECT

the No Project (No Build) Alternative is the environmentally superior alternative. However, as required by CEQA, when the No Project (No Build) Alternative is the environmentally superior alternative, the environmentally superior alternative among the others must be identified. Therefore, the Increased Density and Reduced Footprint Alternatives both rank higher than the proposed Project. Comparatively, the Reduced Footprint Alternative would result in less impact than the Increased Density Alternative because it provides the greatest reduction of potential impacts in comparison to the proposed Project. However, neither the Reduced Footprint Alternative nor the Increased Density Alternative fully meet all of the Project objectives.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

In accordance with the CEQA Guidelines, this EIR focuses on the significant effects on the environment. The CEQA Guidelines defines a significant effect as a substantial adverse change in the physical conditions which exist in the area affected by the proposed Project. A less than significant effect is one in which there is no long or short-term significant adverse change in environmental conditions. Some impacts are reduced to a less than significant level with the implementation of mitigation measures and/or compliance with regulations.

The environmental impacts of the proposed Project, the impact level of significance prior to mitigation, the proposed mitigation measures and/or adopted policies and standard measures that are already in place to mitigate an impact, and the impact level of significance after mitigation are summarized in Table ES-2.

TABLE ES-2: PROJECT IMPACTS AND PROPOSED MITIGATION MEASURES

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE WITHOUT MITIGATION	MITIGATION MEASURE	RESULTING LEVEL OF SIGNIFICANCE
AESTHETICS AND VISUAL RESOURCES			
Impact 3.1-1: Project implementation would not conflict with an applicable zoning or other regulation governing scenic quality within an urbanized area and would not result in substantial adverse effects on scenic vistas and resources or substantial degradation of visual character	LS	None required.	--
Impact 3.1-2: Project implementation would not substantially damage scenic resources within a State Scenic Highway	No Impact	None required.	--
Impact 3.1-3: Project implementation may result in light and glare impacts	LS	None required.	--
AGRICULTURAL RESOURCES			
Impact 3.2-1: The proposed Project would not convert important farmlands to non-agricultural land uses and would not conflict with lands zoned for agricultural uses	LS	None required.	--
Impact 3.2-2: Project implementation would not conflict with existing zoning for agricultural use, or a Williamson Act Contract	No Impact	None required.	--
Impact 3.2-3: Project implementation would not conflict with existing zoning, or cause rezoning of, forest land, timberland or timberland zoned Timberland Production.	No Impact	None required.	--

CC – cumulatively considerable

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PS – potentially significant

B – beneficial impact

SU – significant and unavoidable

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE WITHOUT MITIGATION	MITIGATION MEASURE	RESULTING LEVEL OF SIGNIFICANCE
Impact 3.2-4: Project implementation would not result in the loss of forest land or conversion of forest land to non-forest use.	No Impact	None required.	--
3.2-5: The project is not adjacent to agricultural operations and development of the Project Area would not result in other changes in the existing environment that would lead to the abandonment of agricultural operations and conversion of farmland or forest land to non-agricultural or forest land use.	No Impact	None required.	--
AIR QUALITY			
Impact 3.3-1: Proposed Project operation would expose sensitive receptors to substantial pollutant concentrations or result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under an applicable federal or state ambient air quality standard.	PS	<p>Mitigation Measure 3.3-1: Prior to Design Review approval, the Project applicant shall include the following features (or features determined by the City of Rocklin to be equally or more effective at reducing emissions) in finished buildings. These features shall be conditions of building permits:</p> <ul style="list-style-type: none"> For each single-family residential unit, install a listed raceway, associated overcurrent protective device and the balance of a dedicated 208/240-volt branch circuit at 40 amperes (amp) minimum. The raceway shall not be less than trade size 1 (nominal 1-inch inside diameter). The raceway shall originate at the main service or unit subpanel and shall terminate into a listed cabinet, box, or other enclosure near the proposed location of an EV charger. Raceways are required to be continuous at enclosed, inaccessible, or concealed areas and spaces. The service panel and/or subpanel shall provide capacity for a 40-amp minimum dedicated branch circuit. All electrical circuit components and Electric Vehicle Service Equipment (EVSE), including a receptacle or box with a blank cover, related to this section shall be installed in accordance with the California Electrical Code. Multi-family residential buildings shall design at least 10 percent of parking spaces to include EVSE, or a minimum of two spaces to be installed with EVSE for buildings with 2-10 parking spaces. EVSE includes EV charging equipment for each required space connected to a 208/240-volt, 40-amp panel with conduit, wiring, receptacle, and overprotection devices. 	SU

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ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE WITHOUT MITIGATION	MITIGATION MEASURE	RESULTING LEVEL OF SIGNIFICANCE
		<ul style="list-style-type: none"> • Non-residential buildings shall design at least 10 percent of parking spaces to include EVSE, or a minimum of two spaces to be installed with EVSE for buildings with 2-10 parking spaces. EVSE includes EV charging equipment for each required space connected to a 208/240-volt, 40-amp panel with conduit, wiring, receptacle, and overprotection devices. • Non-residential land uses with 20 or more on-site parking spaces shall dedicate preferential parking spaces to vehicles with more than one occupant and ZEVs (including battery electric vehicles and hydrogen fuel cell vehicles), as applicable. The number of dedicated spaces should be no less than two spaces or 5 percent of the total parking spaces on the individual project site, whichever is greater. These dedicated spaces shall be in preferential locations such as near the main entrances to the buildings served by the parking lot and/or under the shade of structures or trees. These spaces shall be clearly marked with signs and pavement markings. • Multi-family residential buildings of three stories or fewer shall be designed to achieve a 15 percent reduction in energy use compared to a standard 2019 Title 24 code-compliant building. These reductions shall be achieved by employing energy efficient design features and/or solar photovoltaics. Compliance shall be demonstrated using CEC-approved residential modeling software. • Commercial buildings (including multi-family residential buildings four stories or higher) shall be designed to achieve a 10 percent or greater reduction in energy use compared to a standard 2019 Title 24 code-compliant building. Alternatively, this could be met by installing on-site renewable energy systems that achieve equivalent reductions in building energy use. • All project buildings shall be designed to include Cool Roofs in accordance with the requirements set forth in the 2019 California Green Building Energy Code. • Multiple electrical receptacles shall be included on the exterior of all non-residential buildings and accessible for purposes of charging or powering electric landscaping equipment and providing an alternative to using fossil fuel-powered generators. The electrical receptacles shall have an electric potential of 100 volts. There should be a minimum of one electrical receptacle on each side of the building and one receptacle every 100 linear feet around the perimeter of the building. 	

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ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE WITHOUT MITIGATION	MITIGATION MEASURE	RESULTING LEVEL OF SIGNIFICANCE
		<p>Mitigation Measure 3.3-2 The Project applicant shall implement one of the following off-site mitigation measures prior to issuance of certificates of occupancy for each building constructed on-site, as required (based on the level of exceedance of ROG above the PCAPCD’s threshold):</p> <ul style="list-style-type: none"> Establish mitigation off-site within the portion of Placer County that is within the SVAB by participating in an off-site mitigation program, coordinated through PCAPCD. Examples include, but are not limited to retrofitting, repowering, or replacing heavy duty engines from mobile sources (e.g., busses, construction equipment, on-road haulers); or other programs that the project proponent may propose to reduce emissions. Participate in PCAPCD’s Off-site Mitigation Program by paying the equivalent amount of fees for the project’s contribution of ROG and NOx that exceeds the operational threshold of 55 lbs/day. The applicable fee rates changes over time. The actual amount to be paid shall be determined, and satisfied per current CARB guidelines, at the time of recordation of the Final Map (residential projects), or issuance of a Building Permit (non-residential projects). 	
Impact 3.3-2: Proposed Project construction would not expose sensitive receptors to substantial pollutant concentrations or result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under an applicable federal or state ambient air quality standard.	LS	None required.	--

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<p>Impact 3.3-3: The proposed Project has the potential to result in other emissions (such as those leading to odors) affecting a substantial number of people.</p>	<p>PS</p>	<p>Mitigation Measure 3.3-3: To control emissions of criteria air pollutants during construction, the project proponent/operator and/or its contractor(s) will implement the following measures during construction of the proposed residential units, subject to verification by the County:</p> <ul style="list-style-type: none"> • Maintain all construction equipment properly according to manufacturer’s specifications. • Fuel all off-road and portable diesel-powered equipment with CARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road). • Comply with the State On-Road Regulation by using on-road heavy-duty trucks that meet the CARB’s Tier 3 standard for on-road heavy-duty diesel engines. • All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and/or job sites to remind drivers and operators of the 5-minute idling limit. • Diesel idling within 1,000 feet of sensitive receptors is not permitted. • Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors. • Use Electrified equipment when feasible. • Substitute gasoline-powered in place of diesel-powered equipment, where feasible. • Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel. • Require contractors to repower equipment with the cleanest engines available. • Require construction equipment use installed California Verified Diesel Emission Control Strategies. These strategies are listed at: http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm • Reduce the amount of the disturbed area where possible. • Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency is required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. 	<p>LS</p>
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ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE WITHOUT MITIGATION	MITIGATION MEASURE	RESULTING LEVEL OF SIGNIFICANCE
		<ul style="list-style-type: none"> All dirt stock-pile areas should be sprayed daily as needed. 	
Impact 3.3-4: The proposed Project has the potential to conflict with or obstruct implementation of the applicable air quality plan.	PS	Implement Mitigation Measures 3.3-1 and 3.3-2.	SU
Impact 3.3-5: The proposed Project has the potential to cause substantial adverse effects on human beings, either directly or indirectly.	PS	Implement Mitigation Measures 3.3-1 through 3.3-3.	SU
BIOLOGICAL RESOURCES			
Impact 3.4-1: The proposed Project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special-status, in local or regional plans, policies, regulations, or by the CDFW or USFWS – Invertebrates.	PS	<p>Mitigation Measure 3.4-1: Prior to any ground-disturbing or vegetation-removal activities that would affect VELB, or VELB habitat, the project applicant shall conduct comprehensive VELB surveys in areas proposed for impact no more than three years prior to commencement of construction. If construction commences prior to October 2023, these surveys will not be required. Surveys shall be conducted in accordance with the Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle (USFWS 2017), or the most recent USFWS VELB guidance at the time.</p> <p>Mitigation Measure 3.4-2: Prior to any ground-disturbing or vegetation-removal activities, a Worker Environmental Awareness Training (WEAT) shall be prepared and administered to the construction crews. The WEAT shall include the following: discussion of the state and federal Endangered Species Act, the Clean Water Act, the Porter-Cologne Act and Waste Discharge Requirements, the Project’s permits and CEQA documentation, and associated mitigation measures; consequences and penalties for violation or noncompliance with these laws and regulations; identification of special-status wildlife, location of any avoidance areas; hazardous substance spill prevention and containment measures; and the contact person in the event of the discovery of a special-status wildlife species. The WEAT shall also discuss the different habitats used by the species’ different life stages and the annual timing of these life stages. A handout summarizing the WEAT information shall be provided to workers to keep on-site for future reference. Upon completion of the WEAT training, workers shall sign a form stating that they attended the training, understand the information presented, and shall comply with the regulations discussed. Workers shall be shown designated “avoidance areas” during the WEAT training; worker access shall be restricted to outside of those areas to minimize the potential for inadvertent environmental impacts. Fencing and signage around the boundary of avoidance areas may be helpful.</p>	LS

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ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE WITHOUT MITIGATION	MITIGATION MEASURE	RESULTING LEVEL OF SIGNIFICANCE
<p>Impact 3.4-2: The proposed Project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special-status, in local or regional plans, policies, regulations, or by the CDFW or USFWS - Reptile and Amphibian.</p>	<p>PS</p>	<p>Implement Mitigation Measure 3.4-2.</p> <p>Mitigation Measure 3.4-3: A western pond turtle survey shall be conducted in all areas within 150 feet of the main (east-west) perennial creek in the South Village Study Area within 48 hours prior to construction in that area. If no western pond turtles or nests are found, no further mitigation is necessary. If a western pond turtle is observed within the proposed impact area, a qualified biologist shall relocate the individual to suitable habitat outside of the proposed impact area prior to construction. If a western pond turtle nest is observed within the proposed impact area, the nest shall be fenced off and avoided until the eggs hatch. The exclusion fencing shall be placed no less than 25 feet from the nest. A qualified biologist shall monitor the nest daily during construction to ensure that hatchlings do not disperse into the construction area. Relocation of hatchlings will occur as stipulated above, if necessary.</p>	<p>LS</p>
<p>Impact 3.4-3: The proposed Project would not, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special-status, in local or regional plans, policies, regulations, or by the CDFW or USFWS - Fish</p>	<p>--</p>	<p>None required.</p>	<p>--</p>
<p>Impact 3.4-4: The proposed Project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive,</p>	<p>PS</p>	<p>Implement Mitigation Measure 3.4-2</p> <p>Mitigation Measure 3.4-4: The following preconstruction nest survey requirements apply if construction activities take place during the typical bird breeding/nesting season (typically February 1 through September 1):</p> <ul style="list-style-type: none"> A targeted Swainson’s hawk nest survey shall be conducted throughout the Project area and all accessible areas within a ¼ mile radius of the proposed construction area no more than 14 days prior to construction activities. If active Swainson’s hawk nests are found within ¼ mile of a construction area, 	<p>LS</p>

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ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE WITHOUT MITIGATION	MITIGATION MEASURE	RESULTING LEVEL OF SIGNIFICANCE
<p>or special-status, in local or regional plans, policies, regulations, or by the CDFW or USFWS – Birds.</p>		<p>construction shall cease within ¼ mile of the nest until a qualified biologist (Project Biologist) determines that the young have fledged or it is determined that the nesting attempt has failed. If the applicant desires to work within ¼ mile of the nest, the applicant shall consult with CDFW and the City to determine if the nest buffer can be reduced. The Project applicant, the Project biologist, the City, and CDFW shall collectively determine the nest avoidance buffer, and what (if any) nest monitoring is necessary</p> <ul style="list-style-type: none"> • A pre-construction nesting bird survey shall be conducted by the Project Biologist throughout the Project area and all accessible areas within a 500-foot radius of proposed construction areas, no more than 14 days prior to the initiation of construction. If there is a break in construction activity of more than 14 days, then subsequent surveys shall be conducted. • If active raptor, California black rail nest, or a tricolored blackbird nesting colony are found, no construction activities shall take place within 500 feet of the nest/colony until the young have fledged. If active songbird nests are found, a 100-foot no disturbance buffer will be established. These no-disturbance buffers may be reduced if a smaller buffer is proposed by the Project Biologist and approved by the City (and CDFW if it is a California black rail nest or tricolored blackbird nesting colony) after taking into consideration the natural history of the species of bird nesting, the proposed activity level adjacent to the nest, habituation to existing or ongoing activity, and nest concealment (are there visual or acoustic barriers between the proposed activity and the nest). The Project Biologist can visit the nest as needed to determine when the young have fledged the nest and are independent of the site or the nest can be left undisturbed until the end of the nesting season • A report summarizing the survey(s), shall be provided to the City within 14 days of the completed survey and is valid for one construction season or until there is a gap in construction activity of 14 days or more. If no nests are found, no further mitigation is required. • Should construction activities cause a nesting bird do any of the following in a way that would be considered a result of construction activities: (1) vocalize, (2) make defensive flights at intruders, (3) get up from a brooding position, or (4) fly off the nest, then the exclusionary buffer shall be increased such that activities are far enough from the nest to stop this agitated behavior. The exclusionary buffer shall 	

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		<p>remain in place until the chicks have fledged or as otherwise determined by the Project Biologist in consultation with the City. Construction activities may only resume within the buffer zone after a follow-up survey by the Project Biologist has been conducted and a report has been prepared indicating that the nest (or nests) are no longer active, and that no new nests have been identified.</p> <p>Mitigation Measure 3.4-5: The following mitigation shall be implemented to address the loss of suitable foraging habitat for Swainson’s hawks:</p> <ul style="list-style-type: none"> • 1.0 acre of suitable foraging habitat shall be protected for each acre of highly suitable foraging habitat impacted. Protection shall be via purchase of mitigation bank credits or other land protection mechanism acceptable to the City. • 0.5 acre of suitable foraging habitat shall be protected for each acre of marginally suitable foraging habitat impacted. Protection shall be via purchase of mitigation bank credits or other land protection mechanism acceptable to the City. <p>The final determination of whether the foraging habitat is “highly suitable” or “marginally suitable” shall be made by the Project Biologist in consultation with the City of Rocklin. Generally, grasslands, croplands, and other low-lying vegetation is highly suitable foraging habitat. Orchard, vineyard, and woodland are generally unsuitable foraging habitat. Marginally suitable would require some level of low-lying vegetation available with an abundance of prey species. Based on these ratios and the current development plan, a total of 54.15 acres of Swainson’s hawk foraging habitat shall be protected to compensate for impacts within the Study Area.</p>	
<p>Impact 3.4-5: The proposed Project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special-status, in local or regional plans,</p>	<p>PS</p>	<p>Implement Mitigation Measure 3.4-2.</p> <p>Mitigation Measure 3.4-6: Pre-construction roosting bat surveys shall be conducted by a qualified biologist within 14 days prior to any tree or building removal that will occur during the breeding season (April through August). If preconstruction surveys indicate that no roosts of special-status bats are present, or that roosts are inactive or potential habitat is unoccupied, no further mitigation is required. If roosting bats are found, exclusion shall be conducted as recommended by the qualified biologist. Methods may include acoustic monitoring, evening emergence surveys, and the utilization of two-step tree removal supervised by the qualified biologist. Two-step tree removal involves removal of all branches that do not provide roosting habitat on the first day, and then the next day cutting down</p>	<p>LS</p>

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policies, regulations, or by the CDFW or USFWS – Mammals.		<i>the remaining portion of the tree. Once the bats have been excluded from buildings or allowed to fly off from trees and roost elsewhere, the building or tree removal may occur.</i>	
Impact 3.4-6: The proposed Project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special-status, in local or regional plans, policies, regulations, or by the CDFW or USFWS – Plants.	PS	<p><i>Implement Mitigation Measure 3.4-2.</i></p> <p>Mitigation Measure 3.4-7: <i>Special-status plant surveys shall be conducted in areas proposed for impact no more than three years prior to commencement of construction. If construction commences prior to April 1, 2023, these surveys shall not be required. Surveys shall be conducted in accordance with the Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed, and Candidate Plants (USFWS, 2000), the Botanical Survey Guidelines of the California Native Plant Society (CNPS, 2001), and Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFW, 2018) or more recent protocols at that time. If no special-status plant species are found, no further mitigation would be required. If special-status plants are found and would be impacted, mitigation for those impacts shall be determined during consultation with the City. If the plant found is a perennial such as Sanford’s arrowhead or big-scale balsamroot, then mitigation shall consist of digging up the plant and transplanting into a suitable avoided area on-site prior to construction. If the plant found is an annual such as dwarf downingia, then mitigation shall consist of collecting seed-bearing soil and spreading into a suitable constructed wetland at a mitigation site (as placing soil into an avoided wetland on-site would be considered fill).</i></p>	LS
Impact 3.4-7: The proposed Project would have substantial adverse effects on federally- or state-protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	PS	<p>Mitigation Measure 3.4-8: <i>The following measures shall be implemented to address the loss of aquatic resources:</i></p> <ol style="list-style-type: none"> <i>1. The Project applicant shall apply for a Section 404 permit from the U.S. Army Corps of Engineers for impacts to aquatic resources verified by the USACE as subject to their jurisdiction. Waters of the U.S. that will be impacted shall be replaced or rehabilitated on a “no-net-loss” basis. Habitat restoration, rehabilitation, and/or replacement shall be at a location and by methods acceptable to the USACE.</i> <i>2. The Project applicant shall apply for a Section 401 water quality certification or WDR, as appropriate, from the RWQCB, and adhere to the conditions.</i> <i>3. For project applications with impacts to drainages or riparian vegetation, the Project applicant shall apply for a Section 1600 Lake or Streambed Alteration Agreement from CDFW. Impacts will be outlined in the application and are expected to be substantially similar to the impacts to biological resources outlined in this document. Information regarding Project-specific drainage and hydrology</i> 	LS

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ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE WITHOUT MITIGATION	MITIGATION MEASURE	RESULTING LEVEL OF SIGNIFICANCE
		<p><i>changes resulting from Project implementation will be provided as well as a description of storm water treatment methods. Minimization and avoidance measures will be proposed as appropriate and may include: preconstruction species surveys and reporting, protective fencing around avoided biological resources, worker environmental awareness training, seeding disturbed areas adjacent to open space areas with native seed, and installation of project-specific storm water BMPs. Mitigation may include restoration or enhancement of resources on- or off-site, purchase of habitat credits from an agency-approved mitigation/conservation bank, working with a local land trust to preserve land, or any other method acceptable to CDFW.</i></p>	
<p>Impact 3.4-8: The proposed Project has the potential to have substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS.</p>	<p>PS</p>	<p><i>Implement Mitigation Measures 3.4-1 through 3.4-8.</i></p>	<p>LS</p>
<p>Impact 3.4-9: The proposed Project would not interfere substantially with the movement of native fish or wildlife species or with established wildlife corridors, or impede the use of native wildlife nursery sites</p>	<p>LS</p>	<p><i>None required.</i></p>	<p>--</p>
<p>Impact 3.4-10: The proposed Project has the potential to conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.</p>	<p>PS</p>	<p>Mitigation Measure 3.4-9: <i>The Project applicant shall comply with the City’s Oak Tree Preservation Ordinance, or provide an alternative way to address the loss of native oaks on-site (such as the College Park Oak Tree Mitigation Plan). The strategy shall be subject to review and approval by the City, and the City shall have ultimate discretion to determine what mitigation shall be required prior to permit approval.</i></p> <p><i>If the applicant utilizes the Oak Tree Preservation Ordinance to address the loss of native oaks on-site, the following shall occur:</i></p> <ul style="list-style-type: none"> • <i>The mitigation plan shall comply with the City’s Oak Tree Preservation Guidelines.</i> • <i>The Project applicant shall apply for a Tree Preservation Plan Permit, as required by the City Oak Tree Preservation Ordinance.</i> • <i>A bond or other security instrument in a form approved by the City Attorney in the minimum amount of \$10,000 (or greater as deemed necessary by the approving body) shall be posted and maintained to insure the preservation of the trees</i> 	<p>LS</p>

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		<p>during construction. The security shall be posted prior to any grading or movement of heavy equipment onto the site or issuance of a permit. Any violation of any term or condition of the tree preservation plan permit or these Guidelines may result in forfeiture of all or a portion of the bond. Other violation penalties are contained in the Oak Tree Preservation Ordinance.</p> <ul style="list-style-type: none"> The developer shall be required to fence the trees to be preserved during construction. The Tree Preservation Ordinance requires fencing and signage to be installed by the developer around trees which could be damaged during construction. The sign shall be a minimum of two feet by two feet in size and shall state the bond amount which protects the tree and that damage will result in forfeiture of all or part of the bond. Fencing shall be located three feet outside the dripline of the tree, shall be no less than four feet high, and shall be installed prior to any grading on the site. City staff shall verify installation of the fencing. It is the responsibility of the property owner and workers on the site to assure that the fence remains in its proper location and at its proper height during construction. <p>If the applicant utilizes an alternative way to address the loss of native oaks on-site (such as the College Park Oak Tree Mitigation Plan) to address the loss of native oaks on-site, the following shall occur:</p> <ul style="list-style-type: none"> The Project applicant shall prepare the Oak Tree Mitigation Plan; The City shall review and approve the Oak Tree Mitigation Plan; The Project applicant shall implement the Oak Tree Mitigation Plan prior to any removal of protected oak trees., The Mitigation Plan shall include preparation of protective measures for on-site trees to be preserved (i.e., fencing and signage installation around trees which could be damaged during construction), a long-term management plan for the proposed oak conservation area, and protection of the native oak habitat in perpetuity through the use of a real estate instrument (such as a deed restriction or conservation easement that runs with the land). 	
Impact 3.4-11: The proposed Project would not result in conflicts with an adopted Habitat Conservation Plan, Natural Community	--	None required.	--

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Conservation Plan, or other approved local, regional, or state habitat conservation plan.			
CULTURAL AND TRIBAL RESOURCES			
Impact 3.5-1: Project implementation would not cause a substantial adverse change to a significant historical resource, as defined in CEQA Guidelines §15064.5	LS	None required.	--
Impact 3.5-2: Project implementation has the potential to cause a substantial adverse change to a significant tribal cultural resource, as defined in Public Resources Code §21074	PS	<p>Mitigation Measure 3.5-1: <i>If subsurface deposits believed to be cultural, historical, paleontological, archaeological, tribal, and/or human in origin are discovered during construction and/or ground disturbance, all work must halt within a 100-foot radius of the discovery. A Native American Representative from traditionally and culturally affiliated Native American Tribes that requested consultation shall be immediately contacted and invited to assess the significance of the find and make recommendations for further evaluation and treatment, as necessary. If deemed necessary by the City, a qualified cultural resources specialist meeting the Secretary of Interior’s Standards and Qualifications for Archaeology, may also assess the significance of the find in joint consultation with Native American Representatives to ensure that Tribal values are considered. Work at the discovery location cannot resume until it is determined by the City, in consultation with culturally affiliated tribes, that the find is not a tribal cultural resource, or that the find is a tribal cultural resource and all necessary investigation and evaluation of the discovery under the requirements of the CEQA, including AB 52, has been satisfied. The qualified cultural resources specialist shall have the authority to modify the no-work radius as appropriate, using professional judgement.</i></p> <p><i>The following notifications shall apply, depending on the nature of the find:</i></p> <ul style="list-style-type: none"> • <i>If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.</i> • <i>If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the permitting lead agency, and applicable landowner. The agencies shall</i> 	LS

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<i>ENVIRONMENTAL IMPACT</i>	<i>LEVEL OF SIGNIFICANCE WITHOUT MITIGATION</i>	<i>MITIGATION MEASURE</i>	<i>RESULTING LEVEL OF SIGNIFICANCE</i>
		<p><i>consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be eligible for inclusion in the NRHP or CRHR. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not eligible for the NRHP or CRHR; or 2) that the treatment measures have been completed to their satisfaction.</i></p> <ul style="list-style-type: none"> <i>If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Placer County Coroner (per §7050.5 of the Health and Safety Code). The provisions of §7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, then the Coroner will notify the Native American Heritage Commission, which then will designate a Native American Most Likely Descendant (MLD) for the project (§5097.98 of the Public Resources Code). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, then the NAHC can mediate (§5097.94 of the Public Resources Code). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (Section 5097.98 of the Public Resources Code). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.</i> <i>If the find includes paleontological resources, work shall not continue at the discovery site until a qualified paleontologist evaluates the find and makes a determination regarding the significance of the resource and identifies recommendations for conservation of the resource, including preserving in place or relocating on the Project site, if feasible, or collecting the resource to the extent</i> 	

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		<i>feasible and documenting the find with the University of California Museum of Paleontology.</i>	
Impact 3.5-3: Project implementation has the potential to cause a substantial adverse change to a significant archaeological resource, as defined in CEQA Guidelines §15064.5	PS	Implement Mitigation Measure 3.5-1.	LS
Impact 3.5-4: Project implementation has the potential to disturb human remains, including those interred outside of formal cemeteries.	PS	Implement Mitigation Measure 3.5-1.	LS
GEOLOGY AND SOILS			
Impact 3.6-1: The proposed Project may cause potential substantial adverse effects, including the risk of loss, injury, or death involving: rupture of a known earthquake fault, strong seismic ground shaking, seismic related ground failure, or landslides	PS	<p>Mitigation Measure 3.6-1: Prior to issuance of a grading permit or building permit for each phase of the Project, the project applicant shall submit to the City of Rocklin Community Development Departments Building, and Engineering Divisions, grading and improvement plans that incorporate all recommendations from the Geotechnical Engineering Report Rocklin College Square (WKA No. 10958.02) prepared by Wallace-Kuhl & Associates (dated June 23, 2016) (see Appendix E) for review and approval. The recommendations included in the Geotechnical Engineering Report relate to the following topics:</p> <ul style="list-style-type: none"> • Grading practices; and Site Clearing • Compaction specifications and subgrade preparation for onsite soils • Engineered Fill Construction Including Expansive/Unstable Fill • Subdrains • Utility Construction and Trench Backfill • Structural foundations and Foundation Design • Interior Floor Slab Support • Floor Slab Moisture Penetration Resistance • Exterior Flatwork (Non-Pavement Areas) • Retaining Walls • Surface Drainage 	LS

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		<ul style="list-style-type: none"> • Corrosive soils • Pavement Design • Geotechnical Engineering Observation and Testing During Construction 	
Impact 3.6-2: Implementation and construction of the proposed Project may result in substantial soil erosion or the loss of topsoil	PS	Implement Mitigation Measure 3.9-1 . Implement Mitigation Measure 3.9-3 .	LS
Impact 3.6-3: The proposed Project would be located on a geologic unit or soil that is unstable, or that would become unstable as a result of project implementation, and potentially result in landslide, lateral spreading, subsidence, liquefaction or collapse.	PS	Implement Mitigation Measure 3.6-1 . Mitigation Measure 3.6-2: Prior to issuance of a grading permit for each phase of the Project, the Project applicant shall submit to the City of Rocklin Community Development Departments Building, and Engineering Divisions, for review and approval, a Soil Corrosion Analysis prepared by a state registered professional Corrosion Engineer. Any recommendations determined to be required by the Soil Corrosion Analysis shall be incorporated into the Project design plans and specifications, including grading and foundation plans, for approval by the Building, and Engineering Divisions.	LS
Impact 3.6-4: Potential for expansive soils to create substantial risks to life or property.	PS	Implement Mitigation Measure 3.6-2	LS
Impact 3.6-5: Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water	No Impact	None required.	--
Impact 3.6-6: The proposed Project has the potential to directly or indirectly destroy a unique geological feature or paleontological resource.	PS	Implement Mitigation Measure 3.5-1	LS
GREENHOUSE GASES, CLIMATE CHANGE AND ENERGY			
Impact 3.7-1: Project implementation would generate GHGs, either directly or indirectly, that would have a significant effect on the	PS	Mitigation Measure 3.7-1: The Project Applicant shall be required to demonstrate a reduction of GHG emissions via mitigation requirements and/or implement of an off-site GHG emissions reduction program or pay GHG offset fees to compensate for the project's	LS

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<p>environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases.</p>		<p><i>emissions in excess of 10,000 MTCO₂e for a single year, to reduce Project GHG emissions to below the PCAPCD’s bright-line threshold of 10,000 MT CO₂e per year, after implementation of all other mitigation contained within this DEIR. This mitigation measure is consistent with guidance recommended by PCAPCD and CARB. This measure is also consistent with the State CEQA Guidelines, which recommend several options for mitigating GHG emissions. State CEQA Guidelines Section 15126.4(C)(3) states that measures to mitigate the significant effects of GHG emissions may include “off-site measures, including offsets that are not otherwise required....”</i></p> <p><i>The following (non-exhaustive) list of potential GHG mitigation requirements provides examples of GHG mitigation requirements that could be implemented by the Project proponents to potentially reduce Project emissions to below the PCAPCD’s bright-line threshold of 10,000 MT CO₂e per year:</i></p> <ul style="list-style-type: none"> • <i>Implement cool roofs on project buildings.</i> • <i>Provide EV charging stations. Annual GHG emissions would be reduced at a rate of approximately 7.22 MTCO₂e/year per EV charging space. For example, the provision of 85 EV charging stations would result in an annual reduction of GHG emissions of approximately 613.89 MTCO₂e/year.^{1,2}</i> • <i>Encourage telecommuting and alternative work schedules. The measure, identified by CAPCOA measure TRT-6, is shown to result in a 0.07 to 5.5 percent reduction in mobile-sourced GHG emissions.³ For the proposed project, the measure could result in GHG emission reductions ranging from approximately 6.65 to 522.34 MTCO₂e/year.</i> 	

¹ The provision of on-site EV charging stations would encourage the use of EVs and, thereby, contribute to a reduction in mobile-source GHG emissions. Based on the California Air Resources Board’s (CARB’s) Emission Factor (EMFAC) model’s 2017 vehicle emission factors and California EV infrastructure projections, each EV charging space is known to result in a reduction of roughly 7.22 MTCO₂e/yr. Pursuant to Mitigation Measure 3.3-1, 10 percent of multifamily parking spaces shall be equipped with EV charging. For the purpose of this analysis, the total number of EV charging stations was estimated to be 85 based on the assumption that one parking space would be provided per multi-family dwelling unit.

² National Renewable Energy Laboratory. California Plug-In Electric Vehicle Infrastructure Projections: 2017-2025 (Table C.1). 2018.

³ Ibid.

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		<ul style="list-style-type: none"> • Provide a bus rapid transit system. The measure, identified by CAPCOA measure TST-1, is shown to result in a 0.02 to 3.2 percent reduction in mobile-sourced GHG emissions.⁴ • Due to the ever-changing technologies, any other quantifiable GHG reduction measures shall be allowed under this measure, subject to approval by the PCAPCD and the City. <p>As an alternative to and/or in conjunction with above list of potential GHG emissions mitigation requirements (to reduce GHG emissions to below the PCAPCD’s bright-line threshold of 10,000 MT CO₂e), the Project proponents may implement an off-site GHG emissions reduction program or pay GHG offset fees to compensate for the project’s emissions in excess of 10,000 MTCO₂e for a single year, (after incorporation of mitigation requirements) or as determined feasible by the PCAPCD, the City of Rocklin and the Project applicant. The off-site program shall comply with approved protocols from California Air Pollution Control Officers Association’s (CAPCOA) GHG Rx program or CARB’s Cap & Trade Offset protocols. Alternatively, the project proponent can purchase local or California-only GHG mitigation credits through the CAPCOA GHG Rx program or ARB accredited offset project registry. This condition shall be satisfied prior to building permit issuance.</p> <p>PCAPCD and CARB also recommend that lead agencies prioritize direct investments in GHG emission reductions near the project site to provide potential local air quality and economic co-benefits. Examples of local direct investments include financing installation of regional electric vehicle–charging stations, paying for electrification of public-school buses, and investing in local urban forests. However, it is critical that any such investments in actions to reduce GHG emissions are real and quantifiable, as determined by the PCAPCD, the City of Rocklin, or a consultant selected by the City.</p> <p>Where development of a local offset is not feasible, the City of Rocklin will allow project proponents to mitigate GHG emissions through the purchase of carbon credits issued through the CAPCOA GHG Rx program or CARB-accredited offset project registry. The purchase of carbon credits shall be prioritized in the following manner: offsite within the City of Rocklin, the SVAB portion of Placer County, within Placer County, or within California.</p>	

⁴ Ibid.

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		<p>The GHG reductions achieved through an offset or through the purchase of a carbon credit must meet the following criteria:</p> <ul style="list-style-type: none"> • <i>Real</i>—They represent reductions actually achieved (not based on maximum permit levels). • <i>Additional/surplus</i>—They are not already planned or required by regulation or policy (i.e., not double counted). • <i>Quantifiable</i>—They are readily accounted for through process information and other reliable data. • <i>Enforceable</i>—They are acquired through legally binding commitments/agreements. • <i>Validated</i>—They are verified through the accurate means by a reliable third party. • <i>Permanent</i>—They will remain as GHG reductions in perpetuity. <p>The project applicant can satisfy the requirements of this measure by purchasing sufficient carbon credits through the accredited carbon credit registries, investing in a local GHG reduction project/program which complies with the approved protocol from the CAPCOA GHG Rx program or CARB’s Cap-and-Trade offset protocols, or paying the calculated mitigation fee based on the carbon credit rate at the time of the recordation of the small lot final map or approval of the first building permit when a small lot map is not required. Demonstration of compliance shall be provided to the PCAPCD and the City of Rocklin and carbon offset purchases should be verified by a third party. If the mitigation fee is chosen, the fee should be calculated based on the required GHG reduction and the latest CARB Cap-and-Trade Program Auction Settlement Prices for GHG allowances at the time of building permit issuance.</p>	
Impact 3.7-2: Project implementation would not result in the inefficient, wasteful, or unnecessary use of energy resources, or conflict with or obstruct a state or local plan for renewable energy or energy efficiency	LS	None required.	--
HAZARDS AND HAZARDOUS MATERIALS			
Impact 3.8-1: The project may have the potential to create a significant hazard through the routine	PS	Mitigation Measure 3.8-1: Prior to commencement of grading, the applicant shall submit a Soil Management Plan (SMP) for review and approval by the City. The SMP shall establish	LS

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<p>transport, use, or disposal of hazardous materials or through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.</p>		<p><i>management practices for handling hazardous materials, including fuels, paints, cleaners, solvents, etc., during construction to reduce the potential for spills and to direct the safe handling of these materials if encountered. The city will approve the SMP prior to any earth moving.</i></p> <p>Mitigation Measure 3.8-2: <i>Prior to bringing hazardous materials (including 55 or more gallons for liquids, 500 or more pounds for solids, and/or 200 or more cubic feet for compressed gases) onsite, the applicant shall submit a Hazardous Materials Business Plan (HMBP) to Placer County Environmental Health Division (CUPA) for review and approval. If during the construction process the applicant or their subcontractors generates hazardous waste, the applicant must register with the CUPA as a generator of hazardous waste, obtain an EPA ID# and accumulate, ship and dispose of the hazardous waste per Health and Safety Code Ch. 6.5. (California Hazardous Waste Control Law).</i></p> <p>Mitigation Measure 3.8-3: <i>Prior to approval of improvement plans for the North Village, the applicant shall develop a work plan to remediate hazards at the site. The work plan shall address the following items:</i></p> <ul style="list-style-type: none"> • <i>The soils sampling locations AO-50 and AO-57 found in the Phase II ESA prepared by WKA (dated July 28, 2016) confirmed presence of arsenic/lead. The work plan shall ensure that any contaminated soil is treated such that it does not impact future residents of the development. This could include: Removing the impacted soil from the site by excavation followed by disposal or treatment of excavated soils; Encapsulation, by creating a barrier to prevent human contact by construction of a barrier or cap; and/or Rendering the arsenic/lead immobile or inert by in-situ stabilization to prevent migration into ground water.</i> • <i>The work plan shall ensure that any lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk contained in the buildings to be demolished are properly removed and disposed of in coordination with the Placer County Environmental Health Department. Removal, demolition and disposal of any of the above-mentioned chemicals shall be conducted in compliance with California and other local environmental regulations and policies.</i> 	

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		<p>Mitigation Measure 3.8-4: If the final end use of the land located within the 9.0-acre portion of the South Village site designated Business Professional/Commercial (see Figure 2.0-7 in Chapter 2.0, Project Description) is determined to be residential or a mix of non-residential and residential uses, the applicant or future project proponent will be required to do the following prior to issuance of improvement plans for this area of the South Village site:</p> <p>Remove the soil over 45 feet by 55 feet to a depth of one-foot below ground surface in the area of Structure 2, as shown in the Phase II Environmental Site Assessment by Wallace-Kuhl & Associates provided in Appendix F of this DEIR. The removed soil shall be stockpiled, characterized for disposal, and transported off-site to an appropriate licensed waste disposal facility. A set of soil samples shall be collected from the excavation to confirm the removal of lead impacted soil in the area.</p> <p>Mitigation Measure 3.8-5: If any underground septic tanks, or fuel tanks are uncovered from past site uses during construction, the project proponent shall retain an environmental professional to assist with the removal consistent with the Placer County Environmental Health Department’s Underground Storage Tank Program, and Septic Abandonment Permit requirements.</p> <p>Mitigation Measure 3.8-6: Project site wells that are no longer operated shall be properly abandoned through permit by the Placer County Environmental Health Division permit. The well abandonment work shall be completed by a C-57 State licensed well contractor.</p> <p>Implement Mitigation Measure 3.9-1.</p>	
Impact 3.8-2: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.	LS	None required.	--
Impact 3.8-3: The project has the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	LS	None required.	--

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Impact 3.8-4: The project has the potential to result in a safety hazard for people residing or working in the Project Area due to proximity to a private airstrip or public airport.	No Impact	None required.	--
Impact 3.8-5: The project has the potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	LS	None required.	--
Impact 3.8-6: The project has the potential to expose people or structures to a risk of loss, injury or death from wildland fires	LS	None required.	--
HYDROLOGY AND WATER QUALITY			
Impact 3.9-1: The proposed Project has the potential to violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	PS	<p>Mitigation Measure 3.9-1: Prior to any site disturbance, the Project applicant shall submit a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) to the RWQCB in accordance with the NPDES General Construction Permit requirements. The SWPPP shall be designed to control pollutant discharges utilizing Best Management Practices (BMPs) and technology to reduce erosion and sediments. BMPs may consist of a wide variety of measures taken to reduce pollutants in stormwater runoff from the Project Area. Measures shall include temporary erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) that will be employed to control erosion from disturbed areas. Final selection of BMPs will be subject to approval by the City of Rocklin and the RWQCB. The SWPPP will be kept on site during construction activity and will be made available upon request to representatives of the RWQCB.</p> <p>Mitigation Measure 3.9-2: The Project applicant shall demonstrate compliance, through its grading plans, erosion control plan, and SWWP, with all requirements of the City's Stormwater Runoff Pollution Control Ordinance (Title 8, Chapter 8.30 of the Code) and the Grading and Erosion and Sedimentation Control Ordinance (Title 15, Chapter 15.28 of the Code), which regulate stormwater and prohibit non-stormwater discharges except where regulated by an NPDES permit. The Project's grading plans shall be approved by the City of Rocklin, Engineering Department prior to initiation of site grading activities.</p>	LS

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		<p>Mitigation Measure 3.9-3: Prior to issuance of building or grading permits, the applicant shall submit a final Stormwater Control Plan for the final Project design identifying permanent stormwater control measures to be implemented by the Project to the City of Rocklin. The plan shall include measures consistent with the adopted guidelines and requirements set forth in City of Rocklin Post-Construction Manual (dated June 30, 2015) and shall be subject to review and approval by the City of Rocklin, Engineering Department.</p> <p>Mitigation Measure 3.9-4: Prior to the completion of construction the applicant shall prepare and submit, for the City's review, an acceptable Operation and Maintenance Plan. In addition, prior to the sale, transfer, or permanent occupancy of the site the applicant shall be responsible for paying for the long-term maintenance of treatment facilities, and executing a Stormwater Management Facilities Operation and Maintenance Agreement and Right of Entry in the form provided by the City of Rocklin. The applicant shall accept the responsibility for maintenance of stormwater management facilities until such responsibility is transferred to another entity.</p> <p>The applicant shall submit, with the application of building permits, a draft Stormwater Facilities and Maintenance Plan, including detailed maintenance requirements and a maintenance schedule for the review and approval by the Director of Public Works/City Engineer. Typical routine maintenance consists of the following:</p> <ul style="list-style-type: none"> • Limit the use of fertilizers and/or pesticides. Mosquito larvicides shall be applied only when absolutely necessary. • Replace and amend plants and soils as necessary to ensure the planters are effective and attractive. Plants must remain healthy and trimmed if overgrown. Soils must be maintained to efficiently filter the storm water. • Visually inspect for ponding water to ensure that filtration is occurring. • After all major storm events, remove bubble-up risers for obstructions and remove if necessary. • Continue general landscape maintenance, including pruning and cleanup throughout the year. • Irrigate throughout the dry season. Irrigation shall be provided with sufficient quantity and frequency to allow plants to thrive. • Excavate, clean and or replace filter media (sand, gravel, topsoil) to ensure adequate infiltration rate (annually or as needed). 	

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		Mitigation Measure 3.9-5: Prior to the approval of grading permits for projects on Parcel B of the North Village site or Parcel C-2 of the South Village site, future project proponents must demonstrate compliance, through their grading plans, SWPPPs, and Stormwater Control Plans, with all applicable requirements of the City of Rocklin and Placer County Flood Control and Water Conservation District, subject to approval by the City of Rocklin, Engineering Department	
Impact 3.9-2: Project implementation could deplete groundwater supplies or interfere substantially with groundwater recharge	LS	None required.	--
Impact 3.9-3: The proposed Project would not alter the existing drainage pattern of the site or area, including the alteration of the course of a river or through the addition of impervious surfaces, in a manner which would result in substantial erosion, siltation, surface runoff, flooding, or polluted runoff.	LS	None required.	--
Impact 3.9-4: The proposed Project has the potential to, in a flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.	LS	None required.	--
Impact 3.9-5 The proposed Project has the potential to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	LS	None required.	--
LAND USE AND PLANNING			
Impact 3.10-1: The proposed Project would not physically divide an established community.	LS	None required.	--
Impact 3.10-2: Implementation of the proposed Project may conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted to avoid or mitigate an environmental effect.	LS	None required.	--

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NOISE			
<p>Impact 3.11-1: The Project may result in exposure of persons to or generation of substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies – Project Operation.</p>	PS	<p>Mitigation Measure 3.11-1: Prior to issuance of building permits, the improvement plans for the proposed Project shall incorporate sound barriers at the residential villages consistent with the heights included in Table 3.11-8 of this EIR and in Appendix C of the College Park Environmental Noise Assessment prepared by j.c. brennan & associates (dated June 17, 2021) located in Appendix H of this EIR, per the approval of the City Engineer.</p> <p>Mitigation Measure 3.11-2: Prior to issuance of building permits, a qualified acoustical consultant shall review final site plans, building elevations, and floor plans of the future mixed use (General Commercial and High Density Residential) areas to calculate the expected exterior noise levels as required by the City of Rocklin to confirm that the exterior noise levels are 65 dBA CNEL or lower. If the exterior noise levels exceed 65 dBA CNEL, the consultant shall determine specific noise reduction measures necessary to reduce the exterior noise levels at each future mixed use (General Commercial and High Density Residential) area to 65 dBA CNEL or lower. Results of the analysis, including the description of any necessary noise control treatments, shall be submitted to the City along with the building plans to be approved prior to issuance of a building permit. Potential measures to reduce traffic noise levels at the future mixed use (General Commercial and High Density Residential) areas could include, but would not be limited to,</p> <ul style="list-style-type: none"> • Creating setbacks from the roadways, based upon distances to contours shown in Appendix B of the College Park Environmental Noise Assessment prepared by j.c. brennan & associates (dated June 17, 2021); • Shielding primary outdoor activity areas such as backyard and sideyard patios by residential building facades; and/or • Shielding residential uses by including commercial or business uses between roadways and the residential areas. <p>Mitigation Measure 3.11-3: Prior to issuance of building permits, the North Village residences within Village 8, which are 100-feet from the Sierra College Boulevard centerline, will be required to incorporate STC 32 or higher windows and sliding glass doors into the final building design for second floor rooms. This applies to windows and sliding glass doors parallel and perpendicular to Sierra College Boulevard.</p>	LS

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ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE WITHOUT MITIGATION	MITIGATION MEASURE	RESULTING LEVEL OF SIGNIFICANCE
		<p>Mitigation Measure 3.11-4: Where commercial, business professional, office, or similar uses abut residential uses or where loading docks or truck circulation routes face residential areas, the following mitigation measures shall be included in the Project design:</p> <ul style="list-style-type: none"> • All heating, cooling and ventilation equipment shall be located within mechanical rooms where possible or shielded from view with solid barriers; • Emergency generators shall comply with the City’s noise criteria at the nearest noise-sensitive receivers; • Delivery/loading activities shall comply with the City’s noise ordinance standards; • Sound walls with a minimum height of six-feet shall be considered in the Project design; • Where noisy activities associated with commercial uses occur adjacent to residences, consideration should be given to combinations of sound walls and single-story residences; and <p>The applicant shall submit a noise study to verify the appropriate noise control measures have been incorporated into the Project design and will achieve compliance with the City’s noise level standards.</p>	
<p>Impact 3.11-2: The Project may result in exposure of persons to or generation of substantial temporary increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies – Project Construction</p>	<p>PS</p>	<p>Mitigation Measure 3.11-5: Prior to Grading Permit issuance, the Applicant and/or construction contractor shall demonstrate, to the satisfaction of the City of Rocklin Community Development Department, that the Project complies with the following:</p> <ul style="list-style-type: none"> • Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other State required noise attenuation devices. • Construction activities shall not occur weekdays between the hours of 7:00 p.m. and 7:00 a.m. or weekends between the hours of 7:00 p.m. and 8:00 a.m. • The construction contractor shall ensure that equipment operators limit equipment idling to five minutes or less. If greater than five minutes, idling equipment shall be turned off not in use. 	<p>LS</p>

CC – cumulatively considerable

LCC – less than cumulatively considerable

LS – less than significant

PS – potentially significant

B – Beneficial impact

SU – significant and unavoidable

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE WITHOUT MITIGATION	MITIGATION MEASURE	RESULTING LEVEL OF SIGNIFICANCE
		<ul style="list-style-type: none"> The construction contractor shall maintain equipment to ensure that vehicles and the loads are secured to limit reduce rattling or banging noises. 	
Impact 3.11-3: The Project would not result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.	LS	None required.	--
Impact 3.11-4: The Project would not expose people residing or working in the Project area to excessive noise levels as a result of nearby airstrips or airports.	--	None required.	--
POPULATION AND HOUSING			
Impact 3.12-1: Implementation of the proposed project may induce unplanned substantial population growth.	LS	None required.	--
Impact 3.12-2: Implementation of the proposed project may displace substantial numbers of people or existing housing.	No Impact	None required.	--
PUBLIC SERVICES			
Impact 3.13-1: The proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered Police Department facilities, need for new or physically altered Police Department facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.	LS	None required.	--
Impact 3.13-2: The proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered Fire Department facilities, need for new	LS	None required.	--

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<i>ENVIRONMENTAL IMPACT</i>	<i>LEVEL OF SIGNIFICANCE WITHOUT MITIGATION</i>	<i>MITIGATION MEASURE</i>	<i>RESULTING LEVEL OF SIGNIFICANCE</i>
or physically altered Fire Department facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.			
Impact 3.13-3: The proposed Project would result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which could cause significant environmental impacts.	PS	<i>None feasible.</i>	SU
Impact 3.13-4: The proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or physically altered park facilities, the construction of which could cause significant environmental impacts.	LS	<i>None required.</i>	--
Impact 3.13-5: The proposed Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	LS	<i>None required.</i>	--
Impact 3.13-6: The proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered other public facilities, need for new or physically altered other public facilities, the construction of which could cause significant environmental impacts.	LS	<i>None required.</i>	--

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ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE WITHOUT MITIGATION	MITIGATION MEASURE	RESULTING LEVEL OF SIGNIFICANCE
TRANSPORTATION AND CIRCULATION			
Impact 3.14-1: Project implementation would generate average VMT per dwelling unit or thousand square feet of non-residential space that is greater than 85 percent of the City-wide average for that land use type.	PS	Mitigation Measure 3.14-1: Prior to issuance of a grading, building, or demolition permit, the project applicant shall develop and implement a Transportation Demand Management (TDM) Plan to the satisfaction of the City of Rocklin Planning Division. The project applicant shall implement feasible TDM strategies, which would reduce the VMT generated by the Project’s land uses. Examples of potential measures for residential uses include (but are not limited to): reducing the parking supply, subsidized transit passes, and pedestrian-oriented design. Examples of potential measures for employment uses include (but are not limited to): paid parking, employee telecommuting, expansion of transit service coverage / subsidized transit fares, enhanced bicycle and pedestrian connections, and flexible work schedules.	SU
Impact 3.14-2: Project implementation would construct additional roadway capacity that would lead to induced travel and increased VMT.	PS	Mitigation Measure 3.14-2: The project applicant shall construct a bus turnout and shelter in the northbound direction of Sierra College Boulevard directly north of Rocklin Road. These improvements shall be constructed with the first phase of development of the North Village and to the satisfaction of the City of Rocklin and Placer County Transit.	SU
Impact 3.14-3: Project implementation would not cause the 95 th percentile queue length at a freeway off-ramp to extend beyond the gore point onto the mainline (or exacerbate a current or future condition by increasing the 95 th percentile queue by one or more vehicles)	LS	None required.	--
Impact 3.14-4: Project implementation would not disrupt or interfere with existing or planned bicycle or pedestrian facilities	LS	None required.	--
Impact 3.14-5: Project implementation could disrupt or interfere with existing or planned transit facilities or services.	PS	Mitigation Measure 3.14-3: The Project applicant shall coordinate with the City of Rocklin and Placer County Transit regarding the placement and design of its Project driveways on Sierra College Boulevard and Rocklin Road to ensure that they do not interfere with existing/planned transit operations. Preferred driveway designs should provide sufficient distance between the stop location and the driveway to provide adequate sight distance and could potentially include a continuous bus turnout / deceleration lane to accommodate ingress to each project driveway.	LS

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ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE WITHOUT MITIGATION	MITIGATION MEASURE	RESULTING LEVEL OF SIGNIFICANCE
Impact 3.14-6: Project implementation could substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)	PS	<p>Mitigation Measure 3.14-4: The two southernmost southbound left turn pockets from Sierra College Boulevard into the North Village shall be constructed as indicated on Figure 3.14-10 of this Draft EIR, and per AASHTO standards. These turn lanes shall be constructed to operate safely, such that drivers in vehicles utilizing the turn lanes have the minimum required 500-foot sight distance available to them relative to northbound traffic on Sierra College Boulevard. Due to the narrow construction tolerances that must be met to provide for the required 500-foot sight distance, the applicant shall survey and provide documentation that the turn lane improvements are being built correctly at two check points in the construction process as follows:</p> <p>1) After construction staking and prior to construction of forms to pour concrete curbing and paving;</p> <p>2) After forms have been constructed and prior to pouring concrete.</p> <p>At each designated check point, further construction on the turn lanes and related street improvements shall not proceed until compliance with the requisite 500 foot sight distance for vehicles in the southerly left turn lanes has been verified to the satisfaction of the City Engineer. The median curb on Sierra College Boulevard shall be installed as an 8-inch tall Type 5 median curb per City Standard Drawing 3-15.</p> <p>Mitigation Measure 3.14-5: The applicant shall implement the improvement/design recommendations identified in Figures 3.14-11 and 3.14-12 and outlined in Fehr & Peer’s College Park Transportation Impact Study (see Appendix XXXX). The improvement/design recommendations identified in Figures 3.14-10a, 3.10-10b, and 3.14-11 and outlined in Fehr & Peer’s College Park Transportation Impact Study shall be reflected on the improvement plans, subject to review and approval by the City of Rocklin.</p>	LS
Impact 3.14-7: Project implementation would not result in inadequate emergency vehicle access.	LS	None required.	--
UTILITIES			
Impact 3.15-1: Wastewater generated by the proposed Project would not exceed the capacity	LS	None required.	--

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ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE WITHOUT MITIGATION	MITIGATION MEASURE	RESULTING LEVEL OF SIGNIFICANCE
of the wastewater treatment plant in addition to the provider's existing commitments and would not require or result in the relocation or construction of new or expanded wastewater treatment facilities.			
Impact 3.15-2: The Project would not require or result in the relocation of new or expanded water facilities, and would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years.	LS	None required.	--
Impact 3.15-3: The Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste, and would not generate solid waste in excess of State or local standards or otherwise impair the attainment of solid waste reduction goals.	LS	None required.	--
CUMULATIVE IMPACTS			
Impact 4.1: Project implementation may contribute to the cumulative degradation of the existing visual character of the region.	LS and LCC	None required.	--
Impact 4.2: Cumulative Damage to Scenic Resources within a State Scenic Highway	LS and LCC	None required.	--
Impact 4.3: Cumulative Impact on Light and Glare	LS and LCC	None required.	--
Impact 4.4: Cumulative Impact on Agricultural Resources	LS and LCC	None required.	--
Impact 4.5: Cumulative Impact on the Region's Air Quality	PS	None feasible.	CC and SU
Impact 4.6: Cumulative Loss of Biological Resources Including Habitats and Special Status Species	LS and LCC	None required.	--

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<i>ENVIRONMENTAL IMPACT</i>	<i>LEVEL OF SIGNIFICANCE WITHOUT MITIGATION</i>	<i>MITIGATION MEASURE</i>	<i>RESULTING LEVEL OF SIGNIFICANCE</i>
Impact 4.7: Cumulative Impacts on Known and Undiscovered Cultural and Tribal Resources	LS and LCC	<i>None required.</i>	--
Impact 4.8: Cumulative Impact on Geologic and Soils Resources	LS and LCC	<i>None required.</i>	--
Impact 4.9: Cumulative Impact on Climate Change from Increased Project-Related Greenhouse Gas Emissions	LS and LCC	<i>None required.</i>	--
Impact 4.10: Cumulative Impact Related to Hazards and Hazardous Materials	LS and LCC	<i>None required.</i>	--
Impact 4.11: Cumulative Impacts Related to Degradation of Water Quality.	LS and LCC	<i>None required.</i>	--
Impact 4.12: Cumulative Increases in Peak Stormwater Runoff from the Project site.	LS and LCC	<i>None required.</i>	--
Impact 4.13: Cumulative Impacts Related to Degradation of Groundwater Supply or Recharge	LS and LCC	<i>None required.</i>	--
Impact 4.14: Cumulative Impacts Related to Flooding	LS and LCC	<i>None required.</i>	--
Impact 4.15: Cumulative Impact on Communities and Local Land Uses	LS and LCC	<i>None required.</i>	--
Impact 4.16: Cumulative Impacts on Population and Housing.	LS and LCC	<i>None required.</i>	--
Impact 4.17: Cumulative Exposure of Existing and Future Noise-Sensitive Land Uses to Increased Noise Resulting from Cumulative Development.	LS and LCC	<i>None required.</i>	--
Impact 4.18: Cumulative Impact on Public Services	PS	<i>None feasible.</i>	CC and SU
Impact 4.19: The Project would generate average VMT per dwelling unit or thousand square feet of non-residential space under cumulative conditions that is greater than 85 percent of the City-wide average for that land use type.	PS	<i>None feasible.</i>	CC and SU

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ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE WITHOUT MITIGATION	MITIGATION MEASURE	RESULTING LEVEL OF SIGNIFICANCE
Impact 4.20: The Project would construct additional roadway capacity that would lead to induced travel and increased VMT under cumulative conditions.	PS	None feasible.	CC and SU
Impact 4.21: The Project would contribute to further worsened vehicular queuing (onto the freeway mainline) at the I-80 eastbound off-ramp at Rocklin Road and I-80 eastbound and westbound off-ramps at Sierra College Boulevard under cumulative conditions.	PS	None feasible.	CC and SU
Impact 4.22: The Project would not disrupt or interfere with existing or planned bicycle or pedestrian facilities under cumulative conditions.	LS and LCC	None required.	--
Impact 4.23: The Project would not disrupt or interfere with existing or planned transit facilities and services under cumulative conditions	LS and LCC	None required.	--
Impact 4.24: The Project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment under cumulative conditions.	LS and LCC	None required.	--
Impact 4.25: The Project would not result in inadequate emergency access under cumulative conditions.	LS and LCC	None required.	--
Impact 4.26 Cumulative Impact on Wastewater Utilities	LS and LCC	None required.	--
Impact 4.27: Cumulative Impact on Water Utilities	LS and LCC	None required.	--
Impact 4.28: Cumulative Impact on Solid Waste Facilities.	LS and LCC	None required.	--

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1.1 PURPOSE AND INTENDED USES OF THE EIR

The City of Rocklin, as lead agency, determined that the proposed College Park is a "project" within the definition of the California Environmental Quality Act (CEQA). CEQA requires the preparation of an environmental document, in this case an environmental impact report (EIR), prior to approving any project, which may have a significant impact on the environment. For the purposes of CEQA, the term "project" refers to the whole of an action, which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378[a]).

An EIR must disclose the expected environmental impacts, including impacts that cannot be avoided, growth-inducing effects, impacts found not to be significant, and significant cumulative impacts, as well as identify mitigation measures and alternatives to the proposed Project that could reduce or avoid its adverse environmental impacts. CEQA requires government agencies to consider and, where feasible, minimize environmental impacts of proposed development, and an obligation to balance a variety of public objectives, including economic, environmental, and social factors.

The City of Rocklin, as the lead agency, has prepared this Draft EIR to provide the public and responsible and trustee agencies with an objective analysis of the potential environmental impacts resulting from implementation of the College Park Project. The environmental review process enables interested parties to evaluate the proposed Project in terms of its environmental consequences, to examine and recommend methods to eliminate or reduce potential adverse impacts, and to consider a reasonable range of alternatives to the proposed Project. This EIR will be used by the City of Rocklin to determine whether to approve, modify, or deny the proposed Project and associated approvals in light of the project's environmental effects. The EIR will be used as the primary environmental document to evaluate full development, all associated infrastructure improvements, and permitting actions associated with the proposed Project. All of the actions and components of the proposed Project are described in detail in Chapter 2.0, Project Description.

1.2 TYPE OF EIR

The State CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. This EIR has been prepared as a Project-level EIR pursuant to CEQA Guidelines Section 15161. A Project-level EIR is described in State CEQA Guidelines § 15161 as: "The most common type of EIR (which) examines the environmental impacts of a specific development project. This type of EIR should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project including planning, construction, and operation. The project-level analysis considers the broad environmental effects of the proposed Project.

1.3 EVALUATION OF ENVIRONMENTAL IMPACTS

In August 2012, the City of Rocklin adopted a new General Plan and certified the associated General Plan EIR (State Clearinghouse (SCH) # 2008072115) -- a Program EIR pursuant to CEQA Guidelines

Section 15168. The General Plan EIR assumed full development and buildout of the Project Area with Public Quasi Public and Recreation-Conservation uses. While the Project does not propose Public Quasi Public uses, the physical acreage affected or area of impact under the proposed Project is identical to the General Plan EIR. The program-level analysis within the General Plan EIR considered the broad environmental effects of buildout of the General Plan Planning Area as a whole, including buildout of the Project Area. To the extent that sufficient detail was available, a full project-level analysis was provided in this EIR. Examples of a full project level analysis would include topics that are related to the physical acreage affected, as the area of impact is fully defined. Later environmental documents (EIRs, mitigated negative declarations, or negative declarations) can incorporate by reference materials from a program EIR regarding regional influences, secondary impacts, cumulative impacts, broad alternatives, and other factors (CEQA Guidelines Section 15168[d][2]). These later documents need only focus on new impacts that have not been considered before (CEQA Guidelines Section 15168[d][3]).

Section 15168(c), entitled “Use with Later Activities,” provides, in pertinent part, as follows:

Later activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared:

- (1) If a later activity would have effects that were not examined in the program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration. That later analysis may tier from the program EIR as provided in Section 15152.
- (2) If the agency finds that pursuant to Section 15162, no subsequent EIR would be required, the agency can approve the activities as being within the scope of the project covered by the program EIR, and no new environmental document would be required. Whether a later activity is within the scope of a program EIR is a factual question that the lead agency determines based on substantial evidence in the record. Factors that an agency may consider in making that determination include, but are not limited to, consistency of the later activity with the type of allowable land use, overall planned density and building intensity, geographic area analyzed for environmental impacts, and covered infrastructure, as described in the program EIR.
- (3) An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into later activities in the program.
- (4) Where the later activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were within the scope of the program EIR.

Consistent with these principles, this EIR serves the function of a “written checklist or similar device” documenting the extent to which the environmental effects of the proposed Project “were covered in the program EIR” for the General Plan. As stated above, the City has concluded that the impacts of the physical environment are “within the scope” of the analysis in the General Plan EIR. However, the City also concludes that impacts affected by the number of units, amount of non-residential

square footage, or the change in land uses/zoning were not thoroughly analyzed in the prior General Plan EIR. For this reason, site-specific studies and analysis was prepared for the Project with respect to impacts that were not “adequately examined” in the General Plan EIR, or were not “within the scope” of the prior analysis.

1.4 KNOWN RESPONSIBLE AND TRUSTEE AGENCIES

The term “Responsible Agency” includes all public agencies other than the Lead Agency that have discretionary approval power over the proposed Project or an aspect of the proposed Project (CEQA Guidelines Section 15381). The following agencies are considered Responsible Agencies:

- South Placer Municipal Utility district – Approval of sewer facility extension;
- Placer County Water Agency – Approval of water line extension;
- Placer County Air Pollution Control District (PCAPCD) - Approval of construction-related air quality permits.

For the purpose of CEQA, a “Trustee” agency has jurisdiction by law over natural resources that are held in trust for the people of the State of California (CEQA Guidelines Section 15386). The following agencies are considered Trustee Agencies for the proposed Project, and may be required to issue permits or approve certain aspects of the project:

- California Department of Fish and Wildlife (CDFW) – Streambed Alteration Agreement pursuant to Section 1602 of the California Fish and Game Code;
- California Department of Water Resources – SB 221 Water Supply Assessment requirements;
- Central Valley Regional Water Quality Control Board (CVRWQCB) - Storm Water Pollution Prevention Plan (SWPPP) approval prior to construction activities pursuant to the Clean Water Act;
- Regional Water Quality Control Board (RWQCB) – Construction activities would be required to be covered under the National Pollution Discharge Elimination System (NPDES);
- Regional Water Quality Control Board (RWQCB) – Water quality certification/waste discharge requirements pursuant to Section 401 of the Clean Water Act;
- Regional Water Quality Control Board (RWQCB) – Permitting of State jurisdictional areas, including isolated wetlands pursuant to the Porter-Cologne Water Quality Act; Storm Water Pollution Prevention Plan (SWPPP) approval prior to construction activities pursuant to the Clean Water Act; and
- United States Army Corps of Engineers (USACE) – Permitting of federal jurisdictional areas pursuant to Section 404 of the Clean Water Act.
- United States Fish and Wildlife Service (USFWS) – Section 7 and/or Section 10 permitting for federal endangered species.

1.5 ENVIRONMENTAL REVIEW PROCESS

The review and certification process for the EIR has involved, or will involve, the following general procedural steps:

NOTICE OF PREPARATION

The City of Rocklin circulated a Notice of Preparation (NOP) of an EIR for the College Park Project on February 1, 2019 to responsible agencies, trustee agencies, the State Clearinghouse, the Native American Heritage Commission, and the public. A public scoping meeting was held on February 27, 2019 to present the project description to the public and interested agencies, and to receive comments from the public and interested agencies regarding the scope of the environmental analysis to be included in the Draft EIR. Concerns raised in response to the NOP were considered during preparation of the Draft EIR. The NOP and comments received on the NOP by interested parties are presented in Appendix A.

DRAFT EIR

This document constitutes the Draft EIR. The Draft EIR contains a description of the proposed College Park Project, description of the environmental setting, identification of Project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of Project alternatives, identification of significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. This Draft EIR identifies issues determined to have no impact or a less than significant impact, and provides detailed analysis of potentially significant and significant impacts. Comments received in response to the NOP were considered in preparing the analysis in this EIR. Upon completion of the Draft EIR, the City of Rocklin will file the Notice of Completion (NOC) with the State Clearinghouse of the Governor’s Office of Planning and Research to begin the public review period. Additionally, the City of Rocklin will file the Notice of Availability with the County Clerk and have it published in a newspaper of regional circulation to begin the local public review period.

PUBLIC NOTICE/PUBLIC REVIEW

The City of Rocklin will provide a public notice of availability for the Draft EIR, and invite comment from the general public, agencies, organizations, and other interested parties. Consistent with CEQA, the review period for this Draft EIR is forty-five (45) days. Public comment on the Draft EIR will be accepted in written form. All comments or questions regarding the Draft EIR should be addressed to:

Attn: David Mohlenbrok, Community Development Director
City of Rocklin
3970 Rocklin Road,
Rocklin, CA 95677
(916) 625-5162
David.Mohlenbrok@rocklin.ca.us

RESPONSE TO COMMENTS/FINAL EIR

Following the public review period, a Final EIR will be prepared. The Final EIR will respond to written comments received during the public review period and to oral comments received at a public hearing during such review period.

CERTIFICATION OF THE EIR/PROJECT CONSIDERATION

The City of Rocklin will review and consider the Final EIR. If the City of Rocklin finds that the Final EIR is "adequate and complete", the City of Rocklin will certify the Final EIR in accordance with CEQA. The rule of adequacy generally holds that an EIR can be certified if:

- 1) The EIR shows a good faith effort at full disclosure of environmental information; and
- 2) The EIR provides sufficient analysis to allow decisions to be made regarding the proposed project in contemplation of environmental considerations.

Following review and consideration of the Final EIR, the City of Rocklin may take action to approve, modify, or reject the proposed Project. A Mitigation Monitoring Program, as described below, would also be adopted in accordance with Public Resources Code Section 21081.6(a) and CEQA Guidelines Section 15097 for mitigation measures that have been incorporated into or imposed upon the Project to reduce or avoid significant effects on the environment. This Mitigation Monitoring Program will be designed to ensure that these measures are carried out during project implementation, in a manner that is consistent with the EIR.

1.6 ORGANIZATION AND SCOPE

Sections 15122 through 15132 of the State CEQA Guidelines identify the content requirements for Draft and Final EIRs. An EIR must include a description of the environmental setting, an environmental impact analysis, mitigation measures, alternatives, significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. Discussion of the environmental issues addressed in the Draft EIR was established through review of environmental and planning documentation developed for the proposed Project, environmental and planning documentation prepared for recent projects located within the City of Rocklin, applicable local and regional planning documents, and responses to the Notice of Preparation (NOP).

This Draft EIR is organized in the following manner:

EXECUTIVE SUMMARY

The Executive Summary summarizes the characteristics of the proposed Project, known areas of controversy and issues to be resolved, and provides a concise summary matrix of the proposed Project's environmental impacts and possible mitigation measures. This chapter identifies alternatives that reduce or avoid at least one significant environmental effect of the proposed Project.

CHAPTER 1.0 – INTRODUCTION

Chapter 1.0 briefly describes the purpose of the environmental evaluation, identifies the lead, trustee, and responsible agencies, summarizes the process associated with preparation and certification of an EIR, and identifies the scope and organization of the Draft EIR.

CHAPTER 2.0 – PROJECT DESCRIPTION

Chapter 2.0 provides a detailed description of the proposed Project, including the location, intended objectives, background information, the physical and technical characteristics, including the decisions subject to CEQA, related infrastructure improvements, and a list of related agency action requirements.

CHAPTER 3.0 - ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

Chapter 3.0 contains an analysis of environmental topic areas as identified below. Each subchapter addressing a topical area is organized as follows:

Environmental Setting. A description of the existing environment as it pertains to the topical area.

Regulatory Setting. A description of the regulatory environment that may be applicable to the proposed Project.

Impacts and Mitigation Measures. Identification of the thresholds of significance by which impacts are determined, a description of project-related impacts associated with the environmental topic, identification of appropriate mitigation measures, and a conclusion as to the significance of each impact.

The following environmental topics are addressed in this section:

- Aesthetics and Visual Resources
- Agricultural and Forest Resources
- Air Quality
- Biological Resources
- Cultural and Tribal Resources
- Energy Conservation
- Geology and Soils
- Greenhouse Gases and Climate Change
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation
- Utilities and Service Systems

Wildfire impacts are not addressed in this section or elsewhere in this EIR, since the proposed project is not located in or near state responsibility areas or lands classified as very high fire severity zones (per Appendix G of the CEQA Guidelines).

CHAPTER 4.0 – OTHER CEQA-REQUIRED TOPICS

Chapter 4.0 evaluates and describes the following CEQA required topics: impacts considered less-than-significant, significant and irreversible impacts, growth-inducing effects, cumulative, and significant and unavoidable environmental effects.

CHAPTER 5.0 - ALTERNATIVES TO THE PROJECT

State CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to the proposed Project, which could feasibly attain the basic objectives of the project and avoid and/or lessen any significant environmental effects of the Project. Chapter 5.0 provides a comparative analysis between the environmental impacts of the proposed Project and the selected alternatives.

CHAPTER 6 - REPORT PREPARERS

This section lists all authors and agencies that assisted in the preparation of the EIR, by name, title, and company or agency affiliation.

APPENDICES

This section includes all notices and other procedural documents pertinent to the EIR, as well as technical material prepared to support the analysis.

1.7 COMMENTS RECEIVED ON THE NOTICE OF PREPARATION

The City of Rocklin received 35 written comment letters on the NOP for the proposed Project. A copy of each letter is provided in Appendix A of this Draft EIR. A list of each commenting agency/citizen is provided below. The City also held a public scoping meeting on February 27, 2019.

- Anonymous (February 27, 2019)
- Arlene Jamar (March 4, 2019)
- Bill Gandara (February 27, 2019)
- Bradley Eickmann (March 4, 2019)
- California Department of Transportation (March 1, 2019)
- California State Clearing House (February 1, 2019)
- Central Valley Regional Water Quality Control Board (February 26, 2016)
- Davinder Mahal (March 4, 2019)
- Denise Gaddis (March 1, 2019)
- Gary Grewal (February 27, 2019)
- Gregory Hawkins (March 3, 2019)
- Janet Thew (March 4, 2019)
- Kathi Gandara (February 27, 2019)
- Kathy Twisselmann (March 4, 2019) & (March 12, 2019)
- Kent Zenobia (March 2, 2019) & (March 5, 2019)
- Kim Steinjann (March 4, 2019) & (March 6, 2019)

- Kingsley Bogard (February 27, 2019)
- Laurie and Sharon Rindell (March 1, 2019)
- Leon Robinson (March 4, 2019)
- Margo Rabin (March 1, 2019) & (March 2, 2019)
- Michael Garabedian (March 2, 2019)
- Miguel Ucovich (February 28, 2019)
- Placer County Planning Services (March 4, 2019)
- Robert Columbro (March 4, 2019)
- Roger and Irene Smith (March 1, 2019)
- Save East Rocklin (Formerly El Don Neighborhood Advisory Committee) (March 4, 2019)
- Sherry Di Lulo (March 4, 2019)
- Shute, Mihaly & Weinberger (March 1, 2019)
- South Placer Municipal Utility District (March 4, 2019)
- State of California Native American Heritage Commission (February 12, 2019)
- The Town of Loomis (February 6, 2019)
- Tom Roush (March 1, 2019)

2.1 PROJECT LOCATION AND SITES DEFINED

The Project includes several distinct planning boundaries defined below. The following terms are used throughout this DEIR to describe planning area boundaries within the Project sites:

- **Project Area** – The Project Area is 108.4 acres in the southeastern portion of the City of Rocklin, consisting of the 72.6-acre North Village site and the 35.8-acre South Village site.
- **North Village** – The North Village site is 72.6 acres located northeast of the intersection of Rocklin Road and Sierra College Boulevard. The North Village Site is generally bound by Sierra College Boulevard to the west, Rocklin Road to the south, the Rocklin City limits to the east, and vacant land to the north.
- **South Village** – The South Village site is 35.8 acres located southeast of the intersection of Rocklin Road and El Don Drive. The South Village site is generally bound by Rocklin Road to the north, El Don Drive to the west, and residential subdivisions to the south and east.

The North Village and South Village sites are infill development sites located within the City of Rocklin approximately one quarter mile apart along the Rocklin Road corridor. Figures 2.0-1 and 2.0-2 show the Project's regional location and Project vicinity, respectively. As shown in Figure 2.0-3 (APN Map), the North Village site consists of APNs 045-150-023, -048, and -052 and the South Village site consists of APNs 045-131-001 and -003. Figure 2.0-4 shows a United States Geologic Survey (USGS) topographic map of the project area and its surroundings.

2.2 PROJECT SETTING

EXISTING SITE CONDITIONS

North Village

The North Village site is rectangular excluding one small out-parcel on the northwest corner of the site, east of Sierra College Boulevard. With the exception of a single home on an approximately 1-acre parcel, the North Village site is uninhabited and comprised of gently rolling terrain at elevations ranging from 330 to 380 feet above mean sea level. The predominant vegetation is non-native annual grassland and oak woodland dominated by interior live oak, blue oak and grey pine. Areas of the North Village site were historically mined, resulting in an irregular and disturbed landscape in the northern portions of the site. Two drainages and associated wetlands run from south to north and are discontinuous. Seeps and depressional seasonal wetlands as well as granite outcroppings occur within the non-native annual grassland.

The Biological Resource Assessment for the Project (see Appendix C) identified 13 elderberry shrubs present on-site which may provide habitat for the Valley Elderberry Longhorn Beetle (VELB). The Biological Resource Assessment also concluded, however, that the shrubs are currently unoccupied by the VELB and that the existence of VELB on the site is very unlikely. As a result, and out of an

abundance of caution, the applicant will be transplanting the shrubs to areas within the site that will be preserved as open space.

South Village

The South Village site is nearly square, excluding two areas on the north side of the site, south of Rocklin Road. The site is comprised of rolling terrain at elevations ranging from 290 to 310 feet above mean sea level. An unnamed tributary of Secret Ravine Creek runs from east to west through the site and is bordered on both sides by a riparian wetland that occupies the creek's floodplain. An intermittent drainage within a riparian area flows from Sierra College Boulevard southeast into the unnamed tributary. The northwest corner of the site is barren and has been used as a parking lot for Sierra College. Monte Verde Park, a City neighborhood park, is located in the west-central portion of the site and includes play and turf areas. In the southwest portion of the site is a seep. The site south of the floodplain is occupied by patches of non-native annual grassland and oak woodland dominated by interior live oak, blue oak and valley oak. Granitic outcroppings are scattered throughout.

EXISTING CITY OF ROCKLIN GENERAL PLAN LAND USE DESIGNATIONS

The City of Rocklin General Plan Land Use Map designates the North Village as Mixed Use (MU) and the South Village site as primarily MU, with approximately 7.75 acres of land designated Recreation-Conservation (R-C) within the central portion of the site. Figure 2.0-5 depicts the City of Rocklin General Plan land use designations for the Project Area and surrounding vicinity and identifies the existing General Plan designations for the North Village and South Village Sites. The City's General Plan has the following standards to guide development for these land uses:

Mixed Use (MU): This designation provides for land use patterns and mixed use development that integrate residential and non-residential land uses such that residents may easily walk or bicycle to shopping, services, employment, and leisure activities. The MU land use designation is reserved for areas where nonresidential (i.e., office, retail, service, civic, cultural, entertainment and other similar uses) and residential are permitted to be mixed, and typically include medium high density to high density residential land uses within the same building, lot, block or designated project. MU designated parcels may be all residential, all non-residential, or a mix of residential and nonresidential uses. The MU land use designation has an allowed density of 10 to 40 dwelling units per acre and an allowed Floor Area Ratio (FAR) of 0.25 to 1.6.

Recreation/Conservation (R-C): This designation provides land to be used for active and passive recreation. The purpose of the R-C land use designation is to designate land to be preserved for future recreational use and to protect land having important and environmental and ecological qualities.

EXISTING CITY OF ROCKLIN ZONING DESIGNATIONS

The entirety of the North Village site is zoned Planned Development – Community College within the Sierra College Area General Development Plan. Within the South Village site, the northern half is zoned Planned Development – Commercial (PD-C) within the Rocklin Road East of I-80 General

Development Plan. The remainder of the South Village is zoned Park, OA (Open Area), and R1-10 (Residential Single Family 10,000-square foot minimum lot).

Figure 2.0-6 depicts the City's zoning districts for the Project Area and the surrounding vicinity. Below is a general description of the zoning districts within the Project Area.

Planned Development – Community College (Sierra College Area General Development Plan): The purpose of planned development zones is to provide the means for greater creativity and flexibility in environmental design than is provided under the strict application of the zoning and subdivision ordinances, while at the same time protecting public health, safety and welfare and property values. The Sierra College Area General Development Plan was created to allow the integrated development of the project area in a manner that would accommodate various types of large scale, complex and phased development.

Planned Development – Commercial (PD-C) (Rocklin Road East of I-80 General Development Plan): The purpose of planned development zones is to provide the means for greater creativity and flexibility in environmental design than is provided under the strict application of the zoning and subdivision ordinances, while at the same time protecting public health, safety and welfare and property values. The Rocklin Road East of I-80 General Development Plan encompasses the area of Rocklin Road frontage east of I-80 with proximity to Sierra Community College. Approximately 50 percent of the South Village, located south of Rocklin Road and north of the creek, is within Area 2 of this General Development Plan. This area was intended to accommodate typical commercial uses.

Park: This zone identifies an existing park in the City of Rocklin.

Open Area (OA): This zone is generally used to protect steep, hazardous or sensitive area in an undeveloped state. Where appropriate, some limited uses may be allowed subject to the approval of a conditional use permit. The following uses may be permitted in this zone: parks, playgrounds, golf courses, swimming pools, country clubs, equestrian facilities, museums, art galleries, public buildings, public utility substations, and commercial uses accessory to permitted or conditional uses, such as refreshment stands, restaurants, sports equipment rental and sales, and marinas.

R1-10 (Residential Single Family 10,000-square foot minimum lot): This zone is designed for residential single-family units on lots with a minimum of 10,000 square feet. Permitted uses in the R1-10 zone include single-family dwellings, accessory uses and buildings, Section 5116 homes, schools, and secondary residential units.

SURROUNDING LAND USES

Existing land uses surrounding the North and South Village sites are described below.

North Village

West of the North Village, the Sierra College's Rocklin campus is located on the northwest corner of Rocklin Road and Sierra College Boulevard and a commercial center is located on the southwest corner. James Drive is immediately east of the North Village site with an approved, recently under construction, equestrian facility located contiguous to the North Village project site at the end of

2.0 PROJECT DESCRIPTION

James Drive in the Town of Loomis. To the east of James Drive are rural residential parcels in the Town of Loomis. Rocklin Road forms the site's southern boundary and Rocklin Manor Apartments and the recently under construction Sierra Gateway Apartments are located south of Rocklin Road. There is a parcel with a single family residence near the northwest corner of the North Village site and the parcel north of the site is vacant and vegetated with oak woodland and grassland. Table 2.0-1 provides the existing General Plan and Zoning Designations for lands adjoining the North Village site.

TABLE 2.0-1: SURROUNDING GENERAL PLAN AND ZONING DESIGNATIONS – NORTH VILLAGE

<i>LOCATION RELATIVE TO PROJECT SITES</i>	<i>GENERAL PLAN DESIGNATIONS</i>	<i>ZONING DESIGNATIONS</i>
North	Medium Density Residential (MDR)	Planned Development Residential (PD-3.5)
South	High Density Residential (HDR); Medium-High Density Residential (MHDR); and Medium Density Residential (MDR)	Planned Development Residential (PD-20, PD-12, and PD-4)
East	Residential Estate*	*Residential Estate (RE)
West	Public/Quasi-Public (PQP)	Planned Development Community College (PD-CC)

Note: * = Land use or zoning designation within the Town of Loomis General Plan

South Village

Rocklin Road and El Don Drive bound the South Village site to north and west, respectively, and the Sierra College campus is located immediately north of Rocklin Road. Office buildings and the Rocklin Latter-day Saints (LDS) Institute are situated in two separate areas south of Rocklin Road, outside of the Project area. West of the South Village, commercial and office uses are located southwest of the corner of El Don Drive and Rocklin Road. Single-family residential uses are located to the west, south and east of the South Village site and there is also a small open space area to the east of the site before the single-family residential uses. A branch of Secret Ravine Creek runs from east to west through the site. Table 2.0-2 provides the existing General Plan and Zoning Designations for lands adjoining the South Village site.

TABLE 2.0-2: SURROUNDING GENERAL PLAN AND ZONING DESIGNATIONS – SOUTH VILLAGE

<i>LOCATION RELATIVE TO PROJECT SITES</i>	<i>GENERAL PLAN DESIGNATIONS</i>	<i>ZONING DESIGNATIONS</i>
North	Retail Commercial (RC); and Public/Quasi-Public (PQP)	Planned Development Community College (PD-CC); Planned Development Commercial (PD-C)
South	Medium Density Residential (MDR)	Planned Development Residential (PD-6); Residential Single Family 6,000 Square Feet Minimum Lots (R1-6)
East	Medium Density Residential (MDR); Recreation/Conservation (R-C) and Retail Commercial (RC)	Planned Development Residential (PD-6.5); Open Area (OA); Residential Single Family 6,000 Square Feet Minimum Lots (R1-6); Planned Development Commercial (PD-C)
West	Retail Commercial (RC); Medium Density Residential (MDR); and Recreation-Conservation (R-C)	Planned Development Commercial (PD-C); Planned Development Residential (PD-4); Open Area (OA)

2.3 PROJECT BACKGROUND, GOALS, AND OBJECTIVES

PROJECT BACKGROUND

For years, the North and South Village sites have been envisioned for development to economically benefit Sierra College. The North Village site is part of the Sierra College Area General Development Plan, which was originally approved in June 2002.¹ At that time, the project area was a part of the Sphere of Influence of the City of Rocklin, but was located within Unincorporated Placer County. As a part of the 2002 approval of the Sierra College Area General Development Plan, the site was annexed into the City of Rocklin. Approximately one-half of the South Village site is part of the Rocklin Road East of I-80 General Development Plan, which was originally approved in March 1999. The remainder area on the southern portion of the South Village is not located within a General Development Plan. This property is currently subject to standard Rocklin Municipal Code requirements.

The College's Facilities Master Plan, adopted by the Trustees in 2018, describes and illustrates the long-term vision of facility planning at its Rocklin campus and does not designate the Project Area for campus uses. However, it is noted that the College's 2014 Facilities Master Plan designates the Project Area for revenue generation to benefit the College's students, programs, and facilities. In 2015, the Trustees initiated a process to identify a developer for the proposed Project and declared the Project Area (North Village and South Village) as surplus property in 2016. In response, the applicant has developed the College Park General Development Plan (College Park GDP), which would allow for the integrated development of the approximately 108-acre Project Area.

GOALS AND OBJECTIVES

Consistent with California Environmental Quality Act (CEQA) Guidelines Section 15124(b), a clear statement of objectives and the underlying purpose of the project shall be discussed. The quantifiable objective of the proposed project is the development of the 108.4-acre Project Area, over two separate sites (North Village and South Village), which will include: Retail Commercial (RC), Business Professional/Commercial (BP/C), Medium Density Residential (MDR), Medium-High Density Residential (MHDR), High-Density Residential (HDR), and Recreation-Conservation (R-C) land uses. Specifically, the proposed College Park project includes the approval of the College Park GDP to facilitate the development of up to 342 single-family units, 558 multi-family units, 120,000 square feet of non-residential uses, parking and other vehicular and non-vehicular circulation improvements, park and open space facilities, and utility improvements.

The following objectives have been identified for the proposed College Park Project:

- Create two high quality new and financially viable mixed-use neighborhoods that include residential, commercial, office, and/or public uses located along two significant transportation corridors in the City.

¹ A General Development Plan is a detailed planning document that defines, in detail, the development criteria for a project area.

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- Efficiently develop two surplus properties of Sierra College consistent with the College's Facilities Master Plan into sales and property tax-generating uses for various agencies within the project area.
- Develop a diverse mix of residential densities and home ownership opportunities immediately adjacent to Sierra College, the City's largest employer and existing nearby local and regional commercial uses, thereby presenting opportunities for reductions in vehicle miles traveled, air quality and greenhouse gas emissions.
- Develop park, open space and recreational amenities accessible to existing and planned future city residents.
- Create an integrated design for landscaping, lighting, signage, and entry features which advance the vision in the City's College District Design Guidelines.
- Create well-designed residential mixed-use neighborhoods on two infill sites within the City consistent with the Sacramento Area Council of Government Blueprint and Sustainable Communities Strategy which emphasize the efficient use of land and walkability.
- Develop the properties in a way that integrates their natural and environmental features into the project in an interactive way.
- Develop the two neighborhoods with an emphasis on quality architecture and diversity of housing and creatively contribute to the City's regional housing mix.
- Develop a residential mixed-use project consistent with the requirements of Senate Bill 330 (SB330).

2.4 PROJECT DESCRIPTION

GENERAL PLAN AMENDMENT

The Project proposes a General Plan Amendment to change the land use designations of the Project Area. Table 2.0-3 provides the existing and proposed General Plan land use designations for each of the two sites, and for the project area as a whole. Figure 2.0-7 provides the proposed General Plan land uses for the proposed Project.

TABLE 2.0-3: EXISTING AND PROPOSED - GENERAL PLAN LAND USE DESIGNATIONS (ACRES)

GENERAL PLAN DESIGNATIONS	NORTH VILLAGE		SOUTH VILLAGE		COLLEGE PARK TOTAL	
	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED
Mixed Use (MU)	72.6	0.0	27.9	0.0	100.5	0.0
Retail Commercial (RC)	0.0	3.0	0.0	0.0	0.0	3.0
Business Professional/Commercial (BP/C)	0.0	0.0	0.0	9.0	0.0	9.0
Medium Density Residential (MDR)	0.0	6.1	0.0	4.8	0.0	10.9
Medium-High Density Residential (MHDR)	0.0	29.4	0.0	0.0	0.0	29.4
High-Density Residential (HDR)	0.0	18.5	0.0	7.3	0.0	25.8
Recreation-Conservation (R-C)	0.0	15.6	7.9	14.7	7.9	30.3
Total	72.6	72.6	35.8	35.8	108.4	108.4

As shown in Table 2.0-3, the Project proposes to amend the land use designations to redesignate the 72.6-acre North Village site from Mixed Use to 3.0 acres of RC, 6.1 acres of Medium Density Residential, 29.4 acres of Medium-High Density Residential, 18.5 acres of High Density Residential, and 15.6 acres of Recreation-Conservation. Additionally, the Project proposes to amend the land use designations to redesignate the 35.8-acre South Village site from Mixed Use to 9.0-acres of Business Professional/Commercial, 4.8-acres of Medium Density Residential, 7.3-acres of High-Density Residential, and 14.7-acres of Recreation-Conservation.

REZONE/GENERAL DEVELOPMENT PLAN (GDP)

The North Village is located within the existing Sierra College Area General Development Plan (Sierra College Area GDP), which is an approximately 410-acre Planned Development including Sierra Community College and surrounding properties. Additionally, approximately 50 percent of the South Village is located within Area 2 of the Rocklin Road East of I-80 General Development Plan (East of I-80 GDP), which encompasses the area of Rocklin Road frontage east of I-80 with proximity to Sierra Community College. The Project proposes to remove the North Village Site from the Sierra College GDP and remove the South Village site from the East of I-80 GDP to create the College Park GDP. The College Park GDP would establish the relationship between land uses within the Project Area and other surrounding land uses, establish the conditionally permitted land uses for all districts within the Project Area, and establish the development standards such as lot sizes, building setbacks, and height limits.

As previously stated, the North Village is zoned PD-CC within the Sierra College Area GDP and the South Village site is zoned PD-C, OA, and R1-10. The Project proposes to rezone the North Village to the following College Park GDP zoning designations: Planned Development –Commercial (PD-C), Planned Development – 8.4 (PD-8.4), Planned Development – 15.4 (PD-15.4), Planned Development – 15.5+ (PD-15.5+), Planned Development – Park (PD-P) and Planned Development – Open Area (PD-OA).

Additionally, the Project proposes to rezone the South Village to the following College Park GDP zoning designations: Planned Development – Business Professional/Commercial (PD-BP/C), PD-8.4,

2.0 PROJECT DESCRIPTION

PD-15.5+, PD-P, and PD-OA. Table 2.0-4 provides the existing and proposed zoning for the Project Area and the Project’s proposed zoning designations are shown on Figure 2.0-8.

TABLE 2.0-4: EXISTING AND PROPOSED - ZONING (ACRES)

ZONING	NORTH VILLAGE		SOUTH VILLAGE		COLLEGE PARK TOTAL	
	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED
PD – Community College (PD-CC)	72.6	0.0	0.0	0.0	72.6	0.0
PD – Commercial (PD-C)	0.0	0.0	17.5	0.0	17.5	0.0
PD –Commercial (PD-C)	0.0	3.0	0.0	0.0	0.0	3.0
PD – Business Professional/Commercial (PD-BP/C)	0.0	0.0	0.0	9.0	0.0	9.0
R1-10 Residential Single Family (R1-10)	0.0	0.0	10.2	0.0	10.2	0
PD – 8.4	0.0	6.1	0.0	4.8	0.0	10.9
PD – 15.4	0.0	29.4	0.0	0.0	0.0	29.4
PD – 15.5+	0.0	18.5	0.0	7.3	0.0	25.8
PD – Open Area (PD-OA)	0.0	9.0	5.8	13.5	5.8	22.5
PD– Park (PD-P)	0.0	6.6	2.3	1.2	2.3	7.8
Total	72.6	72.6	35.8	35.8	108.4	108.4

The College Park GDP includes the following standards to guide development of the zoning districts within the Project Area. Please see Appendix A for the complete College Park GPD.

Residential (PD-8.4/PD-15.4/PD-15.5+): Residential land uses are envisioned to include detached and attached single-family and multi-family residential units.

In both villages, opportunities are available to design small residential enclaves adjacent to park and open space amenities. In the North Village, deeper lots would be included on the east side of the site as a transition to adjacent rural residential uses in Loomis. Densities will be higher on the west side of the North Village, adjacent to Sierra College Boulevard, as well as toward the middle of the plan area and along Rocklin Road. In the South Village, residential densities will be higher adjacent to Rocklin Road, transitioning to lower densities adjacent to existing neighborhoods to the south.

Commercial (PD-C): The Commercial District is intended to provide retail and services to meet the daily need of surrounding residents, college students and faculty, and visitors to the area. The PD-C zone provides for retail stores, professional offices, supportive-commercial uses, and amusement uses in a concentrated area for the convenience of the public that is mutually beneficial.

Business Professional/Commercial (PD-BP/C): The Business Professional/Commercial District is envisioned as a center for business and medical office, health care, institutional and college related professions, with compatible small-scale retail and services convenient for employees.

Park and Open Area (PD-P/ OA): Approximately 30% of the planned development is designated as Park (PD-P) or Open Area (PD-OA) and will include formal park areas and natural open space. Uses in the PD-P and PD-OA designated parcels will provide passive and active recreation opportunities, visual amenities, and accommodate a pedestrian path system with linkages to surrounding areas.

Within the PD-P and PD-OA zoned parcels, proposed park sites are intended to meet a portion of the parkland dedication requirements.

In the South Village, the PD-P and PD-OA zoned parcels include the floodplain, wetlands and oak woodlands adjacent to Secret Ravine Creek as well as Monte Verde Park, an existing City neighborhood park located adjacent to El Don Drive that includes a playground, open turf and picnic areas.

In the North Village, the PD-P and PD-OA zoned parcels create a spine through the center of the site, including natural drainage features, wetlands, and oak woodlands that provide a scenic backdrop to a 4.9-acre recreational park in the center of the site. Apart from this central spine, a 1.7-acre neighborhood park is proposed to provide a range of active uses for residents and visitors to the neighborhood.

LAND USE SUMMARY

Figures 2.0-9 and 2.0-10 provide the conceptual plans for the North Village and South Village sites, respectively. As identified in Tables 2.0-5 and 2.0-6, the 108.4-acre College Park project includes the development of:

- 342 single-family residential units;
- 558 multi-family residential units;
- 120,000 square feet of non-residential building uses;
- 22.5 acres of open area; and
- 7.8 acres of parks.

It should be noted that there may be additional multi-family dwelling units within the High Density Residential (PD-HDR) zoning district and additional non-residential square footage with the General Commercial (PD-C) and Business Professional/Commercial zoning districts, depending on the specific future applications made for the development of those areas. However, for the purposes of the CEQA analysis, the multi-family units and non-residential building square footages have been estimated. If future projects result in unit counts or non-residential square feet greater than what is assumed in this EIR, additional CEQA review may be necessary. A description of the North Village and South Village developments are provided below, including a summary table of the proposed land uses. The Project Area's grading plans, drainage characteristics, and utility infrastructure would comply with the City's Municipal Code and all applicable local, state, and federal requirements.

North Village

The North Village site encompasses approximately 72.6-acres and would include approximately 35.5 acres for single-family residential development, 18.5 acres for multi-family residential development, 3.0 acres for retail commercial uses, and 15.6 acres for park/open space uses. As indicated by Table 2.0-5, buildout of the North Village site is anticipated to result in:

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- 317 single-family dwelling units;
- 378 multi-family dwelling units;
- 45,000 square feet of non-residential building uses;
- 9.0 acres of open area; and
- 6.6 acres of parks.

TABLE 2.0-5: NORTH VILLAGE SITE LAND USE SUMMARY¹

PLANNED DEVELOPMENT LAND USE/ZONING		ACRES	DWELLING UNITS	NON-RES. BUILDING SQUARE FOOTAGE
Commercial	PD-C	3.0	0	45,000
Medium Density Residential	PD-8.4	6.1	38	0
Medium-High Density Residential	PD-15.4	29.4	279	0
High Density Residential	PD-15.5+	18.5	378	0
Open Area	PD-OA	9.0	0	0
Park	PD-P	6.6	0	0
Total		72.6	695	45,000

Notes: ¹Data in this table is as provided by the Project applicant in the April 22, 2021 project information package and from the Transportation Impact Study prepared for the Project by Fehr & Peers.

As illustrated in Figure 2.0-9, the Commercial component would be located in the southwest corner of the site, adjacent to Rocklin Road and Sierra College Boulevard. The Commercial designation would allow for the development of 45,000 square feet of commercial use.

Single-family residential uses of varying densities would be distributed throughout the northern portion of the project site. Lot sizes would range from 1,200 square feet to 5,000 square feet. Single-family residential densities would transition from the lowest densities along the eastern boundary, adjacent to rural residential uses in the Town of Loomis, to higher densities proposed along the western boundary, adjacent to Sierra College Boulevard. Overall, the single-family residential component (PD-8.4 and PD-15.4) would allow for the development of 317 single-family residential units. Multi-family residential uses are proposed within the central portion of the site, as well as in the southeast corner of the North Village site, adjacent to Rocklin Road and the Commercial component. The PD-15.5+ designation would allow for the development of 325 to 668 multi-family units.

The Park and Open Area uses would create a spine through the center of the site providing open space trails connecting to a 4.9- acre central park between the residential uses that surround these areas. Natural features within these areas include drainages, wetlands, and oak woodlands. A club house would be located adjacent to the central park on a 0.7-acre parcel within the western portion of the site. The open space area would extend north of the park and provide a transition between the proposed residential uses and the open space area located north of the site. A trail system would connect the central park and open space area within the site. Apart from this central spine, a 1.7-acre neighborhood park is proposed between the high-density residential uses, which would provide a range of active uses for residents and visitors to the neighborhood.

South Village

The South Village site encompasses approximately 35.8-acres and would include approximately 4.8 acres for single-family residential development, 7.3-acres for multi-family residential development, 9.0 acres for business professional/commercial uses, and 14.7 acres for park/open space uses. As indicated by Table 2.0-6, buildout of the South Village site is anticipated to result in:

- 25 single-family dwelling units;
- 180 senior affordable multi-family dwelling units;
- 75,000 square feet of non-residential building uses;
- 13.5 acres of open space; and
- 1.2 acres of parks.

TABLE 2.0-6: SOUTH VILLAGE LAND USE SUMMARY¹

PLANNED DEVELOPMENT LAND USE		ACRES	DWELLING UNITS	NON-RES. BUILDING SQUARE FOOTAGE
Business Professional/Commercial	PD-BP/C	9.0	0	75,000
Medium Density Residential	PD-8.4	4.8	25	0
High Density Residential	PD-15.5+	7.3	180	0
Open Area	PD-OA	13.5	0	0
Park	PD-P	1.2	0	0
Total		35.8	205	75,000

Notes: ¹Data in this table is as provided by the Project applicant in the April 22, 2021 project information package and from the Transportation Impact Study prepared for the Project by Fehr & Peers.

As illustrated in Figure 2.0-10, approximately 41 percent of the South Village site would be open area and park use. The project would increase the land designated Open Area surrounding the creek from 7.9 acres to 13.5 acres. Within the open area are floodplains, wetlands, and oak woodlands adjacent to Secret Ravine Creek. A trail is proposed in the open space area between the unnamed tributary to Secret Ravine Creek and the single-family development, generally running east to west along the southern boundary of the creek connecting to El Don Drive. Monte Verde Park is an existing City neighborhood park located within the South Village site along El Don Drive that includes a playground, open turf and picnic areas. No changes are proposed to the existing 1.2-acre park.

In the South Village, residential densities would be higher adjacent to Rocklin Road, transitioning to lower densities adjacent to existing neighborhoods to the south. As such, the High-Density Residential component would be located in the northeast corner of the South Village Site, allowing for the development of 180 senior affordable multi-family units, while the southern portion of the South Village site would be for single-family residential uses, allowing for 25 single-family units. These single-family lots would range in size between approximately 5,000 square feet and 8,000 square feet, with an average lot size of 5,875 square feet. The proposed single-family residential component would be at densities compatible with existing residential developments to the south, east, and west. As part of the single-family residential development, a roadway would be extended from El Don Drive east into the project site.

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The Business Professional/Commercial component of the South Village site would be located southeast of the intersection of Rocklin Road and El Don Drive. Although at this time specific development of these sites has not been defined, for purposes of the EIR analysis it is assumed up to 75,000 square feet of non-residential development would occur within these areas, including 52,500 square feet of professional office uses and 22,500 square feet of medical office uses.

VEHICULAR CIRCULATION

The project proposes to connect to the existing vehicular circulation network within the project area. It should be noted that the South Village site is directly adjacent to public transit stops for Placer County Transit (PCT), which offers bus service to and from Sacramento. Also, the PCT connects with Regional Transit (RT) which is the major public passenger rail transit system serving the Sacramento Metro Area. Additional bus stops near the project sites may be added upon development of the proposed Project.

North Village

The existing streets providing access around the North Village project site include Sierra College Boulevard and Rocklin Road.

Sierra College Boulevard is a major north-south arterial connecting Placer County with Sacramento County. The roadway intersects with Rocklin Road, I-80, Pacific Street/Taylor Road, and continues north to State Route 193 near Lincoln. To the south, the roadway extends through Roseville to the Sacramento County line. In Sacramento County, it becomes Hazel Avenue and continues south to U.S. 50.

Rocklin Road is an east-west arterial in the City of Rocklin. It connects Sierra College Boulevard to I-80 (via the Rocklin Road interchange) and to Central Rocklin to the west. East of Sierra College Boulevard, Rocklin Road extends to Barton Road in Loomis. Rocklin Road is four lanes wide from west of Pacific Street in downtown Rocklin to Sierra College Boulevard and two lanes to the Loomis town limit east of Sierra College Boulevard. The segment between Sierra College Boulevard and the Loomis town limit includes a three to two lane transition in the eastbound direction.

As shown on Figure 2.0-9, access to the residential and park/open space portions of the project site would be provided via Sierra College Boulevard, while Rocklin Road would provide access to the future PD-C and PD-15.5+ uses located in the southern portion of the North Village. Figure 2.0-9 also identifies the proposed internal circulation network that would be constructed as development occurs.

South Village

El Don Drive would provide direct access to the single-family residential component in the southern portion of the South Village project site while Rocklin Road and El Don Drive would provide access to the future PD-BP/C and Rocklin Road would provide access to the future PD-15.5+ uses both located in the northern portion of the South Village. El Don Drive is a collector street. Collector streets function as a transition between arterials and other streets at lower levels within the classification system. As shown in Figure 2.0-10, the proposed project includes a new roadway that

would extend east of El Don Road creating two courts to provide access to the proposed single-family residential uses.

NON-VEHICULAR CIRCULATION

The Rocklin General Plan designates the portion of Rocklin Road adjacent to the North Village as a proposed Class III bikeway, while the portion of Rocklin Road adjacent to the South Village is designated as an existing Class II bikeway. Additionally, the Rocklin General Plan designates the portion of Sierra College Boulevard adjacent to the North Village as a proposed Class II bikeway. The proposed project would build upon this infrastructure by providing bikeways internal to the project sites that would connect to the existing and planned bicycle-oriented infrastructure that surround the project sites.

Moreover, pedestrian infrastructure would be developed within and adjacent to the project sites, including sidewalks and trails, which would also connect the project sites to the surrounding roadways and also lead to Sierra College. Walking trails would link various portions of the project sites to make traversing the sites accessible to residents and visitors, in both the North Village and South Village sites. For example, in the North Village project site, walking trails would connect various portions of the project site in the northwest portion of the project site. Additionally, a walking trail would be located in the South Village traveling across the width of the project site, just south of Secret Ravine Creek. All walking trails would be designed and sized consistent with local standards.

UTILITY IMPROVEMENTS

The project proposes to connect to existing City utility infrastructure to provide water, sewer, and stormwater drainage.

WATER SYSTEM

The preliminary water infrastructure for the proposed project would consist of 8-inch pipes, following the internal circulation network with each project site. The Project proposes connection points to Placer County Water Agency's (PCWA's) existing water infrastructure system. The North Village site has water available from PCWA's existing 20-inch treated water main located in Sierra College Boulevard and 14-inch treated water main located in Rocklin Road while the South Village site has water available from PCWA's existing 10-inch treated water main located in Rocklin Road and El Don Drive..

SEWER SYSTEM

The proposed sewer infrastructure within the project sites would utilize 8-inch pipes to serve the development, following the internal circulation network with each project site. The project proposes connection points to the existing sewer system along Sierra College Boulevard and Rocklin Road (for the North Village site) and along Rocklin Road and El Don Drive (for the South Village site).

2.0 PROJECT DESCRIPTION

STORM DRAINAGE SYSTEM

The proposed drainage infrastructure would include 12 to 24-inch drain pipes, mostly following the internal circulation network of each project site. The project proposes connection points in the North Village site to the existing storm drainage systems at the along Sierra College Boulevard and Rocklin Road, while the South Village site drainage would connect to the existing drainage system along El Don Road. Storm drainage flows in the North Village would also be directed to two proposed drainage basins located in the northern portion of the project site. Separately, storm drainage flows in the South Village site would also be directed to three proposed detention basins located in the southern portion of the project site. With regard to stormwater quality, the project would be designed to conform with current City of Rocklin and Placer County Flood Control and Water Conservation District standard requirements.

ELECTRICITY AND NATURAL GAS

The Project site has nearby access to PG&E service for both natural gas and electric service. The proposed project would provide energy efficient homes. All of the State of California design guidelines for new homes including “tight building envelopes,” energy efficient appliances and HVAC, insulation and window efficiency, would be incorporated into the project design. The project development would comply with current City standards, including California Building and Energy Code requirements.

2.0.5 USES OF THE EIR AND REQUIRED AGENCY APPROVALS

This EIR may be used for the following direct and indirect approvals and permits associated with adoption and implementation of the proposed Project.

CITY OF ROCKLIN

The City of Rocklin is the Lead Agency for the proposed project, pursuant to the State Guidelines for Implementation of the CEQA, Section 15050. Actions that would be required from the City include, but are not limited to the following:

- Certification of the EIR;
- Adoption of the Mitigation Monitoring and Reporting Program;
- Approval of a City of Rocklin General Plan Amendment;
 - North Village: Amend the land use from Mixed Use (MU) to Recreation-Conservation (R-C), Medium Density Residential (MDR), Medium-High Density Residential (MHDR), High Density Residential (HDR) and Retail Commercial (RC).
 - South Village: Amend the land use from Mixed Use (MU) and Recreation-Conservation (R-C) to Business Professional/Commercial (BP/C), Recreation/Conservation (R/C), High Density Residential (HDR) and Medium Density Residential (MDR).
- Approval of General Development Plan Amendments and new General Development Plan;

- Amend the Sierra College Area General Development Plan to remove the North Village area from the GDP area boundaries.
- Amend the Rocklin Road East of I-80 General Development Plan to remove the applicable portions of the South Village area from the GDP area boundaries.
- Approval of the College Park General Development Plan;
- Approval of a City of Rocklin Rezone;
 - North Village: Rezone the site from Planned Development – Community College (PD-CC) to Planned Development- Commercial (PD-C), Planned Development – 8.4 (PD-8.4), Planned Development – 15.4 (PD-15.4), Planned Development – 15.5+ (PD-15.5+), Planned Development – Park (PD-P) and Planned Development – Open Area (PD-OA);
 - South Village: Rezone the site from Planned Development – Commercial (PD-C), Open Area (OA), and R1-10 (Residential Single Family 10,000 Sq. Ft. minimum lot) to Planned Development – Business Professional/Commercial (PD-B-P), Planned Development – Medium Density Residential (PD-8.4), Planned Development – High Density Residential (PD-15.5+), Planned Development – Park (PD-P) and Planned Development – Open Area (PD-OA);
- Approval of Tentative Maps and Final Maps;
- Approval of Design Review;
- Approval of Improvement, Grading, and Drainage Plans; and
- Approval of Building Plans and Certificates of Occupancy.

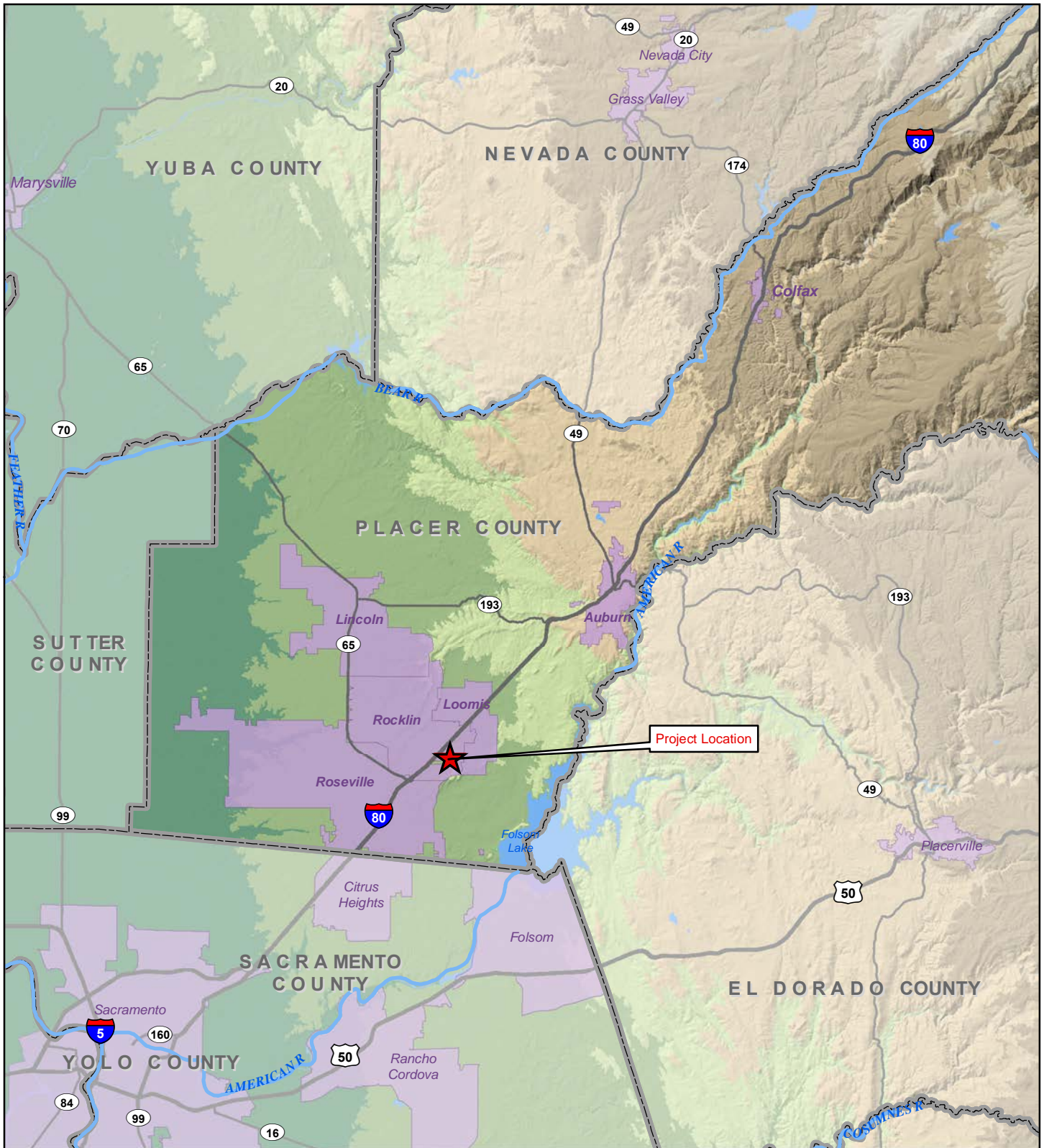
OTHER GOVERNMENTAL AGENCY APPROVALS

The following agencies may be required to issue permits or approve certain aspects of the proposed Project. Other governmental agencies that may require approval include, but are not limited to, the following:

- South Placer Municipal Utility district – Approval of sewer facility extension;
- Placer County Water Agency – Approval of water line extension;
- California Department of Fish and Wildlife (CDFW) – Streambed Alteration Agreement pursuant to Section 1602 of the California Fish and Game Code;
- California Department of Water Resources – SB 221 Water Supply Assessment requirements;
- Central Valley Regional Water Quality Control Board (CVRWQCB) - Storm Water Pollution Prevention Plan (SWPPP) approval prior to construction activities pursuant to the Clean Water Act;
- Placer County Air Pollution Control District (PCAPCD) - Approval of construction-related air quality permits (dust control plan);
- Regional Water Quality Control Board (RWQCB) – Construction activities would be required to be covered under the National Pollution Discharge Elimination System (NPDES);

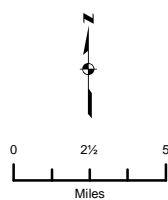
2.0 PROJECT DESCRIPTION

- Regional Water Quality Control Board (RWQCB) – Water quality certification/waste discharge requirements pursuant to Section 401 of the Clean Water Act;
- Regional Water Quality Control Board (RWQCB) – Permitting of State jurisdictional areas, including isolated wetlands pursuant to the Porter-Cologne Water Quality Act; Storm Water Pollution Prevention Plan (SWPPP) approval prior to construction activities pursuant to the Clean Water Act; and
- United States Army Corps of Engineers (USACE) – Permitting of federal jurisdictional areas pursuant to Section 404 of the Clean Water Act.
- United States Fish and Wildlife Service (USFWS) – Section 7 or 10 permitting pursuant to Endangered Species Act



Legend

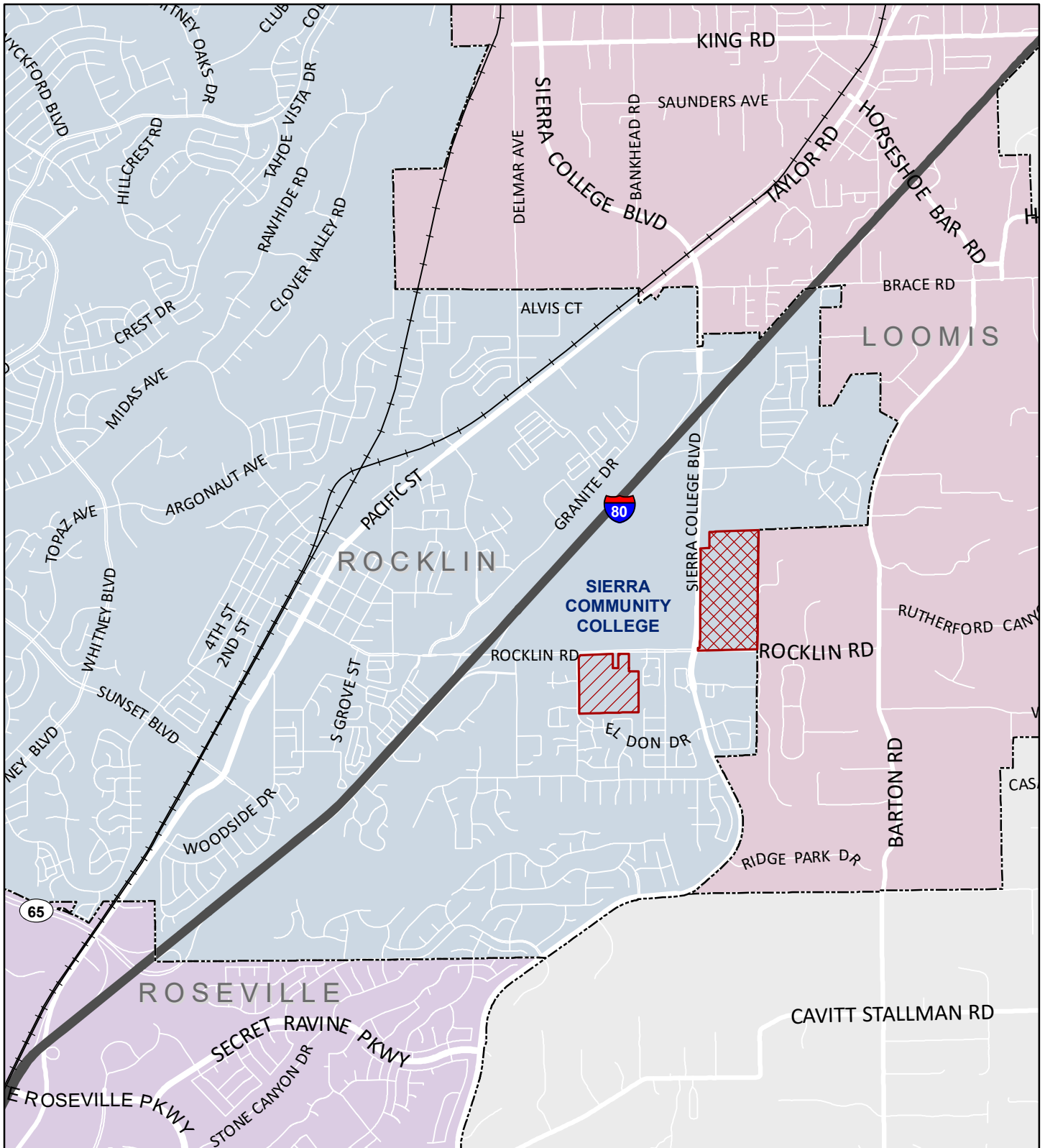
- City Area
- County Boundary





ROCKLIN COLLEGE PARK
Figure 2.0-1. Regional Location Map

Sources: CalAtlas; Sacramento County, Placer County;
El Dorado County; Map date: November 30, 2018.





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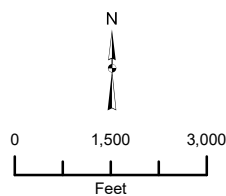
Legend

-  College Park North Village
-  College Park South Village

Municipality

-  Rocklin
-  Roseville
-  Loomis
-  Unincorporated Placer County

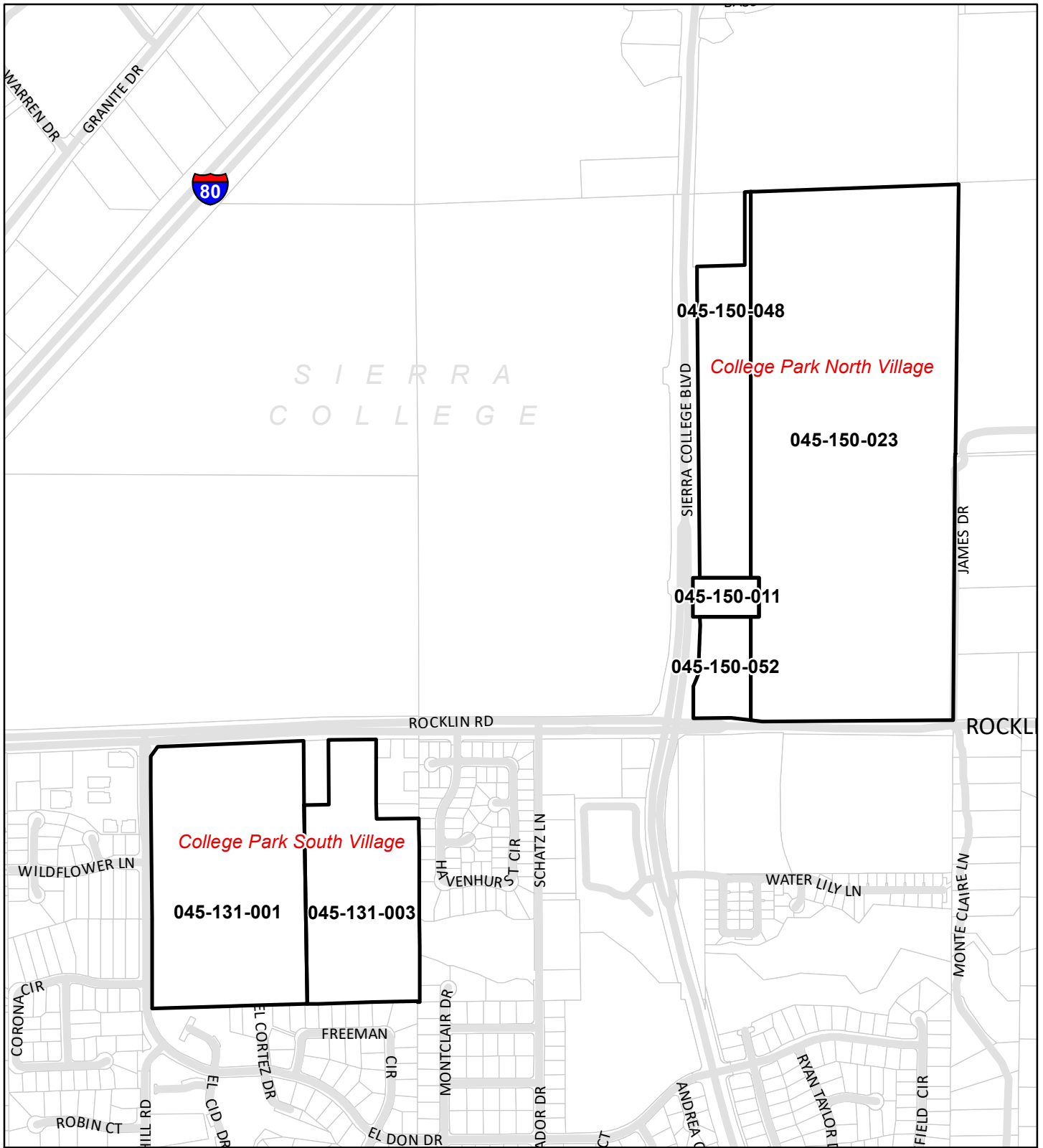
Sources: Placer County GIS. Map date: April 28, 2021.



COLLEGE PARK

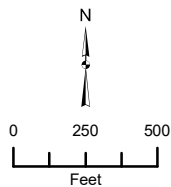
Figure 2.0-2. Vicinity Map

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Legend

- Project Parcel
- Placer County Assessor Parcel

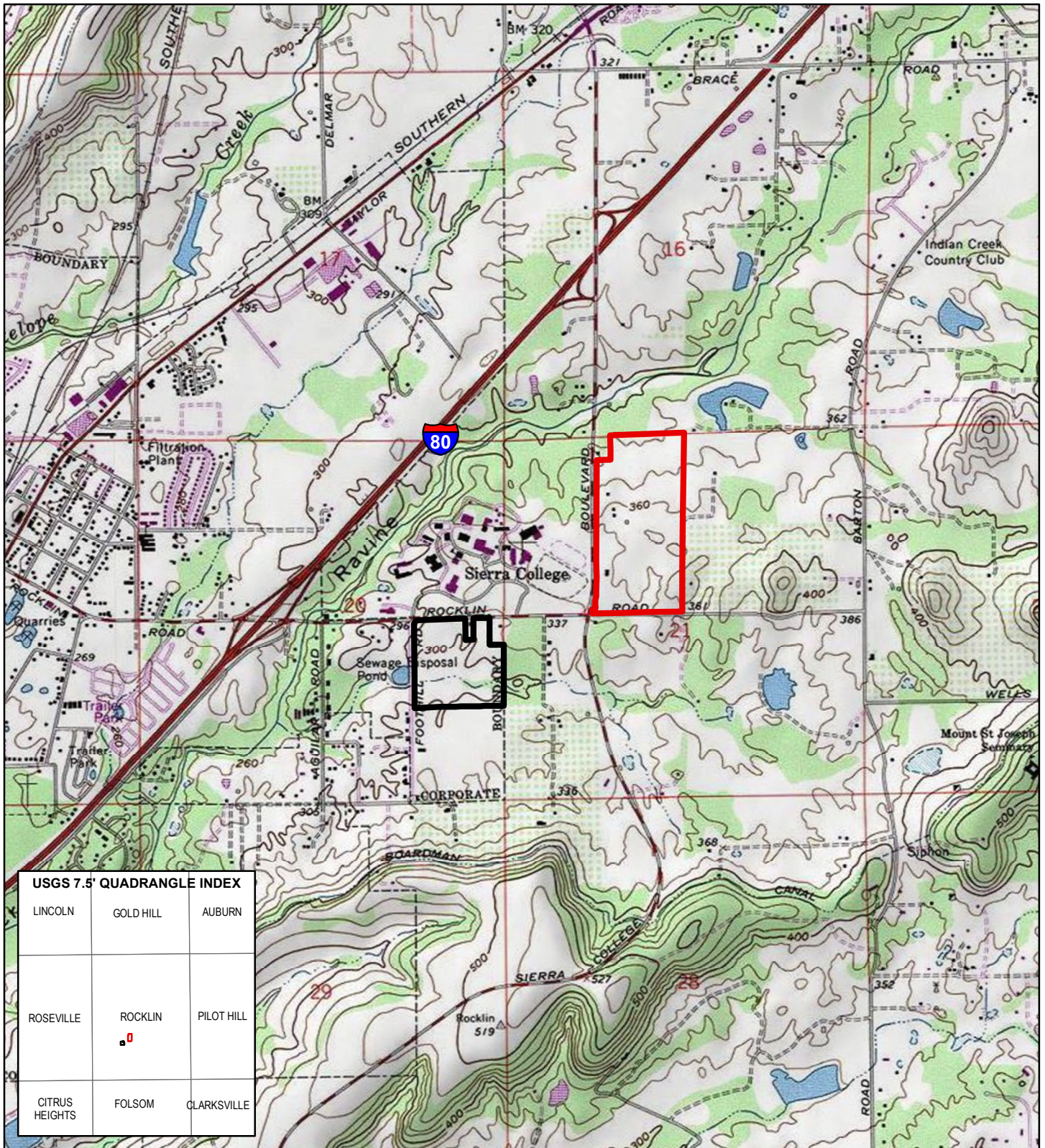


COLLEGE PARK

Figure 2.0-3. Assessor Parcel Map

Sources: Placer County GIS. Map date: April 28, 2021.

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USGS 7.5' QUADRANGLE INDEX

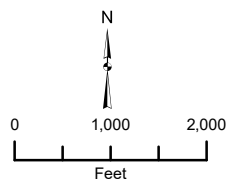
LINCOLN	GOLD HILL	AUBURN
ROSEVILLE	ROCKLIN 0	PILOT HILL
CITRUS HEIGHTS	FOLSOM	CLARKSVILLE

COLLEGE PARK

Figure 2.0-4. USGS Topographic Map

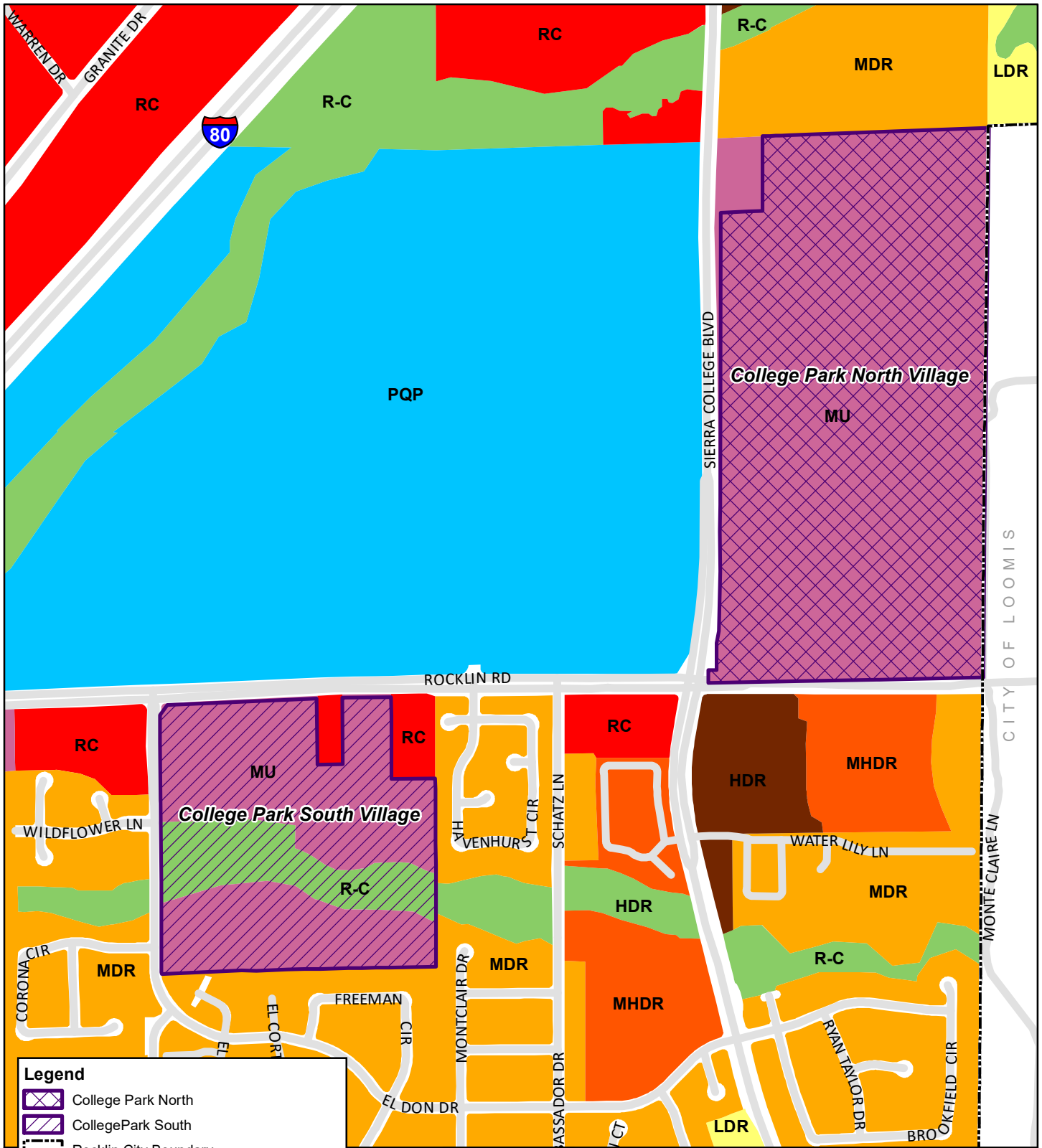
Legend

-  College Park South
-  College Park North



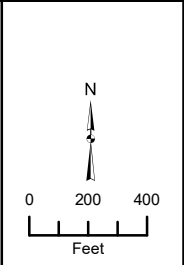
Sources: ArcGIS Online USA Topographic Map Service.
Placer County GIS. Map date: April 28, 2021.

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Legend

- College Park North
- College Park South
- Rocklin City Boundary
- LDR - Low Density Residential
- MDR - Medium Density Residential
- MHDR - Medium-High Density Residential
- HDR - High Density Residential
- MU - Mixed Use
- PQP - Public-Quasi Public
- RC - Retail Commercial
- Recreation-Conservation

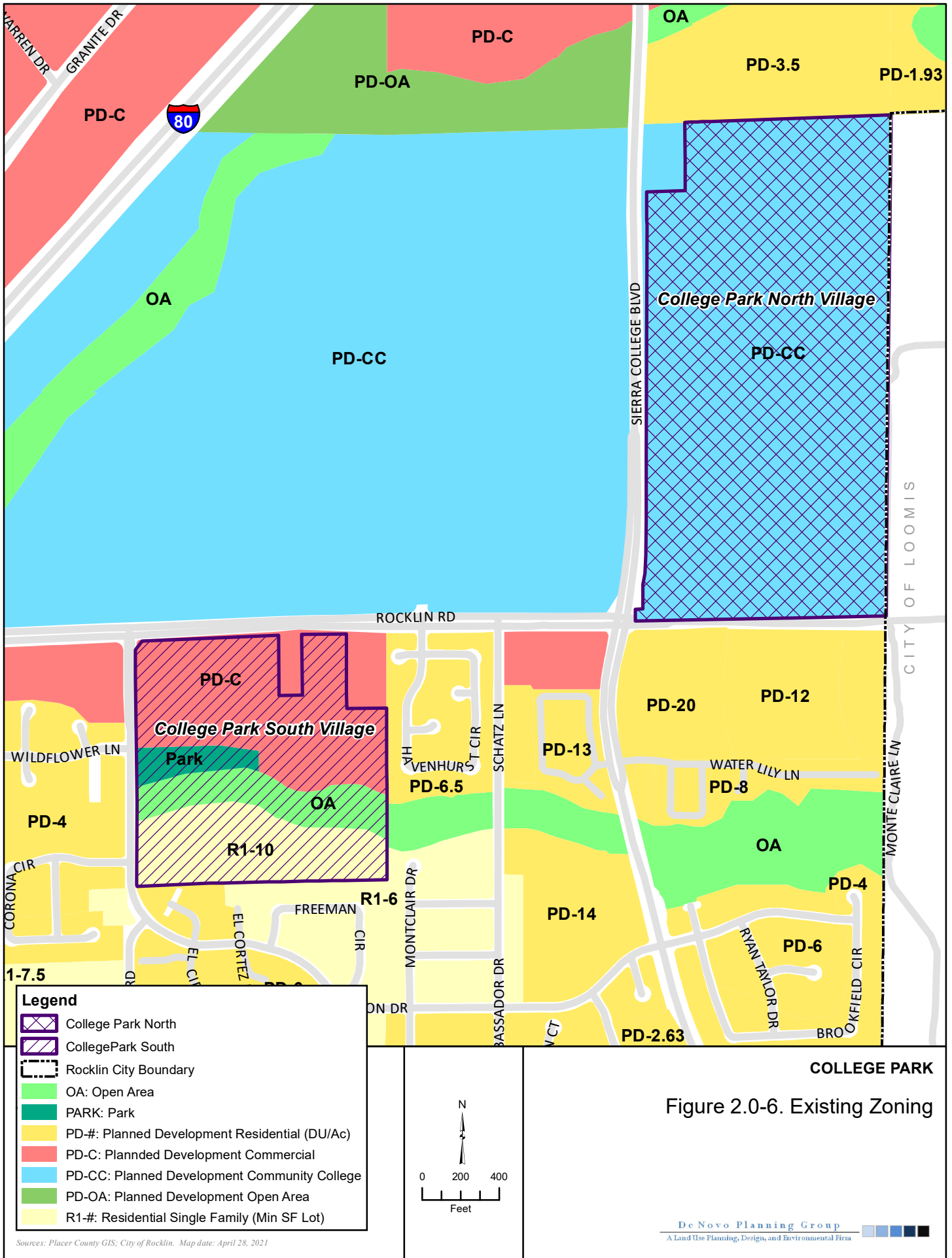


COLLEGE PARK

Figure 2.0-5. Existing General Plan Designations

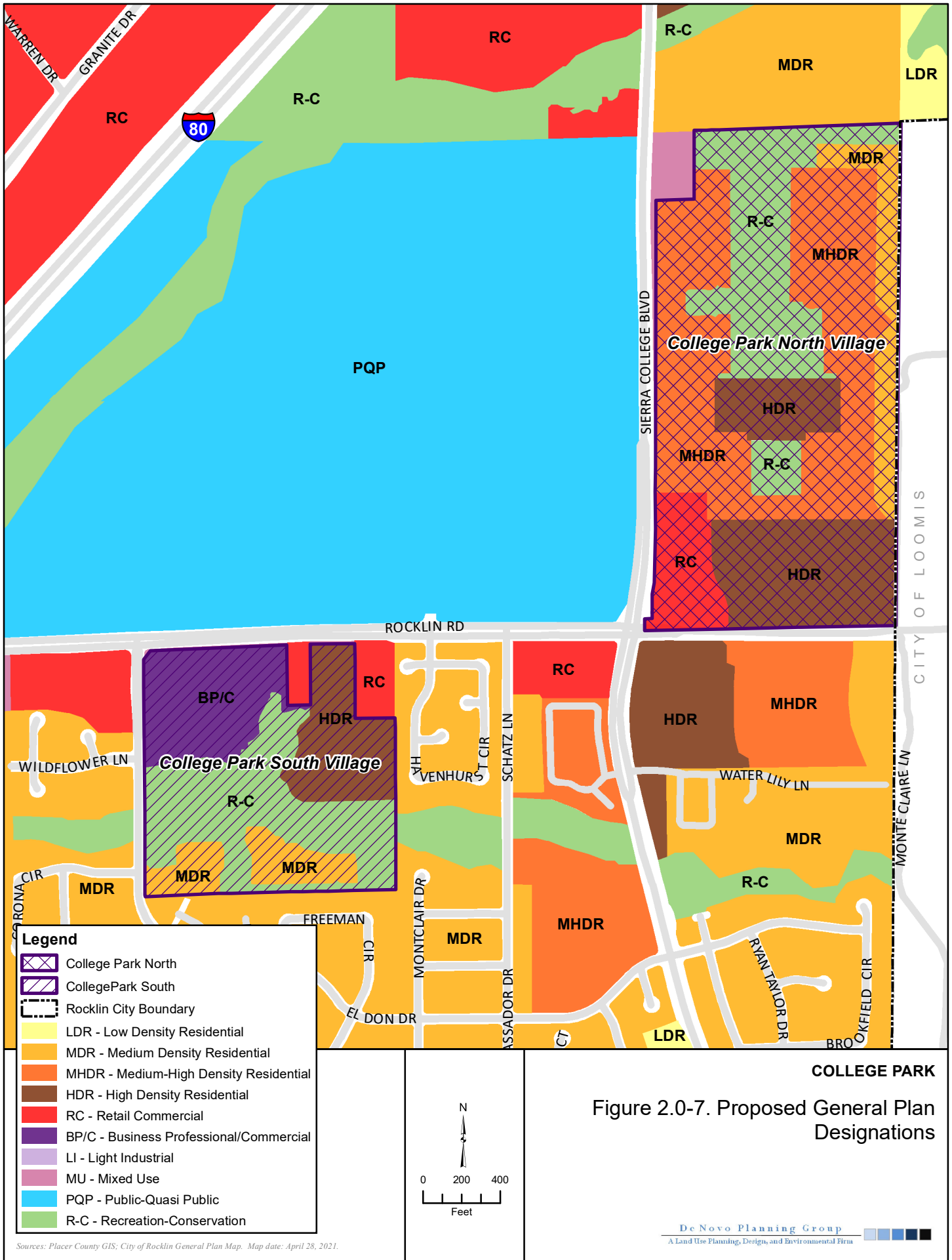
Sources: Placer County GIS; City of Rocklin General Plan Map. Map date: April 28, 2021.

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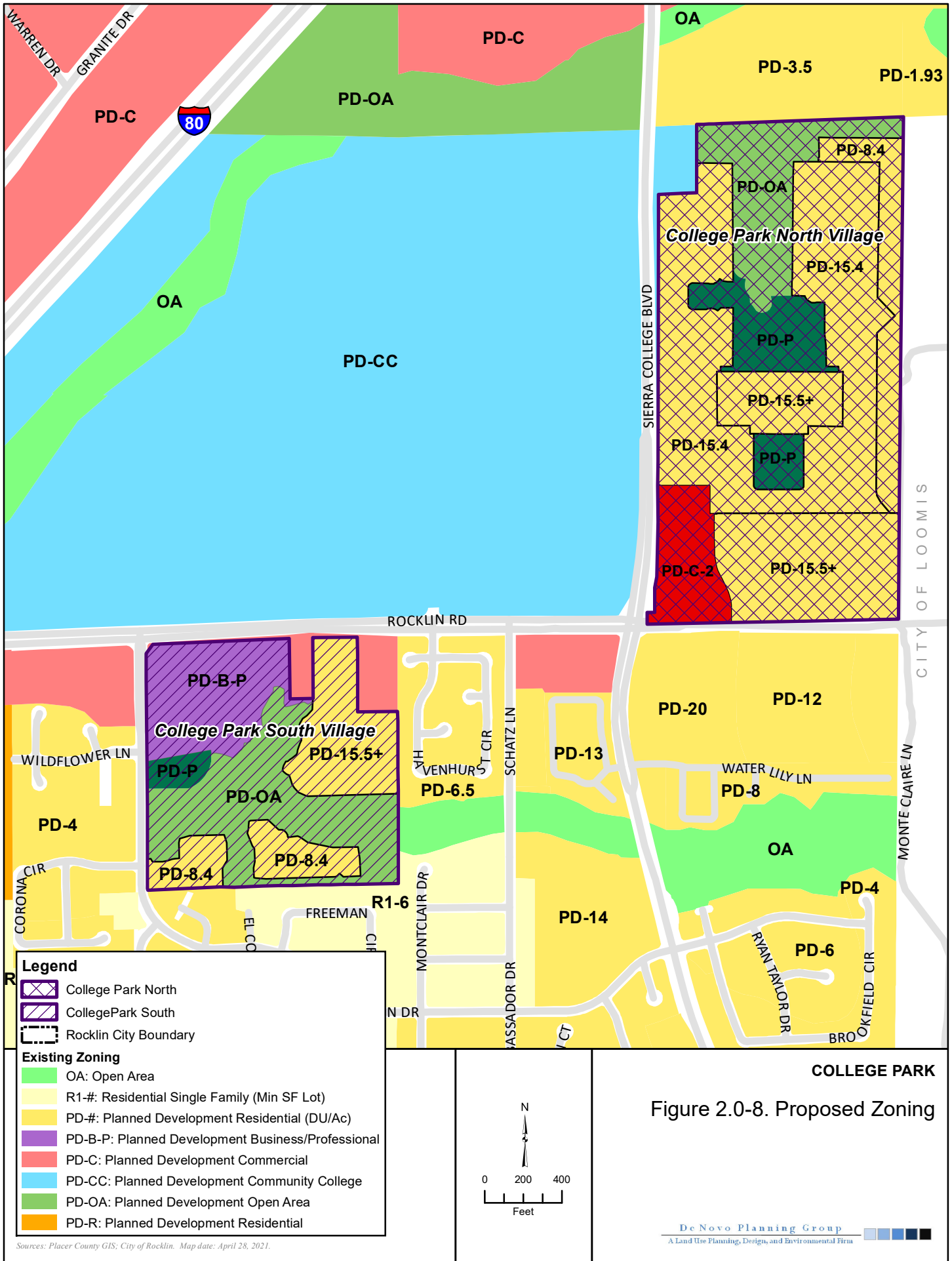
Sources: Placer County GIS; City of Rocklin. Map date: April 28, 2021

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Sources: Placer County GIS; City of Rocklin General Plan Map. Map date: April 28, 2021.

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Legend

- College Park North
- College Park South
- Rocklin City Boundary

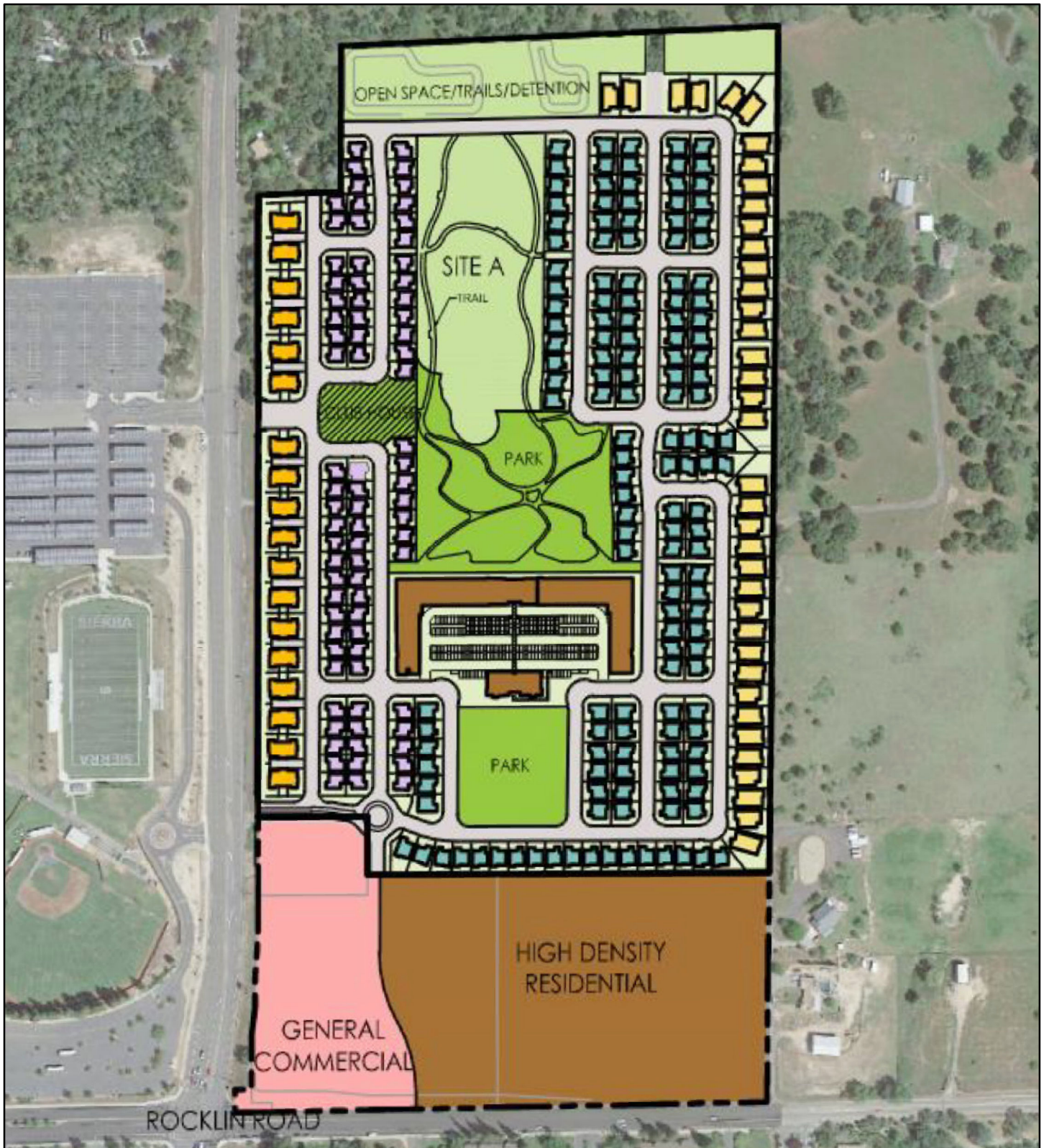
Existing Zoning

- OA: Open Area
- R1-#: Residential Single Family (Min SF Lot)
- PD-#: Planned Development Residential (DU/Ac)
- PD-B-P: Planned Development Business/Professional
- PD-C: Planned Development Commercial
- PD-CC: Planned Development Community College
- PD-OA: Planned Development Open Area
- PD-R: Planned Development Residential

Sources: Placer County GIS; City of Rocklin. Map date: April 28, 2021.

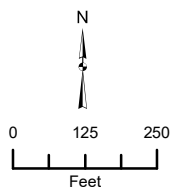
COLLEGE PARK
 Figure 2.0-8. Proposed Zoning

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Legend

- Single Family Residential (50' x 100' Lot)
- Single Family Residential (45' x 65' Lot)
- Single Family Residential (43' x 63' Lot)
- Single Family Residential (20' x 60' Lot)
- High Density Residential
- Village Commercial Mixed Use
- Parks
- Open Space

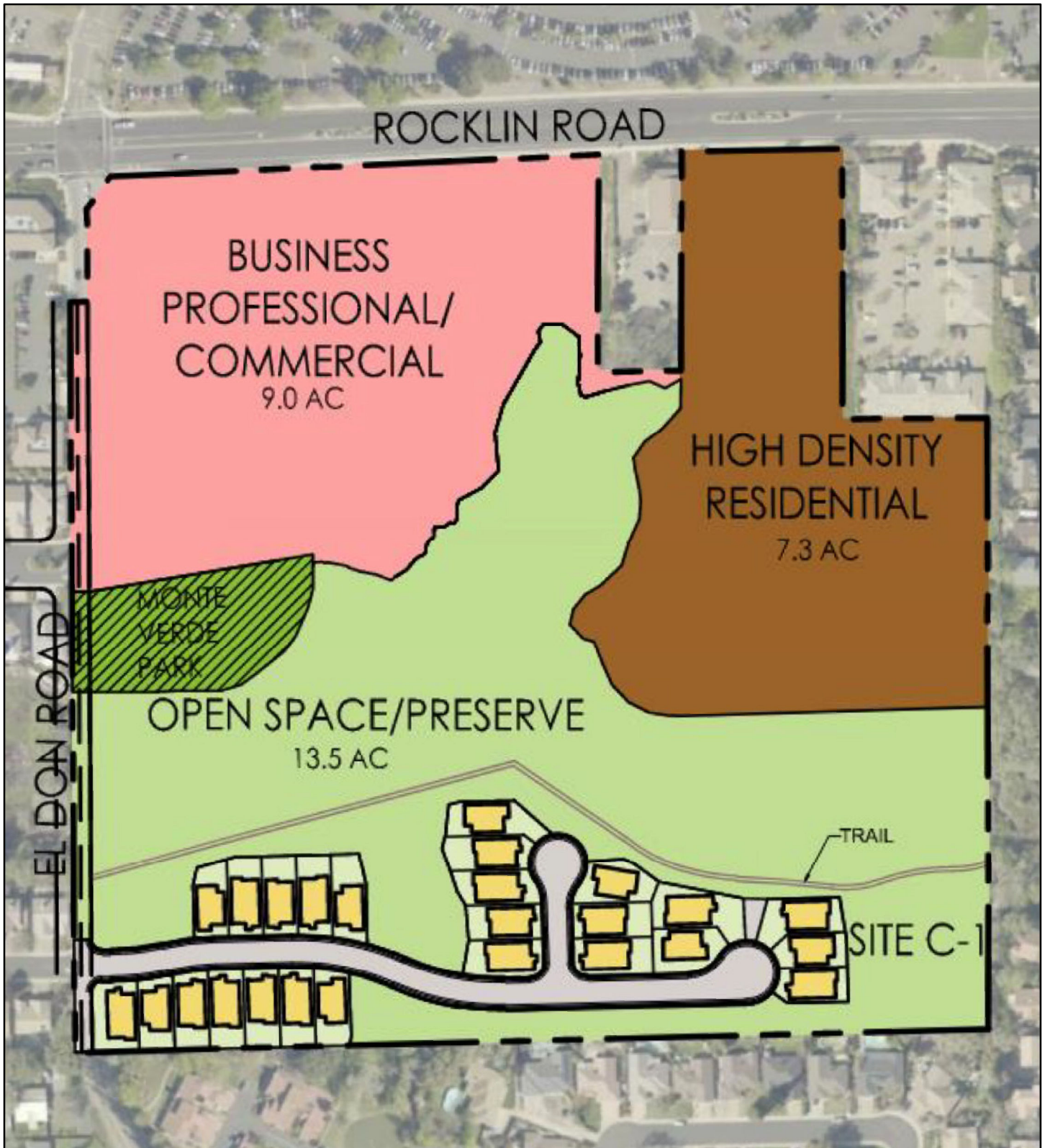


COLLEGE PARK

Figure 2.0-9. Conceptual Site Plan
North Village

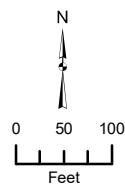
Source: Wood Rodgers 4/20/2021. Map date: April 28, 2021.

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Legend

- Medium Density Residential (50' x 100' Lot)
- High Density Residential
- Village Commercial Mixed Use
- Recreation/Conservation
- Parks



COLLEGE PARK

Figure 2.0-10. Conceptual Site Plan
South Village

Source: Wood Rodgers 4/22/2021. Map date: April 28, 2021.

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This section provides an overview of the visual character, scenic resources, views, scenic highways, and sources of light and glare that are encountered in the Project Area and the surrounding area. This section concludes with an evaluation of the potential impacts and recommendations for mitigating impacts, if necessary. Comments were received during the public review period or scoping meeting for the Notice of Preparation regarding this topic from the following: Sheri Di Lulo (March 4, 2019), Kent Zenobia (March 3, 2019), Denise Gaddis (March 1, 2019), Gregory Hawkins (March 3, 2019), Davinder Mahal (March 4, 2019), Leonard Robinson (March 4, 2019), Save East Rocklin (March 4, 2019), Shute, Mihaly & Weinberger LLP (March 1, 2019), Roger Smith (March 1, 2019), and Kim Steinjann (March 4, 2019). Each of the comments related to this topic are addressed within this section. Information in this section is derived primarily from the following:

- *Biological Resources Assessment: College Park* (Madrone Ecological Consulting, 2021)
- California Scenic Highway Mapping System (Caltrans, 2011)
- *City of Rocklin General Plan* (City of Rocklin, October 2012)
- *City of Rocklin General Plan EIR* (City of Rocklin, August 2011)
- City of Rocklin Municipal Code, Title 17 Zoning, Chapter 17.72 Design Review (City of Rocklin, January 2019)
- *Preliminary Design Review* (Wood Rogers, 2019)

3.1.1 ENVIRONMENTAL SETTING

REGIONAL SETTING

The City of Rocklin is located in southern Placer County, 21 miles northeast of the City of Sacramento and 14 miles west of Auburn. The Rocklin planning area consists of approximately 21 square miles, and consists of highly developed urban areas within the city limits; native oaks to the east and grasslands to the northwest; and riparian habitat areas, including Antelope Creek, Secret Ravine Creek, Sucker Ravine Creek, Pleasant Grove Creek and Clover Valley Creek.

In general, the dominant visual characteristics within the City of Rocklin are residential and non-residential urban development with some preserved open space consisting primarily of hillsides, and riparian areas associated with creeks, wetlands, and other waterways. Rocklin is located in rolling foothills, and elevations in the City range from 150 to 525 feet above sea level, which allows for views open to the horizon and the Sierra Nevada Mountains can be seen on clear days.

The City of Rocklin has no officially designated scenic highways, corridors, vistas, or viewing areas. Landscapes in and near the city are predominantly urban, with the core area of the community having more established neighborhoods and urban landscaping.

PROJECT SITE AND SURROUNDING AREA

The Project site consists of approximately 108.4-acres including the 72.6-acre North Village site and the 35.8-acre South Village site. The North Village is bounded by Sierra College Boulevard on the west; Sierra College Campus is located west of Sierra College Boulevard. Residential estates and an approved and under-construction equestrian facility within the Town of Loomis are located to the

3.1 AESTHETICS AND VISUAL RESOURCES

east. Rocklin Road forms the North Village's southern boundary with residential neighborhoods located south of Rocklin Road and a commercial center located to the southwest. With the exception of one single-family home adjacent to Sierra College Boulevard, the North Village site is currently uninhabited consisting of non-native annual grassland and oak woodland dominated by interior live oak, blue oak and grey pine. Portions of the site were historically mined, resulting in an irregular and disturbed landscape in the northern portion of the site. Two drainages and associated wetlands run from south to north and are discontinuous.

The South Village site is bounded by Sierra College Boulevard to the north; Sierra College Campus is located north of Rocklin Road. Residential neighborhoods are located to the east and south, and El Don Road is located to the west. An unnamed tributary of Secret Ravine Creek runs from east to west through the South Village and is bordered on both sides by a riparian wetland that occupies the creek's floodplain. An intermittent drainage flows within a riparian area from Sierra College Boulevard southeast into the unnamed tributary. The northwest corner of the site is barren and used as a parking lot for Sierra College. Monte Verde Park, an existing City neighborhood park, is located in the west-central portion of the site and includes play and turf areas. In the southwest portion of the site is a seep. The site south of the floodplain is occupied by patches of non-native annual grassland and oak woodland dominated by interior live oak, blue oak and valley oak. Granitic outcroppings are scattered throughout.

Both sites are undeveloped and comprised of rolling terrain at elevations ranging from 330 to 380 feet above mean sea level on the North Village site and 290 to 310 feet above mean sea level on the South Village site. In general, this landscape, characterized by rolling grass-covered hills dotted with oak trees, is typical of undeveloped portions of Rocklin and Placer County. The site and the surrounding area are located near the edge of urbanization that occurs along Sierra College Boulevard. Generally, areas east of the North Village are undeveloped or are developed with low-density uses and are set back in a way that is not visually prominent for travelers along Sierra College Boulevard. Conversely, areas east of the South Village are more urbanized with single-family residential developments and office professional uses. Areas to the west and south of the Project Area are more urbanized moving through Rocklin to Roseville.

SCENIC HIGHWAYS AND CORRIDORS

Scenic highways and corridors make major contributions to the quality of life enjoyed by the residents of a region. The development of community pride, the enhancement of property values, and the protection of aesthetically-pleasing open spaces reflecting a preference for the local lifestyle are all ways in which scenic corridors are valuable to residents.

Scenic highways and corridors can also strengthen the tourist industry. For many visitors, highway corridors will provide their only experience of the region. Enhancement and protection of these corridors ensures that the tourist experience continues to be a positive one and, consequently, provides support for the tourist-related activities of the region's economy.

Scenic Highways

A scenic highway is generally defined by the California Department of Transportation (Caltrans) as a public highway that traverses an area of outstanding scenic quality, containing striking views, flora, geology, or other unique natural attributes. There are no highways in Placer County, including within the City, listed as Designated Scenic Highways by the Caltrans Scenic Highway Mapping System¹. There are four highway sections in Placer County that are listed as Eligible State Scenic Highways by the Caltrans Scenic Highway Mapping System: the segment of California State Route 49 (SR 49) from the city of Auburn north to the northern edge of the County; the northern segment of Interstate 80 (I-80) from approximately Emigrant Gap to the town of Truckee; SR 89 from the town of Truckee to Tahoe City; SR 28 along the perimeter of Lake Tahoe. The City of Rocklin and the Project Area are not visible from any of these roadway segments.

Scenic Corridors

As described in the Rocklin General Plan EIR, and confirmed by the Caltrans Scenic Highway Mapping System, there are no designated California Scenic Highway segments, corridors, vistas, or viewing areas in the Rocklin Planning Area. Although the Rocklin General Plan does not identify any officially designated scenic corridors, the General Plan notes that Interstate (I)-80 and State Route (SR)-65 are prominent routes which bisect the city. However, the urbanized area of Rocklin is generally not visible from I-80 and SR 65. Typical views from these transportation corridors include rolling oak woodlands, the rear yards of some residential areas, sound walls, and some commercial uses located along the south side of Granite Drive. Many of the major arterial roads, especially in more recently developed areas such as the Project Area, offer sweeping vistas across rolling hills.

LIGHT AND GLARE

There are two typical types of light intrusion. First, light emanates from the interior of structures and passes out through windows. Secondly, light projects from exterior sources such as street lighting, security lighting, balcony lighting, and landscape lighting. "Light spill" is typically defined as the presence of unwanted and/or misdirected light on properties adjacent to the property being illuminated. Light introduction can be a nuisance to adjacent residential areas and diminish the view of the clear night sky, and, if uncontrolled, can disturb wildlife in natural habitat areas.

Glare is the sensation produced by luminance within the visual field that is significantly greater than the luminance to which the eyes are adapted, which causes annoyance, discomfort, or loss in visual performance and visibility.

With the exception of the existing single-family residence on the North Village site, existing sources of light or glare are not currently located within the Project Area; however, existing parking lot lighting, building lighting, and street lighting are located in the vicinity of both sites. Existing sources of light near the Project Area include street lighting along Sierra College Boulevard and Rocklin Road,

¹ Officially Designated State Scenic Highways, California Department of Transportation. Accessed March 24, 2019. Available: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm.

3.1 AESTHETICS AND VISUAL RESOURCES

street lighting from internal roadways on Sierra College Campus located to the west, parking lot and parking garage lighting associated with the Sierra College Campus, and street lighting, parking lot lighting and building lighting associated with the nearby residential, commercial and office areas. Sources of glare onto the North Village may include the windows located on the Sierra College Campus to the west, commercial retail center to the south west and the existing residential area to the south and southeast. Sources of glare onto the South Village may include the windows located on the Sierra College Campus to the north, commercial retail center to the northeast and the existing residential areas to the east, south and west.

According to the Rocklin General Plan EIR (adopted in 2012), the majority of the City of Rocklin is characterized as Lighting Zone (LZ) 3, which typifies denser areas of development such as the retail commercial areas along I-80 as well as the areas north and south of Sunset Boulevard, central Rocklin, and southeast Rocklin. Lower lighting levels were present in hillside areas that were sparsely populated. At the time of the 2012 Rocklin General Plan EIR, these areas generally included northwest Rocklin (Whitney Ranch) and the neighborhoods around Sierra College Boulevard in the southeast part of the city.

3.1.2 REGULATORY SETTING

STATE

California Scenic Highway Program

The intent of the California Scenic Highway Program is “to protect and enhance California’s natural scenic beauty and to protect the social and economic values provided by the State’s scenic resources.” Caltrans administers the program, which was established in 1963 and is governed by the California Streets and Highways Code (§260 et seq.). The goal of the program is to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of the adjacent land. Caltrans has compiled a list of state highways that are designated as scenic and county highways that are eligible for designation as scenic.

Scenic highway designation can provide several types of benefits to the region. Scenic areas are protected from encroachment of inappropriate land uses, free of billboards, and are generally required to maintain existing contours and preserve important vegetative features. Only low-density development is allowed on steep slopes and along ridgelines on scenic highways, and noise setbacks are required for residential development.

As described above, there are no designated Scenic Highway Corridors in the vicinity of the Project Area.

Nighttime Sky – Title 24 Outdoor Lighting Standards

The California legislature passed a bill in 2001 requiring the California Energy Commission (CEC) to adopt energy efficiency standards for outdoor lighting for both the public and private sectors. In 2016, the CEC adopted changes to the Title 24, parts 1 and 6, Building Energy Efficiency Standards. These standards included changes to the requirements for outdoor lighting for residential and non-

residential development. Overall, Title 24 standards regulate lighting characteristics such as maximum power and brightness, shielding, and sensor controls to turn lighting on and off. Different lighting standards are set by classifying areas by lighting zone. The classification is based on population figures of the 2010 Census. Areas can be designated as LZ1 (dark), LZ2 (rural), or LZ3 (urban). Lighting requirements for dark and rural areas are stricter in order to protect the areas from new sources of light pollution and light trespass.

LOCAL

Rocklin General Plan

The City of Rocklin General Plan contains the following goals and policies that are relevant to aesthetics and visual resources:

LAND USE ELEMENT

General Land Use Policies: To promote orderly and well-planned development that enhances the City of Rocklin.

Policy LU 4: Utilize techniques that minimize adverse effects of light and glare on surrounding properties, and incorporate dark sky concepts to the extent practicable.

Policy LU 5: Encourage residential, commercial, and industrial development projects to be designed in a manner that effectively protects existing oak trees designated to be retained through the development review process.

Goal for Residential Land Use: To designate, protect, and provide sufficient land to meet residential development needs and to preserve and protect existing residential neighborhoods.

Policy LU-7: Preserve and enhance the quality of existing residential areas by continuing to provide high-quality public services, by rehabilitating useful structures and by removing substandard units.

Policy LU-8: Continue programs for the prevention of blight, utilizing public and private resources such as code enforcement, neighborhood rehabilitation programs, and Redevelopment Agency actions.

Policy LU-9: Encourage active involvement by individuals and citizen organizations in maintaining and upgrading existing residential neighborhoods.

Policy LU-11: Encourage infill residential development that is in keeping with the character and scale of the surrounding neighborhood, while providing a variety of densities and housing types as reflected by the zoning and land use designation of the infill property.

Policy LU-13: Review proposals for new residential development for compatibility with the character and scale of nearby neighborhoods, while providing a variety of densities and housing types as reflected by the zoning and land use designation of the infill property.

3.1 AESTHETICS AND VISUAL RESOURCES

Policy LU-14: Buffer residential land uses locating adjacent to non-residential land uses through the use of landscaping, sound walls, berms, fencing, open space setbacks, terrain features, greenbelts, building orientation, and/or other similar techniques

Policy LU-15: Restrict single family residential units proposed to be located adjacent to non-residential land uses to a single story where appropriate.

Policy LU-18: Establish residential design standards for planned unit developments, especially for hillsides and other unique areas, to reduce the impact of new development on the existing natural terrain and built environment.

Policy LU-19: Require projects that are approved on severe slopes (25 percent or greater) to establish grading design guidelines with their development application.

Policy LU-21: Maintain development standards unique to Central Rocklin that encourage residential development on infill parcels, including affordable housing, while maintaining compatibility with existing residential land uses.

Goal for Mixed Use Land Uses: To create unique pedestrian-oriented areas that successfully integrate employment, shopping, housing, social and cultural activities.

Policy LU-28: Allow uses in mixed use projects that will generate activity during evenings, nights and weekends including restaurants, cafes, nightclubs, and theaters, where appropriate.

Policy LU-30: Incorporate natural features, public spaces and plazas within mixed use areas to create focal points and areas for gathering.

Goal for Commercial Land Uses: To retain and renew existing commercial land uses and designate sufficient new commercial areas to meet future City needs.

Policy LU-34: Encourage pedestrian oriented plazas, walkways, bike trails, bike lanes and street furniture within commercial developments.

Policy LU-38: Maintain development standards, including off-site parking provisions, unique to the Downtown Rocklin Plan Area along streets such as Pacific Street from Midas Avenue to Farron Street, Front Street, Rocklin Road and Railroad Avenue.

Policy LU-39: Implement the Downtown Rocklin Plan to address land use mix, design features, parking, pedestrian movement, traffic and circulation, and promotion opportunities to provide a clear and strong economic identity to the core downtown area.

Goal for Industrial Land Uses: To designate sufficient land for existing and new industrial uses compatible with the existing community.

Policy LU-47: Encourage industrial land uses that are consistent with the character and scale of the existing community and do not pose a hazard.

OPEN SPACE, CONSERVATION AND RECREATION ELEMENT

Goal for Preservation of Open Space and Natural Resources: To designate, protect, and conserve open space land in a manner that protects natural resources and balances needs for the economic, physical and social development of the City.

Policy OCR-1: Encourage the protection of open space areas, natural resource areas, hilltops, and hillsides from encroachment or destruction through the use of conservation easements, natural resource buffers, building setbacks or other measures

Policy OCR-20: To consider development projects in terms of their visual qualities and compatibility with surrounding areas, especially those urbanizing areas abutting rural or semi-rural areas.

Policy OCR-43: Mitigate for removal of oak trees in accordance with the City of Rocklin's Oak Tree Preservation Ordinance.

Rocklin General Plan EIR

In August 2012, the City of Rocklin adopted a new General Plan and certified the associated General Plan EIR (State Clearinghouse (SCH) # 2008072115) -- a Program EIR pursuant to CEQA Guidelines Section 15168. Later environmental documents (EIRs, mitigated negative declarations, or negative declarations) can incorporate by reference materials from a program EIR regarding regional influences, secondary impacts, cumulative impacts, broad alternatives, and other factors (CEQA Guidelines Section 15168[d][2]). These later documents need only focus on new impacts that have not been considered before (CEQA Guidelines Section 15168[d][3]). As noted in Chapter 1.0, Introduction, the General Plan EIR assumed full development and buildout of the Project Area. While the components of the Project are not consistent with the land uses under the General Plan EIR, the development footprint of the Project is the same; therefore, the physical impacts of developing the Project Area would be similar as under the General Plan EIR, as the area of impact is fully defined consistent with the General Plan EIR.

As a "program EIR" under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur to the visual character of the Planning Area as a result of the future urban development that was contemplated by the General Plan. When previously undeveloped land becomes developed, aesthetic impacts include changes to scenic character and new sources of light and glare (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.3-1 through 4.3-18). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use and the Open Space, Conservation, and Recreation Elements, and include policies that encourage the use of design standards for unique areas and the protection of natural resources, including open space areas, natural resource areas, hilltops, waterways and oak trees, from the encroachment of incompatible land use.

The General Plan EIR concluded that, despite the goals and policies addressing visual character, views, and light and glare, significant aesthetic impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level.

Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will change and degrade the existing visual character, will create new sources of light and glare and will contribute to cumulative impacts to scenic vistas, scenic resources, existing visual character and creation of light and glare. Findings of fact and a statement of overriding consideration were adopted by the Rocklin City Council in regard to these cumulative impacts, which were found to be significant and unavoidable.

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for aesthetic/visual impacts incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

Rocklin Design Review Guidelines

Rocklin Municipal Code Chapter 17.72, Design Review, outlines the Design Review requirements and process in the City of Rocklin. According to Section 17.72.020 of the Rocklin Municipal Code, Design Review is required for the following projects:

- All new construction of multifamily structures (two or more units), and non-residential structures, including permanent signs or sign relocation, and all site improvements (including but not limited to; walls/fencing, trash enclosures, landscaping, and other special features) that are associated with multifamily residential and non-residential projects.
- All new construction of single-family residential units on lots less than six thousand square feet in area.
- All new construction of single-family residential units which are identified as requiring design review in entitlements approved by the Planning Commission and/or City Council.
- All new single-family residential units, regardless of lot size, within the University, Quarry, Granite, and College Architectural Districts, of which the district boundaries have been established by resolution of the City Council.
- Relocation of any multifamily residential or non-residential building or structure.
- Permanent stand-alone parking lots and parking structures.
- Modifications to projects that have received design review approval (including single-family as applicable) or modifications to existing multifamily and non-residential development projects.

Section 17.72.020(B) of the Rocklin Municipal Code also identifies projects not subject to Design Review, unless otherwise specified by the City Council. Applications for Design Review must include the following information:

- Existing topography, structures, trees and other features of the land to be developed;
- A preliminary grading and drainage plan;
- A site plan which shows:
 - Location of proposed building(s), adjoining streets;
 - The size and location of all public utility easements;

- The exact location and width of all streets, sidewalks, bike trails, pedestrian paths or other areas used for the conveyance of vehicular, pedestrian, bicycles, equestrian or other traffic;
- The location of parking areas;
- The number of units per gross acre;
- The location and size of private parks or recreation area;
- Location of light poles;
- Location of all freestanding signs;
- The location and screening of refuse disposal area;
- Location of driveways;
- The location and size of all fencing or screening;
- A designation of the use of all open space (whether publicly or privately owned) and the person or group responsible for its maintenance; and
- Contour lines at intervals designated by the city engineer.
- Architectural elevations and renditions of all buildings, signs, walls and fences and other structures, including materials to be used and color schemes;
- Project signage, including the location, dimensions, illumination and lettering style of all signs;
- A landscape plan, including the location, type, quantity and size of plant materials to be used; and
- Such other information as the director may require.

According to the City's Design Review Guidelines (December 2016), the objective of design review is to provide a forum to review small lot single family developments, multi-family residential, and nonresidential development to encourage originality in building and landscaping design in a manner that will enhance the physical appearance of the community; encourage harmonious and compatible development; reduce potential visual conflicts with adjacent development (both existing and proposed); and involve area residents, owners, and merchants in the review process. The City's Design Review Guidelines (December 2016) contains both Citywide Design Review Criteria and Criteria that is specific to unique geographic Districts where the Community has envisioned and will implement particular Architectural themes. Sections D and E of the Design Review Criteria apply citywide, except that provisions related to Building Architecture, Public Art and Signage within the following Districts shall supersede those which apply citywide:

- University District;
- Granite District;
- College District; and
- Quarry District.

Both the North Village and the northern portion of the South Village are located within the College District. Thus, the Project would be subject to Design Review approval and the Rocklin Design Review Guidelines except where there are guidelines specific to the College District. The Board is required to evaluate design review applications by applying the design review criteria in conjunction with Municipal Code Chapter 17.72. The criteria are not intended to supersede requirements in the City's

development and construction regulations, or restrict imagination, innovation or variety, but rather to assist in focusing on design principles that can result in creative solutions to assist in promoting the objectives of design review.

Rocklin Oak Tree Preservation Ordinance

The goal of Rocklin's Oak Tree Preservation Ordinance is to address the decline of oak woodlands due to urbanization through a considered attempt to balance against the social benefits of private property ownership and development (see Rocklin Municipal Code Chapter 17.77). This chapter of Rocklin's Municipal Code implements a comprehensive design review process for new development, offers incentives for oak tree preservation, and provides feasible alternatives and options to oak tree removal where practicable.

3.1.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have significant impact on aesthetics if it will:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality;
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

IMPACTS AND MITIGATION MEASURES

Impact 3.1-1: Project implementation would not conflict with an applicable zoning or other regulation governing scenic quality within an urbanized area and would not result in substantial adverse effects on scenic vistas and resources or substantial degradation of visual character (Less than Significant)

The CEQA definition for an "Urbanized area" means a central city or a group of contiguous cities with a population of 50,000 or more, together with adjacent densely populated areas having a population density of at least 1,000 persons per square mile. In addition, to be considered an Urbanized area according to CEQA, projects must also be within the boundary of a map prepared by the U.S. Bureau of the Census which designates the area as urbanized area. According to the U.S. Bureau of the Census, the project site is mapped and designated as urbanized area and has a current

population of approximately 68,823 people; meaning the Project site is within an urbanized area and subjected to applicable zoning or other regulation governing scenic quality.

Development of the proposed project would convert the North and South Village sites from undeveloped land to developed land with a mix of residential, commercial, park, and open space uses.

Project components are anticipated to include:

- 38 Medium Density Dwelling units in the North Village;
- 279 Medium/High Density Family Dwelling units in the North Village;
- 378 High Density Family Dwelling units in the North Village;
- Approximately 45,000 square feet of General Commercial uses (PD-C-2) in the North Village;
- Approximately 15.6-acres of park & open space in the North Village.
- 25 Medium Density Dwelling Units in South Village;
- 180 High Density Senior Affordable Dwelling units in the South Village;
- Approximately 75,000 square feet of Business Professional/Commercial uses (PD-B-P) in the South Village; and
- Approximately 14.7-acres of park & open space in the South Village.

No part of the Project Area is designated as a scenic vista by the City of Rocklin General Plan, nor does the Project Area contain any unique or distinguishing features that would qualify it for designation as a scenic vista. In addition, there are no officially designated scenic corridors by the City General Plan, however it is noted that Interstate (I)-80 and State Route (SR)-65 are prominent routes which bisect the city. However, the majority of the urbanized area of Rocklin and the Project Area are generally not visible from I-80 and SR 65. Typical views from these transportation corridors include rolling oak woodlands, the rear yards of some residential areas, sound walls, and some commercial uses located along the south side of Granite Drive. Many of the major arterial roads, especially in more recently developed areas, such as the Project Area, offer sweeping vistas across rolling oak woodlands and views of bluffs. The City's General Plan EIR does note that the development of vacant areas and infill development throughout the Project Area is expected to change/alter the area's character.

NORTH VILLAGE

The North Village site is highly visible from Sierra College Boulevard and Rocklin Road. Implementation of the proposed project would change the existing visual character of the North Village site from a primarily undeveloped site to an urbanized site. Currently views of and across the site primarily consist of vacant rolling grassland hills, with the exception of one single-family residence adjacent to Sierra College Boulevard. Upon development of the proposed project, views from Sierra College Boulevard would include proposed landscaping, single-family and multi-family housing, and commercial/office/public use areas. Similarly, views of the Project Area from Rocklin Road would include Rocklin Road, proposed landscaping, multi-family housing, and the commercial/office/public use areas. The proposed urban areas would be landscaped upon development of the Project Area, and the proposed project includes approximately 6.6 acres of park

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and recreational space 9.0 acres of open areas and protected space. The protected areas would remain in their existing condition.

Development of the North Village site would require the removal of existing vegetation, including trees. Specifically, development of the North Village site would result in the removal of approximately 14.07 acres of existing tree canopy primarily located in the northern portion of the site surrounding the proposed open space area and along the boundary of the site. The remaining 4.54 acres of existing oak canopy generally located within the central open space area of the North Village site would be preserved². Upon removal, the North Village site would be landscaped during development. Removal of the existing trees would have a temporary effect on the visual character of the site until the proposed landscaping matures. Removal of oak trees would be subject to Chapter 17.77 of the Rocklin Municipal Code (Oak Tree Preservation Ordinance).

The proposed North Village would include visual components that would assist in enhancing the appearance of the Project Area following site development. These improvements would include landscaping improvements such as new street trees, open lawn area and other vegetation landscaping, and multi-use trails throughout the Project Area.

SOUTH VILLAGE

The South Village project site is highly visible from Rocklin Road and El Don Drive. Implementation of the proposed Project would change the existing visual character of the South Village site from a generally undeveloped site, with the exception of the overflow parking in the northwest portion of the site, to an urbanized site. Currently views of and across the site primarily consist of a gravel parking lot and park surrounded by vacant rolling grassland hills and an unnamed tributary to Secret Ravine Creek. Upon development of the South Village, views from Rocklin Road would include proposed landscaping, and newly developed business professional/commercial use areas and multi-family housing. However, even if developed, business professional/commercial uses and multi-family area would not likely degrade the character of the site as similar development already occurs in the Project vicinity, on either side of the project site and along Rocklin Road. The business professional/commercial and multi-family uses on the northern portion of the site would be subject to the City's Design Review Guidelines, which would address scale, massing, orientation, and character to ensure new development is consistent and compatible with other uses along Rocklin Road and in the Project vicinity.

Proposed residential developments within the South Village would be located in the southernmost portion of the site (single-family residential uses) and in the northeast portion of the site (proposed senior affordable multi-family units) adjacent to existing single family residential uses. It is likely the single-family residential uses would not be visible from Rocklin Road due to potential development and the intervening open space/preserve area. Approximately 41 percent of the South Village site would remain park and protected open area. The protected areas would remain in their existing condition. Views of the single-family residential uses and proposed roadway from El Don Drive

² Madrone Ecological Consulting. 2021. Biological Resources Assessment: College Park [Attachment D: Oak Tree Mitigation Plan, Figure 1].

would be an extension of existing views in the area of existing single-family residences and local roadways. With respect to the senior affordable multi-family units, views from Rocklin Road would be partially obscured due to the development being setback approximately 400 feet from Rocklin Road to accommodate a bridge over the required creek and riparian setback. The required creek and riparian setback and existing office professional uses along Rocklin Road would provide a partial visual buffer of the proposed senior affordable multi-family units. Additionally, views of the senior, affordable multi-family units from El Don Drive would be likely obscured due to the existing park and open space area, the proposed single-family residential development and future business professional/commercial development.

The senior affordable multi-family project will be most visible from the single-family residences to the east, including from the back yards of existing homes on Havenhurst Circle. All new commercial, industrial, multi-family, and some smaller lot single-family development in Rocklin is required to obtain approval of a design review entitlement to ensure consistency with the City's adopted Design Review Guidelines for factors such as scale, massing, orientation, site layout, and architectural character including style, materials, and colors as well as encourage harmonious and compatible development. As a part of the design review process the relationship of a proposed project to surrounding uses is considered. Often changes to project design are required during the review and approval process to minimize impacts on nearby existing development. Changes to a project could include things such as increased setbacks, landscape screening, and strategic placement of smaller structures such as garages and carports to block lines of sight and to ensure new development is consistent and compatible with the City's goals and expectations. It is anticipated that by going through the design review process the senior affordable multi-family project will, to the extent feasible, reduce or eliminate potential conflicts with adjacent development and, as it is a public hearing process, give area residents, owners, and merchants the opportunity to participate and ensure that their issues and concerns are heard and considered by the decision makers.

As stated, while vacant lands provide visual relief from urban and suburban developments, and help to define the character of a region, there are no designated scenic vistas within the City of Rocklin. Additionally, the both the North and South Village sites are currently designated for development by the Rocklin General Plan; thus, development of the area has been anticipated. Alteration of vacant and undeveloped areas associated with the proposed Project would change the visual quality of the Project Area and surrounding area. Development of the South Village site would also require the removal of existing vegetation, including trees. Specifically, development of the South Village site would result in the removal of approximately 2.54 acres of existing tree canopy generally located in the location of the proposed single-family residential and senior affordable multi-family uses. The remaining 3.53 acres of existing tree canopy, generally located within open space areas adjacent to the unnamed tributary, would be preserved³. Upon removal, the South Village site would be landscaped during development. Removal of the trees would have a temporary effect on the visual

³ Madrone Ecological Consulting. 2021. Biological Resources Assessment: College Park [Attachment D: Oak Tree Mitigation Plan, Figure 2].

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character of the site until the proposed landscaping matures. Removal of oak trees would be subject to Chapter 17.77 of the Rocklin Municipal Code (Oak Tree Preservation Ordinance).

The proposed Project would include visual components that would assist in enhancing the appearance of the Project Area following site development. These improvements would include landscaping improvements such as new street trees, open lawn area and other vegetation landscaping, and multi-use trails throughout the Project Area. Additionally, a large portion of the South Village site is located within a required creek and riparian setback preserving much of the existing vegetation and character of the South Village site.

CONCLUSION

Impacts related to a change in visual character are largely subjective and very difficult to quantify. People have different reactions to the visual quality of a project or a project feature, and what is considered “attractive” to one viewer may be considered “unattractive” to other viewers. While vacant lands provide visual relief from urban and suburban developments, and help to define the character of a region, there are no designated scenic vistas within the City of Rocklin.

Various temporary visual impacts could occur as a result of construction activities as the proposed Project develops, including grading, equipment and material storage, and staging. Though temporary, some of these impacts could last for several weeks or months during any single construction phase. As previously mentioned, development of the Project Area would require removal of existing vegetation, including a number of existing trees, to accommodate the urban, mixed-use development. The Oak Tree Mitigation Plan for the Project identifies a total of 1,599 oak trees within the Project Area. Of the 1,599 oak trees, 1,393 oak trees would be impacted during buildout of the Project Area, including 1,227 healthy trees and 166 trees recommended for removal due to their poor health, structure, or both in the North and South Villages⁴. The loss of existing landscaping and trees would also be a temporary impact until new landscaping matures. However, these construction-related impacts would be temporary and viewer sensitivity in the majority of cases would be slight to moderate.

While implementation of the proposed Project would change the existing visual character of the Project Area through the conversion of undeveloped land to urban uses, it would not result in substantial adverse effects on a designated scenic vista because as noted above, no part of the Project Area is designated as a scenic vista in the Rocklin General Plan. Further, development of both the North and South Village sites have been anticipated by the General Plan, as the current land use designations allow for urban development of the sites. As previously noted, the General Plan EIR concluded that development under the General Plan will result in significant unavoidable aesthetic impacts and Statements of Overriding Consideration were adopted by the Rocklin City Council in regard to these cumulative impacts. Specifically, Impact 4.3.3 of the General Plan EIR concluded impacts associated with substantially degrading the existing visual character or quality of the Planning Area and its surroundings to be significant and unavoidable. The Project does not result in

⁴ Madrone Ecological Consulting. 2021. Biological Resources Assessment: College Park [Attachment D: Oak Tree Mitigation Plan].

a change to the finding because the site would be developed with typical urban uses that are consistent and compatible with surrounding existing and anticipated future developments⁵.

Additionally, in order to reduce visual impacts, development within the Project Area is required to be consistent with the General Plan and the Rocklin Zoning Ordinance which includes design standards in order to ensure quality and cohesive design. Additionally, the Project would be required to be consistent with the proposed College Park General Development Plan (GDP, which would establish the relationship between land uses within the Project Area and other surrounding land uses, establish the conditionally permitted land uses for all zoning districts within the Project Area, and establish the unique development standards for the Project Area. These standards include specifications for building height, massing, and orientation; exterior lighting standards and specifications; and landscaping standards. Implementation of the design standards from the College Park GDP would ensure quality design throughout the Project Area, and result in a Project that would be internally cohesive while maintaining aesthetics similar to surrounding uses.

The City of Rocklin General Plan includes goals and policies designed to protect visual resources and promote quality design in urban areas. The proposed Project would be subject to the policies and goals of the Rocklin General Plan, Design Review Guidelines for the “College District,” as well as the City’s design review process. These design guidelines include standards that encourage originality in building and landscaping design in a manner that will enhance the physical appearance of the community; encourage harmonious and compatible development; reduce potential visual conflicts with adjacent development (both existing and proposed); and involve area residents, owners and merchants in the review process. Specifically, these design guidelines address locating or siting of the proposed structure and/or addition to an existing structure; site planning; building elevations / architecture; signage; parking lots, landscaping and pedestrian access; Walls and fencing; special features; and design guidelines for small lot single family residential subdivisions. The design guidelines encourage compatible height, scale, and aesthetic character of each structure with its site improvements and buildings in the surrounding area. As described in the City’s Design Review Guidelines, these guidelines are meant to inspire and provide designers with basic direction in preparing review documents that focus on high quality design and use of materials but also allow for flexibility of design in response to market forces while allowing for a more predictable review process. These guidelines are supplemental to, but equally enforceable under the City’s Design Review Ordinance (Rocklin Municipal Code Chapter 17.72 – Design Review).

While the proposed Project would result in a substantial alteration to the existing urban form and character of the North Village and South Village sites, the Project sites are located in a developed and urbanized area of the City. The proposed Project would be subject to Chapter 17.72, Design Review, of the City’s Zoning Code which contains standards and provisions related to site design and visual requirements; and the City’s Design Guidelines which includes architectural design principles and a provides criteria for evaluation of plans. The purpose of the site plan and design review ordinance is to ensure that proposed development in the city is in conformity with the intent and provisions of the ordinance. Compliance with the ordinance would ensure the proposed

⁵ City of Rocklin. 2011. City of Rocklin General Plan Update Draft EIR [pages 4.3-10 through 4.3-13].

development is compatible with surrounding development in terms of scale, style and construction materials, is of the highest quality of land planning and design, reflects the design themes of the community, and is consistent with the City's General Plan and land use and planning. Accordingly, consistency with these regulations would ensure that future development under the proposed Project would not conflict with applicable zoning or other regulation governing scenic quality and reduce visual impacts of scenic resources to the greatest extent possible. This is considered a *less than significant impact*.

Impact 3.1-2: Project implementation would not substantially damage scenic resources within a State Scenic Highway (No Impact)

There are no designated State Scenic Highways in the vicinity of either Project site. There are no highways in Placer County listed as Designated Scenic Highway by the Caltrans Scenic Highway Mapping System. There are four highway sections in Placer County that are listed as Eligible State Scenic Highway by the Caltrans Scenic Highway Mapping System; the segment of SR 49 from the city of Auburn north to the northern edge of the County; the northern segment of I-80 from approximately Emigrant Gap to the town of Truckee; SR 89 from the town of Truckee to Tahoe City; HWY 28 along the perimeter of Lake Tahoe. Neither the City of Rocklin nor the two sites within the Project Area are visible from these routes. As such, there is *no impact*, and no mitigation is required.

Impact 3.1-3: Project implementation may result in light and glare impacts (Less than Significant with Mitigation)

NORTH VILLAGE

Implementation of the proposed Project would introduce new sources of light and glare into the North Village of the Project Area. However, there are no specific features within the proposed Project that would create unusual light and glare. Implementation of existing City Design Review Guidelines and the General Plan policies addressing light and glare would also ensure that no unusual daytime glare or nighttime lighting is produced. Specifically, these design guidelines include lighting standards that encourage fixtures to be of a design and size compatible with the building and with adjacent areas; and prohibits adverse light and glare onto adjacent properties. Moreover, these guidelines include standards that encourage smaller scale parking lot lights instead of fewer, overly tall and large parking lot lights which have the potential to cause greater adverse light onto adjacent properties. The use of bollard lighting, decorative poles and fixtures is strongly encouraged within the city's design guidelines. Outdoor light fixtures mounted on building walls should relate to the height of pedestrians and not exceed 8 to 10 feet. Lastly, signage facing adjacent residential areas should be non-illuminated unless it can be demonstrated that due to physical distances between the uses or the method of lighting and the proposed placement will not create compatibility concerns. The design guidelines also state that the light from any illuminated sign shall be so shaded, shielded or directed that the light intensity or brightness shall not cause adverse glare to surrounding areas. However, the impacts associated with increased light and glare would not be eliminated entirely, and the overall level of light and glare in the Project Area would increase in general as urban development occurs.

New sources of glare would occur primarily from the windshields of vehicles travelling to and from the Project Area and from vehicles parked at the North Village. However, the residential parking areas are mainly located within the interior of the Project Area. Thus, headlights and windshields would be mostly shielded by the proposed residential and non-residential buildings. Additionally, the proposed Project includes plans for fencing associated with the proposed residential lots and extensive landscaping (including trees) around the perimeter of the North Village site, which would provide visual screening and block a substantial portion of potential windshield glare to areas surrounding the Project Area. Due to the distance between the sources of glare and the rural residences adjacent to the southeast corner and the residence adjacent to the northwest corner of the North Village sites, and the visual screening provided by the proposed project buildings and landscaping, impacts from vehicle windshield glare would be *minimized*.

There is also the potential for reflective building materials and windows to result in increases in daytime glare. The use of reflective building materials, including polished steel and reflective glass, could increase daytime glare for rural residences adjacent to the southeast corner and the residence adjacent to the northwest corner of the North Village. However, adverse glare onto adjacent properties is minimized through the application of the City's Design Guidelines. Thus, impacts associated with daytime glare from reflective building materials would be *minimized* through implementation of the City's design review process and application of City goals and policies.

Furthermore, the proposed Project would introduce new sources of nighttime lighting, which may result in increased nighttime lighting in the vicinity of the Project Area. A detailed lighting plan has not been prepared for the Project, but for the purposes of this analysis, it has been conservatively assumed that exterior lighting would be located throughout most of the outdoor areas of both sites within the Project Area. This includes, but is not necessarily limited to: street lighting in the residential areas; exterior lighting on the buildings; courtyard lighting; and parking lot lighting.

The intensity of lighting within the surrounding area varies from very low in residential and rural residential areas to relatively high in commercial centers along Rocklin Road and Sierra College Boulevard. Existing sources of light near the North Village include street lighting along Sierra College Boulevard and Rocklin Road, street lighting from internal roadways on Sierra College Campus to the west, and parking lot and parking garage lighting associated with the Sierra College Campus, and street lighting, parking lot lighting and building lighting associated with the nearby residential, commercial and office areas. Sources of glare onto the North Village may include the windows located on the Sierra College Campus to the west, commercial retail center to the south west and the existing residential area to the south and southeast.

Light sources from the proposed development may have a significant adverse impact on the surrounding areas, by introducing nuisance light into the area and decreasing the visibility of nighttime skies. Additionally, on-site light sources may create light spillover impacts on surrounding land uses in the absence of mitigation. However, as part of the Design Review process, the proposed Project will be required to comply with the all City of Rocklin lighting standards and specifications, and would be required to incorporate design features to minimize the effects of light and glare. It is anticipated that lighting intensity levels in newly developed areas, while increasing from current levels due to street lighting and new residential and commercial uses, will remain relatively low due

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to use of contemporary lighting fixtures that shield and direct lighting downward. Therefore, application of the City's design review process and implementation of City goals and policies would *minimize* potential impacts associated with light and glare on the North Village site.

SOUTH VILLAGE

Implementation of the proposed Project would introduce new sources of light and glare into the South Village of the Project Area. Within the southern portion of the South Village a roadway would be constructed, extending from El Don Drive to serve the proposed single-family residential uses. This roadway would result in the introduction of street lighting into a currently undeveloped site. However, the proposed single-family residential uses and local roadway would be typical of what is already experienced as a result of the existing single-family residential uses and local roadways that occur within the surrounding area. The proposed single-family residential uses would be an extension of single-family residential uses to the south, east, and west.

The northern portion of the South Village site would also result in lighting that does not currently exist on-site. However, there are no specific features within the proposed Project that would create unusual light and glare and this portion of the site already experiences lighting associated with Rocklin Road and existing development within the surrounding area. Implementation of existing City Design Review Guidelines and the General Plan policies addressing light and glare would also ensure that no unusual daytime glare or nighttime lighting is produced. Specifically, these design guidelines include lighting standards that encourage fixtures to be of a design and size compatible with the building and with adjacent areas; and prohibits adverse light and glare onto adjacent properties. Moreover, these guidelines include standards that encourage smaller scale parking lot lights instead of fewer, overly tall and large parking lot lights which have the potential to cause greater adverse light onto adjacent properties. The use of bollard lighting, decorative poles and fixtures is strongly encouraged within the city's design guidelines. Outdoor light fixtures mounted on building walls should relate to the height of pedestrians and not exceed 8 to 10 feet. Lastly, signage facing adjacent residential areas should be non-illuminated unless it can be demonstrated that due to physical distances between the uses or the method of lighting and the proposed placement will not create compatibility concerns. The design guidelines also state that the light from any illuminated sign shall be so shaded, shielded or directed that the light intensity or brightness shall not cause adverse glare to surrounding areas. However, the impacts associated with increased light and glare would not be eliminated entirely, and the overall level of light and glare in the Project Area would increase in general as urban development occurs.

New sources of glare would occur primarily from the windshields of vehicles travelling to and from the South Village and from vehicles parked within the site. Parking areas for the office and commercial uses in the north portion of the site would be buffered from residential receptors in the area by existing roadways, development, and the intervening park and open space areas between the north and south portions of the site. Additionally, the northwestern portion of the site is currently used as a surface parking lot and already experiences glare from windshields parked in the lot. Parking for the proposed residential uses in the southern portion of the site would be expected to primarily occur within enclosed garages and driveways, although some level of on-street parking is also likely. Headlights and windshields would be shielded by the proposed residential and non-

residential structures within the site. Additionally, as described above, the Project includes plans for extensive landscaping and protected open space areas throughout the site, which would provide visual screening and block potential windshield glare to areas surrounding the Project site.

There is also the potential for reflective building materials and windows to result in increases in daytime glare. The use of reflective building materials, including polished steel and reflective glass, could increase daytime glare for adjacent residential uses in the vicinity of the Project Area. However, adverse glare onto adjacent properties is minimized through the application of the City's Design Guidelines. Thus, impacts associated with daytime glare from reflective building materials would be **minimized** through implementation of the City's design review process and application of City goals and policies.

Overall, the proposed Project would introduce new sources of nighttime lighting within the Project Area. A detailed lighting plan has not been prepared for the Project, but for the purposes of this analysis, it has been conservatively assumed that exterior lighting would be located throughout most of the outdoor areas of both sites within the Project Area. This includes, but is not necessarily limited to: street lighting in the residential areas; exterior lighting on the buildings; courtyard lighting; and parking lot lighting.

The intensity of lighting within the surrounding area varies from very low in residential and rural residential areas to relatively high in commercial centers along Rocklin Road and Sierra College Boulevard. Existing sources of light near the South Village include street lighting along Sierra College Boulevard and Rocklin Road, street lighting from internal roadways on Sierra College Campus to the north and parking lot lighting associated with the nearby residential areas and the Sierra College Campus. Sources of glare onto the South Village may include the windows located on the Sierra College Campus to the west, commercial retail center to the south west and the existing residential area to the south and southeast.

Light sources from the proposed development may have a significant adverse impact on the surrounding areas, by introducing nuisance light into the area and decreasing the visibility of nighttime skies. Additionally, on-site light sources may create light spillover impacts on surrounding land uses in the absence of mitigation. However, the proposed Project will be required to comply with the all City of Rocklin lighting standards and specifications, and would be required to incorporate design features to minimize the effects of light and glare. Therefore, application of the City's design review process and implementation of City goals and policies would **minimize** potential impacts associated with light and glare..

CONCLUSION

Overall, implementation of the proposed Project would introduce new sources of light and glare into the Project Area; however, as identified above, application of the City's design review process and implementation of City goals and policies would minimize potential impacts associated with light and glare in the Project Area. Impact 4.3.4 of the General Plan EIR acknowledged that impacts associated with increased light and glare would not be eliminated entirely, and the overall level of light and glare in the Planning Area would increase in general as urban development occurs and that increase cannot be fully mitigated. As such, the General Plan EIR concluded that impacts resulting

3.1 AESTHETICS AND VISUAL RESOURCES

from creation of new sources of substantial light or glare would adversely affect daytime or nighttime views in the area which would result in a significant and unavoidable impact, and a Statement of Overriding Consideration was adopted by the Rocklin City Council in regard to these cumulative impacts. The Project does not result in a change to the finding because the site would be developed with typical urban uses that are consistent and compatible with surrounding existing and anticipated future developments⁶. As noted above, there are no specific features within the proposed Project that would create unusual light and glare inconsistent with the surrounding uses. Therefore, implementation of existing City Design Review Guidelines and the General Plan policies addressing light and glare would reduce potential impacts associated with light and glare to a ***less than significant*** impact.

⁶ City of Rocklin. 2011. City of Rocklin General Plan Update Draft EIR [pages 4.3-14 through 4.3-16].

The purpose of this section is to disclose and analyze the potential impacts to agricultural resources associated with the development of the proposed Project. This section also discusses the potential conflicts between the proposed Project uses within the Project Area and ongoing agricultural activities in the vicinity of the Project Area. Comments were received during the public review period for the Notice of Preparation regarding this topic from the following: The Town of Loomis (February, 8 2019), Miguel Ucovich (February, 28 2019), and Denise Gaddis (March 1, 2019). Each of the comments related to agricultural resources are addressed within this section, and comments are included within Appendix A. Information in this section is derived primarily from the following:

- City of Rocklin *General Plan* (City of Rocklin, October 2012)
- City of Rocklin *General Plan EIR* (City of Rocklin, August 2011)
- Farmland Mapping and Monitoring Program (California Department of Conservation, 2018)
- Natural Resource Conservation Service (NRCS) *Web Soil Survey* (United States Department of Agriculture, 2017)
- Placer County Crop Report (Department of Agriculture and Weights and Measures, 2019)
- Sierra College Facilities Master Plan (AP Architects, 2014)

3.2.1 ENVIRONMENTAL SETTING

CALIFORNIA AGRICULTURE

The California Department of Conservation Farmland Mapping and Monitoring Program identifies lands that have agriculture value and maintains a statewide map of these lands called the Important Farmlands Inventory (IFI). IFI classifies land based upon the productive capabilities of the land, rather than the mere presence of ideal soil conditions.

The suitability of soils for agricultural use is just one factor for determining the productive capabilities of land. Suitability is determined based on many characteristics, including fertility, slope, texture, drainage, depth, and salt content. A variety of classification systems have been devised by the State to categorize soil capabilities. The two most widely used systems are the Capability Classification System and the Storie Index. The Capability Classification System classifies soils from Class I to Class VIII based on their ability to support agriculture with Class I being the highest quality soil. The Storie Index considers other factors such as slope and texture to arrive at a rating. The IFI is in part based upon both of these two classification systems.

Soil Capability Classification System

The Soil Capability Classification System takes into consideration soil limitations, the risk of damage when soils are used, and the way in which soils respond to treatment. Capability classes range from Class I soils, which have few limitations for agriculture, to Class VIII soils that are unsuitable for agriculture. Generally, as the rating of the capability classification increases, yields and profits are more difficult to obtain. A general description of soil classifications, as defined by the Natural Resources Conservation Service (NRCS) is provided in Table 3.2-1 below.

3.2 AGRICULTURE AND FORESTRY RESOURCES

TABLE 3.2-1: SOIL CAPABILITY CLASSIFICATION

CLASS	DEFINITION
I	Soils have slight limitations that restrict their use.
II	Soils have moderate limitations that restrict choice plants or that require moderate conservation practices.
III	Soils have severe limitations that restrict the choice of plants or that require special conservation practices, or both.
IV	Soils have very severe limitations that restrict the choice of plants or that require very careful management, or both.
V	Soils are not likely to erode but have other limitations; impractical to remove that limit their use largely to pasture or range, woodland, or wildlife habitat.
VI	Soils have severe limitations that make them generally unsuited to cultivation and limit their use largely to pasture or range, woodland, or wildlife habitat.
VII	Soils have very severe limitations that make them unsuited to cultivation and that restrict their use largely to pasture or range, woodland, or wildlife habitat.
VIII	Soils and landforms have limitations that preclude their use for commercial plans and restrict their use to recreation, wildlife habitat, water supply, or aesthetic purposes.

SOURCE: USDA SOIL CONSERVATION SERVICE, SOIL SURVEY OF PLACER COUNTY, CALIFORNIA, 2017.

Storie Index Rating System

The Storie Index Rating system ranks soil characteristics according to their suitability for agriculture from Grade 1 soils (80 to 100 rating) which have few or no limitations for agricultural production, to Grade 6 soils (less than 10) which are not suitable for agriculture. Under this system, soils deemed less than prime can function as prime soils when limitations such as poor drainage, slopes, or soil nutrient deficiencies are partially or entirely removed. The six grades, ranges in index rating, and definition of the grades, as defined by the NRCS, are provided below in Table 3.2-2.

TABLE 3.2-2: STORIE INDEX RATING SYSTEM

GRADE	INDEX RATING	DEFINITION
1	80 - 100	Few limitations that restrict their use for crops
2	60 - 80	Suitable for most crops, but have minor limitations that narrow the choice of crops and have a few special management needs
3	40 - 60	Suited to a few crops or to special crops and require special management
4	20 - 40	If used for crops, severely limited and require special management
5	10 - 20	Not suited for cultivated crops, but can be used for pasture and range
6	Less than 10	Soil and land types generally not suited to farming

SOURCE: USDA SOIL CONSERVATION SERVICE, SOIL SURVEY OF PLACER COUNTY, CALIFORNIA, 2017.

In addition to soil suitability, other factors for determining the agricultural value of land include whether soils are irrigated, the depth of soil, water-holding capacity, and physical and chemical characteristics. Areas considered to have the greatest agricultural potential are designated as Prime Farmland or Farmland of Statewide Importance.

Farmland Mapping and Monitoring Program

The Farmland Mapping and Monitoring Program (FMMP) was established in 1982 to continue the Important Farmland mapping efforts begun in 1975 by the United States Department of Agriculture Soil Conservation Service (USDA-SCS). The intent of the USDA-SCS was to produce agriculture maps based on soil quality and land use across the nation. As part of the nationwide agricultural land use mapping effort, the USDA-SCS developed a series of definitions known as Land Inventory and Monitoring (LIM) criteria. The LIM criteria classified the land's suitability for agricultural production;

suitability included both the physical and chemical characteristics of soils and the actual land use. Important Farmland Maps are derived from the USDA-SCS soil survey maps using the LIM criteria.

Since 1980, the State of California has assisted the USDA-SCS with completing its mapping in the state. The FMMP was created within the CDC to carry on the mapping activity on a continuing basis, and with a greater level of detail. The CDC applied a greater level of detail by modifying the LIM criteria for use in California. The LIM criteria in California utilize the Soil Capability Classification and Storie Index Rating systems, but also consider physical conditions such as dependable water supply for agricultural production, soil temperature range, depth of the ground water table, flooding potential, rock fragment content, and rooting depth.

The CDC classifies lands into seven agriculture-related categories: Prime Farmland, Farmland of Statewide Importance (Statewide Farmland), Unique Farmland, Farmland of Local Importance (Local Farmland), Grazing Land, Urban and Built-up Land (Urban Land), and Other Land. The first four types listed above are collectively designated by the State as Important Farmlands. Important Farmland maps for California are compiled using the modified LIM criteria (as described above) and current land use information. The minimum mapping unit is 10 acres unless otherwise specified. Units of land smaller than 10 acres are incorporated into surrounding classifications. Each of the seven land types is summarized below.

PRIME FARMLAND

Prime farmland is farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

FARMLAND OF STATEWIDE IMPORTANCE

Farmland of statewide importance is farmland with characteristics similar to those of prime farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

UNIQUE FARMLAND

Unique farmland is farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

FARMLAND OF LOCAL IMPORTANCE

Farmland of local importance is land of importance to the local agricultural economy, as determined by each county's board of supervisors and a local advisory committee.

3.2 AGRICULTURE AND FORESTRY RESOURCES

GRAZING LAND

Grazing land is land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities.

URBAN AND BUILT-UP LAND

Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

OTHER LAND

Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

PLACER COUNTY AGRICULTURE

Agriculture is a major activity within the undeveloped portions of Placer County. According to the 2019 Placer County Crop Report, published by the Placer County Department of Agriculture and Weights and Measures, the gross value of Placer County's agricultural production for 2019 was \$86,707,959. Rice was the top agricultural commodity grown in the County, with production values of \$25,766,652.

In 2018, Placer County was estimated to have 120,332 acres of Important Farmland: 7,354 acres of Prime Farmland, 4,193 acres of Farmland of Statewide Importance, 19,342 acres of Unique Farmland, and 89,443 acres of Farmland of Local Importance (California Department of Conservation [CDC], 2018). Over the past decade, the availability of Important Farmland has been consistently declining from year to year primarily because of conversions to urban and other developed land uses.

EXISTING SITE CONDITIONS

The Project Area consists of approximately 108.4-acres including the 72.6-acre North Village site and the 35.8-acre South Village site. The North Village is bounded by Sierra College Boulevard to the west, residential estates within the Town of Loomis to the east, Rocklin Road to the south, and vacant land to the north.

With the exception of one single-family home adjacent to Sierra College Boulevard, the North Village site is uninhabited consisting of non-native annual grassland and oak woodland dominated by interior live oak, blue oak and grey pine. Portions of the site were historically mined; resulting in an

irregular and disturbed landscape in the northern portion of the site. Two drainages and associated wetlands run from south to north and are discontinuous.

The South Village site is bounded by Rocklin Road to the north, residential neighborhoods and a small open space area to the east, residential neighborhoods to the south, and El Don Road to the west. Office buildings and the Rocklin Latter-day Saints (LDS) Institute are situated in two separate areas south of Rocklin Road, outside of the Project area. An unnamed tributary of Secret Ravine Creek runs from east to west through the South Village and is bordered on both sides by a riparian wetland that occupies the creek’s floodplain. An intermittent drainage within a riparian area flows from Sierra College Boulevard southeast into the unnamed tributary. The northwest corner of the South Village site is barren and used as a parking lot for Sierra College. Monte Verde Park, an existing City neighborhood park, is located in the west-central portion of the site and includes play and turf areas. In the southwest portion of the South Village site is a seep. The site south of the floodplain is occupied by patches of non-native annual grassland and oak woodland dominated by interior live oak, blue oak and valley oak. Granitic outcroppings are scattered throughout. Both sites within the Project Area are comprised of rolling terrain at elevations ranging from 330 to 380 feet above mean sea level on the North Village site and 290 to 310 feet above mean sea level on the South Village site.

Both sites are currently undeveloped and vacant, except for a single-family home on the North Village site and the parking area on the northwest portion of the South Village site. As shown on Figure 3.2-1, the majority of both Project sites are classified as Grazing Land by the California Department of Conservation's Farmland Mapping and Monitoring Program, while small portions of the South Village site and the surrounding area are identified as Urban and Built-Up Land. Both Project sites do not currently include agricultural operations, nor are they zoned for agricultural use.

PROJECT AREA SOILS AND FARMLAND CHARACTERISTICS

According to the California Department of Conservation’s Farmland Mapping and Monitoring Program, the North Village site is comprised of Grazing Land (98.2 percent) and Urban and Built-Up Land (1.8 percent). The South Village Site contains Grazing Land (75.8 percent) and Urban and Built-Up Land (24.2 percent). The Project Area as a whole contains 90.9 percent of Grazing Land and 9.1 percent of Urban and Built-Up Land, as shown in Figure 3.2-1.

The Soil Survey of Placer County, shows that the Project Area contains Capability Class III and Class IV (non-irrigated and irrigated soils), as shown in the table below. The Soil Capability Classifications are presented in Table 3.2-3 below. Soils present within the Project Area are shown in Figure 3.2-2.

TABLE 3.2-3: ON-SITE SOIL CAPABILITY CLASSIFICATIONS AND STORIE INDEX RATING

SOIL MAP SYMBOL AND NAME	SOIL CAPABILITY CLASSIFICATION ¹		STORIE INDEX	PERCENT IN AOI	
	IRRIGATED	NON-IRRIGATED		NORTH VILLAGE	SOUTH VILLAGE
Andregg course sandy loam, 9-15%	IVe	IVe	49	16.3%	0.0%
Xerofluvents, frequently flooded	IVw	IVw	53	0.0%	3.7%

3.2 AGRICULTURE AND FORESTRY RESOURCES

Totals		100%	100%
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Notes:

1. Capability subclasses are soil groups within one class. They are designated by adding a small letter, e, w, s, or c, to the class numeral, for example, 11e. The letter 'e' shows that the main hazard is the risk of erosion unless close-growing plant cover is maintained; 'w' shows that water in or on the soil interferes with plant growth or cultivation (in some soils the wetness can be partly corrected by artificial drainage); 's' shows that the soil is limited mainly because it is shallow, droughty, or stony; and 'c', used in only some parts of the United States, shows that the chief limitation is climate that is very cold or very dry.

Source: USDA Natural Resource Conservation Service, web Soil Survey.

Andregg course sandy loam. This soil is found throughout the entirety of the Project Area, except for a small area on the eastern side of the South Village Site (see Figure 3.2-2). Andregg soils are on undulating to steep slopes on foothills at elevations of 200 to 1,500 feet. They formed in material weathered from coarse grained acid igneous rocks, mainly granodiorite. The climate is moist sub-humid with hot dry summers and cool moist winters. Land underlain with andregg soils are used mostly for rangeland, with very limited areas used for pasture or orchards. Some areas are used for urban purposes. Vegetation is mostly open oak-grass. Typical plants are soft chess, wild oats, annual clover, filaree and widely spaced interior live oak and blue oak.

Xerofluvents, frequently flooded. This soil is located on the southeastern portion of the South Village site (see Figure 3.2-2). This moderately deep soil is found adjacent to stream channels and consists of narrow stringers of somewhat poorly drained recent alluvium. Areas containing this soil type are subject to frequent flooding and channelization and therefore are not considered suited for urban uses due to their flood hazard. This soil is poorly drained and possesses a high hazard for erosion.

ADJACENT AGRICULTURAL USES

Neither the North Village or South Village site has an adjacent agricultural use. Lands to the north, south of the North Village site are currently zoned for Planned Development Residential with varying densities (PD-20, PD12, PD-4 and PD-3.5, lands to the west are Planned Development Community College, while lands to the east are zoned Residential Estate. Lands to the north of the South Village site are currently zoned for Planned Development Community College and lands to the west are zoned Planned Development Residential and Planned Development Commercial, while lands to the east and south are zoned Planned Development Residential with varying densities (PD-4, PD-6, and R1-6). As shown on Figure 3.2-1, the lands surrounding the North Village site are classified as Grazing Land, Urban and Built-Up Land, and Other Land by the California Department of Conservation's Farmland Mapping and Monitoring Program, while the lands surrounding the South Village site are primarily classified as Urban and Built-Up Land with a small portion classified as Grazing Land.

3.2.2 REGULATORY SETTING

FEDERAL

Farmland Protection Program

The Natural Resource Conservation Service (NRCS) administers the Farmland Protection Program (FPP). This is a program that is designed to conserve productive farmland. The NRCS provides funds to agencies for the purchase of conservation easements that meet the specific requirements of the program. Landowners that are interested in the program must agree to conserve their farmland for a minimum period of thirty years.

STATE

Williamson Act

The California Land Conservation Act of 1965, commonly known as the Williamson Act, was established based on numerous State legislative findings regarding the importance of agricultural lands in an urbanizing society. Policies emanating from those findings include those that discourage premature and unnecessary conversion of agricultural land to urban uses and discourage discontinuous urban development patterns, which unnecessarily increase the costs of community services to community residents.

The Williamson Act authorizes each county to establish an agricultural preserve. Land that is within the agricultural preserve is eligible to be placed under a contract between the property owner and County that would restrict the use of the land to agriculture in exchange for a tax assessment that is based on the yearly production yield. The contracts have a ten-year term that is automatically renewed each year, unless the property owner requests a non-renewal or the contract is cancelled. If the contract is cancelled the property owner is assessed a fee of up to 12.5 percent of the property value.

The Project sites are not under a Williamson Act contract, nor are any of the parcels that are located immediately adjacent to the Project sites.

Farmland Security Zones

In 1998 the state legislature established the Farmland Security Zone (FSZ) program. FSZs are similar to Williamson Act contracts, in that the intention is to protect farmland from conversion. The main difference however, is that the FSZ must be designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. The term of the contract is a minimum of 20 years. The property owners are offered an incentive of greater property tax reductions when compared to the Williamson Act contract tax incentives; the incentives were developed to encourage conservation of prime farmland through FSZs. The non-renewal and cancellation procedures are similar to those for Williamson Act contracts. The Project sites and the immediately adjacent parcels are not within the FSZ program.

LOCAL

City of Rocklin General Plan

The City's General Plan includes goals, policies, standards, and actions that strive to preserve agricultural resources and minimize conflicts between agricultural and urban uses. The following General Plan goals, policies, standards, and actions are relevant to the proposed Project.

OPEN SPACE, CONSERVATION AND RECREATION

Goal for Preservation of Open Space and Natural Resources. To designate, protect, and conserve open space land in a manner that protects natural resources and balances needs for the economic, physical and social development of the City.

Policy OCR-1: Encourage the protection of open space areas, natural resource areas, hilltops, and hillsides from encroachment or destruction through the use of conservation easements, natural resource buffers, building setbacks or other measures.

Policy OCR-2: Recognize that balancing the need for economic, physical, and social development of the City may lead to some modification of existing open space and natural resource areas during the development process.

Policy OCR-9: To permit the continued use of open space land for established agricultural activities until such time as development occurs, as long as such activities are compatible within an urban environment.

Goal for Open Space Used for the Managed Production of Resources. To designate, protect, and conserve open space utilized for the managed production of resources while maintaining compatibility with neighboring uses and other open space preservation goals

Policy OCR-10: Permit the continued use of open space land for established agricultural activities until such time as development occurs, as long as such activities are compatible within an urban environment.

Policy OCR-11: Protect the groundwater recharge value of riparian and wetland areas while recognizing that minor modifications to such areas may be a necessary outcome of the development process.

3.2.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed Project will have a significant impact on agricultural or forest resources if it will:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use;
- Conflict with existing zoning for agricultural use, or a Williamson Act contract;
- Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g));
- Result in the loss of forest land or conversion of forest land to non-forest use;
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

IMPACTS AND MITIGATION MEASURES

Impact 3.2-1: The Project would not convert important farmlands to non-agricultural land uses and would not conflict with lands zoned for agricultural uses (Less than Significant)

The Project Area as a whole is classified as containing 90.9 percent Grazing Land and 9.1 percent Urban and Built-Up Land, as shown in Figure 3.2-1. The Project Area is currently zoned for urban land uses (i.e., commercial, residential and community college) and the Project proposes zoning changes similar to the existing zoning designations. Land uses surrounding the Project Area consist of residential of varying densities, open space, and retail-commercial land uses. The Project Area is not zoned for farmland or agricultural uses and is not located adjacent to land in productive agriculture or lands zoned for agricultural uses. Therefore, the Project would not conflict with lands zoned for agricultural uses.

While the Project Area is not zoned for agriculture uses or classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the California Department of Conservation, both the North Village site and the South Village site contain prime soils. Andregg soil, which makes up the majority of the Project Area, is classified as Farmland of Statewide Importance by the Natural Resource Conservation Service. Andregg course sandy loam 2 to 9 percent and Andregg course sandy loam 9 to 15 percent, if irrigated, both qualify as prime agricultural land under the Natural Resource Conservation Service. Conversion of important farmland as a result of Project implementation is considered a potentially significant impact.

However, according to FMMP, farmland with prime soils shall only be considered prime farmland if the land has been used for irrigated agricultural production at some time during the four years prior to the mapping date. Sierra's College Facilities Master Plan, adopted by the Trustees in 2018, does not designate the sites for irrigated agricultural production; nor has the land been used for irrigated agricultural production. Therefore, while Project implementation would involve development on soil identified as Farmland of Statewide Importance, because the North Village and South Village sites are not irrigated and have not been utilized for agricultural production within four years prior to the mapping date, the sites would not be considered prime agricultural land.

Overall, the Project would not convert important farmland to non-agricultural uses, would not conflict with existing agricultural zoning, or involve other changes that could result in the conversion of important farmland to non-agricultural uses. Therefore, the conversion of important farmland as a result of Project implementation is considered a *less than significant* impact on agricultural resources.

Impact 3.2-2: Project implementation would not conflict with existing zoning for agricultural use, or a Williamson Act Contract (No Impact)

The Project Area is not under a Williamson Act Contract, nor are any of the parcels immediately adjacent to the Project Area under a Williamson Act Contract. Therefore, implementation of the proposed Project would not conflict with a Williamson Act Contract. Additionally, the Project Area and adjacent parcels are not designated as an existing agriculture use. Therefore, because the Project would not conflict with existing agriculture zoning designations, or a Williamson Act Contract, *no impact* on agricultural resources would be anticipated with project implementation.

Impact 3.2-3: Project implementation would not conflict with existing zoning, or cause rezoning of, forest land, timberland or timberland zoned Timberland Production (No Impact)

The Project Area and adjacent parcels are not designated as forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526) or timberland zoned for Timberland Production (as defined by Government Code section 51104(g)). Therefore, because the Project would not conflict with existing forest resources or forest zoning designations, Project implementation would result in *no impact* to forest resources or timberland.

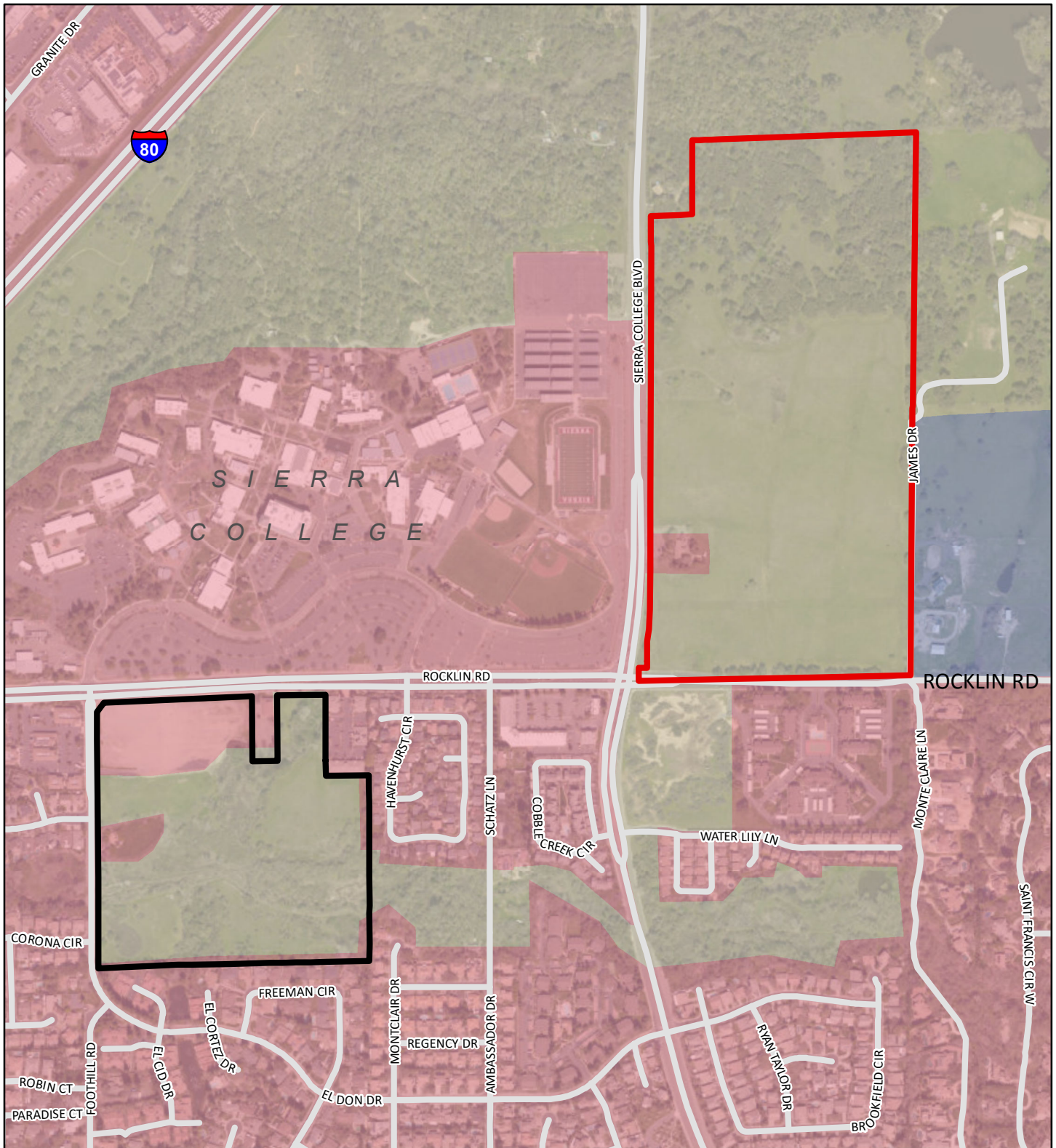
Impact 3.2-4: Project implementation would not result in the loss of forest land or conversion of forest land to non-forest use (No Impact)

The Project Area and adjacent parcels are not designated as forest land and do not propose uses that would convert existing forest land to non-forest use. Therefore, the Project would result in *no impact* regarding the loss of forest land or conversion of forest land to non-forest use.

Impact 3.2-5: The project is not adjacent to agricultural operations and development of the Project Area would not result in other changes in the existing environment that would lead to the abandonment of agricultural operations and conversion of farmland or forest land to non-agricultural or forest land use (No Impact)

The Project Area is not located adjacent to any agricultural operations or lands identified for agricultural operation. Implementation of the Project would not place any urban land uses adjacent to any existing agricultural operations potentially leading to the abandonment of agricultural operations or the conversion of farmland or forest land to non-agricultural or forest land uses. **No impact** would occur in this regard.

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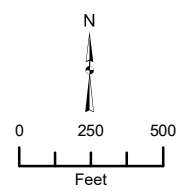


Legend

- College Park South
- College Park North

Farmland Classification

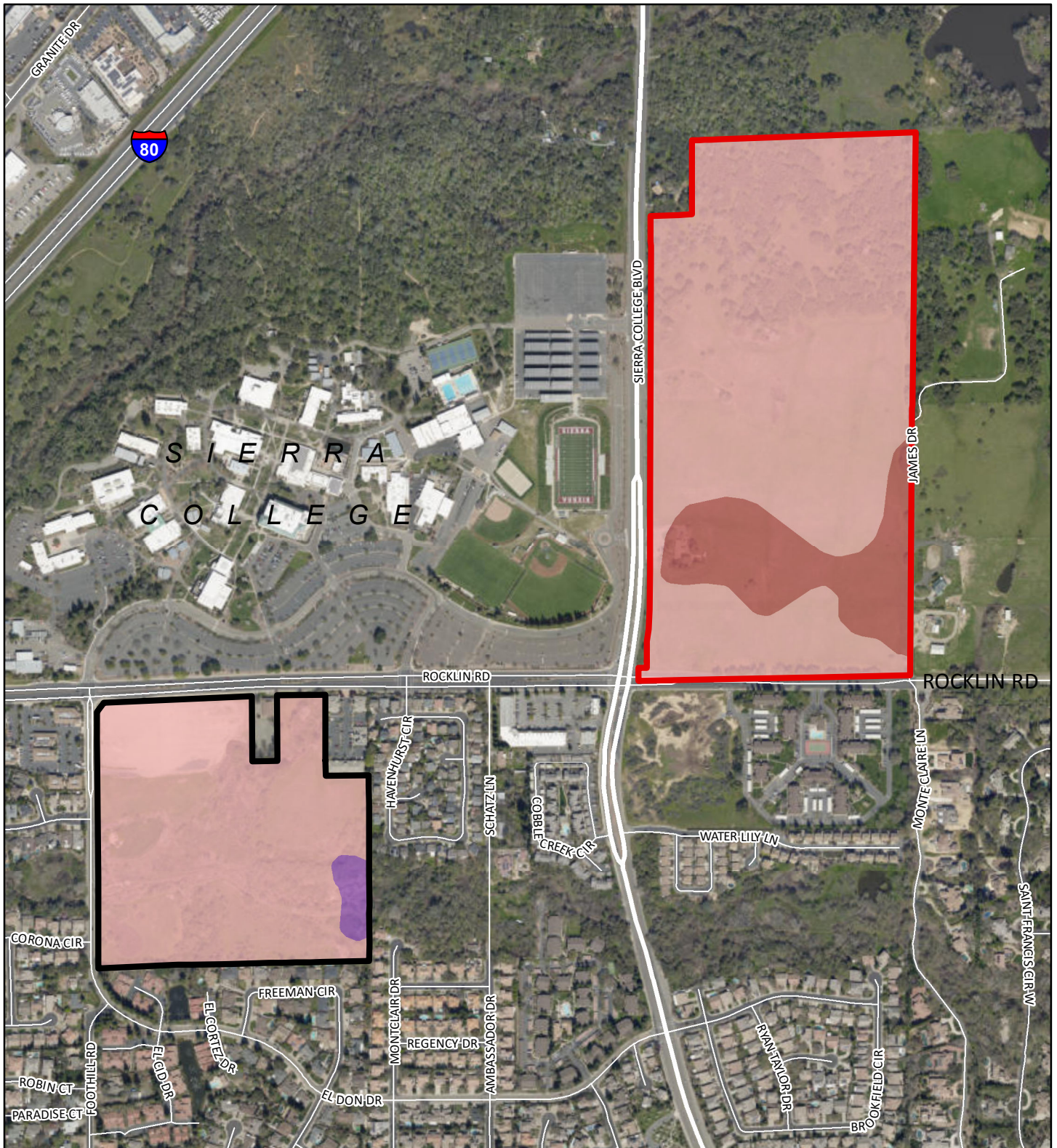
- Grazing Land
- Other Land
- Urban and Built-Up Land



COLLEGE PARK
Figure 3.2-1. Project Site Farmland Classifications

Sources: California Dept of Conservation Farmland Mapping & Monitoring Program, Placer 2018; ArcGIS Online World Imagery Map Service; Placer County GIS. Map date: April 29, 2021.

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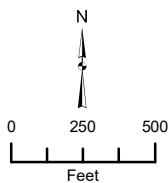


Legend

- College Park South
- College Park North

NRCS Soil Classification

- Andregg coarse sandy loam, 2 to 9 percent slopes
- Andregg coarse sandy loam, 9 to 15 percent slopes
- Xerofluvents, frequently flooded



ROCKLIN COLLEGE PARK

Figure 3.2-2. Project Site Soils

Sources: USDA NRCS Web Soil Survey, Placer County, California, Western Part (CA620), 4-29-2021; ArcGIS Online World Imagery Map Service; Placer County GIS. Map date: April 29, 2021.

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This section provides a general description of regional air quality, the current attainment status of the air basin, local sensitive receptors, emission sources, and the impacts that are likely to result from Project implementation. Following this discussion is an assessment of consistency of the Project with applicable policies and local plans. The Greenhouse Gases, Climate Change and Energy analysis is located in Section 3.7. This section is based in part on the following documents, reports, and studies:

- *Air Quality and Land Use Handbook: A Community Health Perspective* (California Air Resources Board, 2005);
- *California Emissions Estimator Model* (CalEEMod), v.2020.4.0 (California Air Pollution Control Officers Association [CAPCOA], 2017); and
- *California Environmental Quality Act Thresholds of Significance* (PCAPCD, 2016).

Two comments were received during the public review period or scoping meeting for the Notice of Preparation regarding this topic, from Save East Rocklin (March 4, 2019), and from Denise Gaddis (March 1, 2019). These comments are addressed within this section. Full comments received are included in Appendix A.

3.3.1 ENVIRONMENTAL SETTING

SACRAMENTO VALLEY AIR BASIN

The City of Rocklin is located within the Sacramento Valley Air Basin (SVAB). The SVAB encompasses eleven counties including all of Shasta, Tehama, Glenn, Colusa, Butte, Sutter, Yuba, Sacramento, and Yolo Counties, the westernmost portion of Placer County and the northeastern half of Solano County. The SVAB is the northern half of California's Great Valley and is bordered on three sides (west, north, and east) by mountain ranges, with peaks in the eastern range above 9,000 feet. The SVAB is bounded by the North Coast Ranges on the west and Northern Sierra Nevada Mountains on the east. The SVAB is approximately 13,700 square miles and essentially a smooth valley floor with elevations ranging from 40 to 500 feet. The rolling valley is interrupted by the Sutter Buttes, an area of 80 square miles in northern Sutter County, which rise abruptly to more than 2,100 feet above the valley floor.

Topography and Meteorology

Hot dry summers and mild rainy winters characterize the Mediterranean climate of the SVAB. During the year the temperature may range from 20 to 115 degrees Fahrenheit with summer highs usually in the 90s and winter lows occasionally below freezing. Average annual rainfall is about 19 inches, and the rainy season generally occurs from November through March. The prevailing winds are moderate in strength and vary from moist clean breezes from the south to dry land flows from the north.

The mountains surrounding the SVAB create a barrier to airflow, which can trap air pollutants under certain meteorological conditions. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells collect over the Sacramento Valley. The lack of surface

wind during these periods and the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of pollutants are highest when these conditions are combined with temperature inversions that trap pollutants near the ground.

The ozone season (May through October) in the Sacramento Valley is characterized by stagnant morning air or light winds, with the delta sea breeze arriving in the afternoon out of the southwest. Usually, the evening breeze transports the airborne pollutants to the north out of the Sacramento Valley. During about half of the days from July to September, however, a phenomenon called the "Schultz Eddy" prevents this from occurring. Instead of allowing for the prevailing wind patterns to move north carrying the pollutants out, the Schultz Eddy causes the wind pattern to circle back to the south. This phenomenon has the effect of exacerbating the pollution levels in the area and increases the likelihood of violating federal or state standards.

CRITERIA POLLUTANTS

All criteria pollutants can have human health and environmental effects at certain concentrations. The United States Environmental Protection Agency (U.S. EPA) uses six "criteria pollutants" as indicators of air quality, and has established for each of them a maximum concentration above which adverse effects on human health may occur. These threshold concentrations are called National Ambient Air Quality Standards (NAAQS). In addition, California establishes ambient air quality standards, called California Ambient Air Quality Standards (CAAQS). California law does not require that the CAAQS be met by a specified date as is the case with NAAQS.

The ambient air quality standards for the six criteria pollutants (as shown in Table 3.3-1) are set to public health and the environment within an adequate margin of safety (as provided under Section 109 of the Federal Clean Air Act). Epidemiological, controlled human exposure, and toxicology studies evaluate potential health and environmental effects of criteria pollutants, and form the scientific basis for new and revised ambient air quality standards. Principal characteristics and possible health and environmental effects from exposure to the six primary criteria pollutants generated by the project are discussed below.

Ozone (O₃) is a photochemical oxidant and the major component of smog. While O₃ in the upper atmosphere is beneficial to life by shielding the earth from harmful ultraviolet radiation from the sun, high concentrations of O₃ at ground level are a major health and environmental concern. O₃ is not emitted directly into the air but is formed through complex chemical reactions between precursor emissions of volatile organic compounds (VOC)¹ and oxides of nitrogen (NO_x) in the presence of sunlight. These reactions are stimulated by sunlight and temperature so that peak O₃ levels occur typically during the warmer times of the year. Both ROG and NO_x are emitted by transportation and industrial sources. ROG are emitted from sources as diverse as autos, chemical manufacturing, dry cleaners, paint shops and other sources using solvents.

¹ Note: The term ROG (Reactive Organic Gases) is used interchangeably with VOC throughout this document.

The reactivity of O₃ causes health problems because it damages lung tissue, reduces lung function and sensitizes the lungs to other irritants. Scientific evidence indicates that ambient levels of O₃ not only affect people with impaired respiratory systems, such as asthmatics, but healthy adults and children as well. Exposure to O₃ for several hours at relatively low concentrations has been found to significantly reduce lung function and induce respiratory inflammation in normal, healthy people during exercise. This decrease in lung function generally is accompanied by symptoms including chest pain, coughing, sneezing and pulmonary congestion.

Studies show associations between short-term ozone exposure and non-accidental mortality, including deaths from respiratory issues. Studies also suggest long-term exposure to ozone may increase the risk of respiratory-related deaths (U.S. Environmental Protection Agency 2019a). The concentration of ozone at which health effects are observed depends on an individual's sensitivity, level of exertion (i.e., breathing rate), and duration of exposure. Studies show large individual differences in the intensity of symptomatic responses, with one study finding no symptoms to the least responsive individual after a 2-hour exposure to 400 parts per billion of ozone and a 50 percent decrement in forced airway volume in the most responsive individual. Although the results vary, evidence suggests that sensitive populations (e.g., asthmatics) may be affected on days when the 8-hour maximum ozone concentration reaches 80 parts per billion (U.S. Environmental Protection Agency 2019b). The average background level of ozone in California and Nevada is approximately 48.3 parts per billion, which represents approximately 77 percent of the total ozone in the western region of the U.S. (NASA, 2015).

In addition to human health effect, ozone has been tied to crop damage, typically in the form of stunted growth, leaf discoloration, cell damage, and premature death. O₃ can also act as a corrosive and oxidant, resulting in property damage such as the degradation of rubber products and other materials.

Carbon monoxide (CO) is a colorless, odorless and poisonous gas produced by incomplete burning of carbon in fuels. Carbon monoxide is harmful because it binds to hemoglobin in the blood, reducing the ability of blood to carry oxygen. This interferes with oxygen delivery to the body's organs. The most common effects of CO exposure are fatigue, headaches, confusion, and dizziness due to inadequate oxygen delivery to the brain. For people with cardiovascular disease, short-term CO exposure can further reduce their body's already compromised ability to respond to the increased oxygen demands of exercise, exertion, or stress. Inadequate oxygen delivery to the heart muscle leads to chest pain and decreased exercise tolerance. Unborn babies whose mothers experience high levels of CO exposure during pregnancy are at risk of adverse developmental effects. Exposure to CO at high concentrations can also cause fatigue, headaches, confusion, dizziness, and chest pain. There are no ecological or environmental effects to ambient CO (California Air Resources Board, 2019a).

Very high levels of CO are not likely to occur outdoors. However, when CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease. These people already have a reduced ability for getting oxygenated blood to their hearts in situations where the heart needs more oxygen than usual. They are especially vulnerable to the effects of CO when exercising or under increased stress. In these situations, short-term exposure to elevated CO

may result in reduced oxygen to the heart accompanied by chest pain also known as angina (U.S. EPA, 2016). Such acute effects may occur under current ambient conditions for some sensitive individuals, while increases in ambient CO levels increase the risk of such incidences.

Nitrogen oxide (NO_x)² is a brownish, highly reactive gas that is present in all urban atmospheres. The main effect of increased NO₂ is the increased likelihood of respiratory problems. Under ambient conditions, NO₂ can irritate the lungs, cause bronchitis and pneumonia, and lower resistance to respiratory infections. Nitrogen oxides are an important precursor both to ozone (O₃) and acid rain, and may affect both terrestrial and aquatic ecosystems. Longer exposures to elevated concentrations of NO₂ may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. People with asthma, as well as children and the elderly are generally at greater risk for the health effects of NO₂.

The major mechanism for the formation of NO₂ in the atmosphere is the oxidation of the primary air pollutant nitric oxide (NO_x). NO_x plays a major role, together with ROG_s, in the atmospheric reactions that produce O₃. NO_x forms when fuel is burned at high temperatures. The two major emission sources are transportation and stationary fuel combustion sources such as electric utility and industrial boilers.

Sulfur dioxide (SO₂) is one of the multiple gaseous oxidized sulfur species and is formed during the combustion of fuels containing sulfur, primarily coal and oil. The largest anthropogenic source of SO₂ emissions in the U.S. is fossil fuel combustion at electric utilities and other industrial facilities. SO₂ is also emitted from certain manufacturing processes and mobile sources, including locomotives, large ships, and construction equipment.

SO₂ affects breathing and may aggravate existing respiratory and cardiovascular disease in high doses. Sensitive populations include asthmatics, individuals with bronchitis or emphysema, children and the elderly. SO₂ is also a primary contributor to acid deposition, or acid rain, which causes acidification of lakes and streams and can damage trees, crops, historic buildings and statues. In addition, sulfur compounds in the air contribute to visibility impairment in large parts of the country. This is especially noticeable in national parks. Ambient SO₂ results largely from stationary sources such as coal and oil combustion, steel mills, refineries, pulp and paper mills and from nonferrous smelters.

Short-term exposure to ambient SO₂ has been associated with various adverse health effects. Multiple human clinical studies, epidemiological studies, and toxicological studies support a causal relationship between short-term exposure to ambient SO₂ and respiratory morbidity. The observed health effects include decreased lung function, respiratory symptoms, and increased emergency department visits and hospitalizations for all respiratory causes. These studies further suggest that people with asthma are potentially susceptible or vulnerable to these health effects. In addition, SO₂ reacts with other air pollutants to form sulfate particles, which are constituents of fine particulate

² Note: Nitrogen oxides (NO_x) is a collective term used to refer to nitrogen monoxide (nitric oxide or NO) and nitrogen dioxide (NO₂).

matter (PM_{2.5}). Inhalation exposure to PM_{2.5} has been associated with various cardiovascular and respiratory health effects (U.S. EPA, 2017). Increased ambient SO₂ levels would lead to increased risk of such effects.

SO₂ emissions that lead to high concentrations of SO₂ in the air generally also lead to the formation of other sulfur oxides (SO_x). SO_x can react with other compounds in the atmosphere to form small particles. These particles contribute to particulate matter (PM) pollution. Small particles may penetrate deeply into the lungs and in sufficient quantity can contribute to health problems.

Particulate matter (PM) includes dust, dirt, soot, smoke and liquid droplets directly emitted into the air by sources such as factories, power plants, cars, construction activity, fires and natural windblown dust. Particles formed in the atmosphere by condensation or the transformation of emitted gases such as SO₂ and ROGs are also considered particulate matter. PM is generally categorized based on the diameter of the particulate matter: PM₁₀ is particulate matter 10 micrometers or less in diameter (known as respirable particulate matter), and PM_{2.5} is particulate matter 2.5 micrometers or less in diameter (known as fine particulate matter).

Based on studies of human populations exposed to high concentrations of particles (sometimes in the presence of SO₂) and laboratory studies of animals and humans, there are major effects of concern for human health. These include effects on breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular disease, alterations in the body's defense systems against foreign materials, damage to lung tissue, carcinogenesis and premature death. Small particulate pollution causes health impacts even at very low concentrations – indeed no threshold has been identified below which no damage to health is observed.

Respirable particulate matter (PM₁₀) consists of small particles, less than 10 microns in diameter, of dust, smoke, or droplets of liquid which penetrate the human respiratory system and cause irritation by themselves, or in combination with other gases. Particulate matter is caused primarily by dust from grading and excavation activities, from agricultural activities (as created by soil preparation activities, fertilizer and pesticide spraying, weed burning and animal husbandry), and from motor vehicles, particularly diesel-powered vehicles. PM₁₀ causes a greater health risk than larger particles, since these fine particles can more easily penetrate the defenses of the human respiratory system.

PM_{2.5} consists of fine particles, which are less than 2.5 microns in size. Similar to PM₁₀, these particles are primarily the result of combustion in motor vehicles, particularly diesel engines, as well as from industrial sources and residential/agricultural activities such as burning. It is also formed through the reaction of other pollutants. As with PM₁₀, these particulates can increase the chance of respiratory disease, and cause lung damage and cancer. In 1997, the U.S. EPA created new Federal air quality standards for PM_{2.5}.

The major subgroups of the population that appear to be most sensitive to the effects of particulate matter include individuals with chronic obstructive pulmonary or cardiovascular disease or influenza, asthmatics, the elderly and children. Particulate matter also impacts soils and damages materials, and is a major cause of visibility impairment.

Numerous studies have linked PM exposure to premature death in people with preexisting heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms. Studies show that every 1 microgram per cubic meter reduction in PM_{2.5} results in a one percent reduction in mortality rate for individuals over 30 years old (Bay Area Air Quality Management District, 2017). Long-term exposures, such as those experienced by people living for many years in areas with high particle levels, have been associated with problems such as reduced lung function and the development of chronic bronchitis – and even premature death. Additionally, depending on its composition, both PM₁₀ and PM_{2.5} can also affect water quality and acidity, deplete soil nutrients, damage sensitive forests and crops, affect ecosystem diversity, and contribute to acid rain (U.S. Environmental Protection Agency, 2019c).

Lead (Pb) exposure can occur through multiple pathways, including inhalation of air and ingestion of Pb in food, water, soil or dust. Once taken into the body, lead distributes throughout the body in the blood and is accumulated in the bones. Depending on the level of exposure, lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems and the cardiovascular system. Lead exposure also affects the oxygen carrying capacity of the blood. Excessive lead exposure can cause seizures, mental retardation and/or behavioral disorders. Low doses of lead can lead to central nervous system damage. Recent studies have also shown that lead may be a factor in high blood pressure and subsequent heart disease.

Lead is persistent in the environment and can be added to soils and sediments through deposition from sources of lead air pollution. Other sources of lead to ecosystems include direct discharge of waste streams to water bodies and mining. Elevated lead in the environment can result in decreased growth and reproductive rates in plants and animals, and neurological effects in vertebrates.

Lead exposure is typically associated with industrial sources; major sources of lead in the air are ore and metals processing and piston-engine aircraft operating on leaded aviation fuel. Other sources are waste incinerators, utilities, and lead-acid battery manufacturers. The highest air concentrations of lead are usually found near lead smelters. As a result of the U.S. EPA's regulatory efforts, including the removal of lead from motor vehicle gasoline, levels of lead in the air decreased by 98 percent between 1980 and 2014 (U.S. EPA, 2019d). Based on this reduction of lead in the air over this period, and since most new developments do not generate an increase in lead exposure, the health impacts of ambient lead levels are not typically monitored by the California Air Resources Board.

AMBIENT AIR QUALITY STANDARDS

Both the U.S. Environmental Protection Agency (U.S. EPA) and the CARB have established ambient air quality standards for common pollutants. These ambient air quality standards represent safe levels of contaminants that avoid specific adverse health effects associated with each pollutant.

The federal and State ambient air quality standards are summarized in Table 3.3-1 for important pollutants. The federal and State ambient standards were developed independently, although both processes attempted to avoid health-related effects. As a result, the federal and State standards differ in some cases. In general, the California standards are more stringent. This is particularly true

for ozone, PM_{2.5}, and PM₁₀. The U.S. EPA signed a final rule for the federal ozone eight-hour standard of 0.070 ppm on October 1, 2015, and was effective as of December 28, 2015 (equivalent to the California state ambient air quality eight-hour standard for ozone).

TABLE 3.3-1: FEDERAL AND STATE AMBIENT AIR QUALITY STANDARDS

POLLUTANT	AVERAGING TIME	FEDERAL PRIMARY STANDARD	STATE STANDARD
Ozone	1-Hour	--	0.09 ppm
	8-Hour	0.070 ppm	0.070 ppm
Carbon Monoxide	8-Hour	9.0 ppm	9.0 ppm
	1-Hour	35.0 ppm	20.0 ppm
Nitrogen Dioxide	Annual	0.053 ppm	0.03 ppm
	1-Hour	0.100 ppm	0.18 ppm
Sulfur Dioxide	Annual	0.03 ppm	--
	24-Hour	0.14 ppm	0.04 ppm
	1-Hour	0.075 ppm	0.25 ppm
PM ₁₀	Annual	--	20 ug/m ³
	24-Hour	150 ug/m ³	50 ug/m ³
PM _{2.5}	Annual	12 ug/m ³	12 ug/m ³
	24-Hour	35 ug/m ³	--
Lead	30-Day Avg.	--	1.5 ug/m ³
	3-Month Avg.	0.15 ug/m ³	--

NOTES: PPM = PARTS PER MILLION, UG/M3 = MICROGRAMS PER CUBIC METER

SOURCE: CALIFORNIA AIR RESOURCES BOARD, 2019A.

In 1997, new national standards for fine particulate matter diameter 2.5 microns or less (PM_{2.5}) were adopted for 24-hour and annual averaging periods. The existing PM₁₀ standards were retained, but the method and form for determining compliance with the standards were revised.

In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TACs) are another group of pollutants of concern. TACs are injurious in small quantities and are regulated despite the absence of criteria documents. The identification, regulation and monitoring of TACs is relatively recent compared to that for criteria pollutants. Unlike criteria pollutants, TACs are regulated on the basis of risk rather than specification of safe levels of contamination.

Existing air quality concerns within Placer County and the entire air basin are related to increases of regional criteria air pollutants (e.g., ozone and particulate matter), exposure to toxic air contaminants, odors, and increases in greenhouse gas emissions contributing to climate change. The primary source of ozone (smog) pollution is motor vehicles which account for 70 percent of the ozone in the region. Particulate matter is caused by dust, primarily dust generated from construction and grading activities, and smoke which is emitted from fireplaces, wood-burning stoves, and agricultural burning.

Attainment Status

In accordance with the California Clean Air Act (CCAA), the CARB is required to designate areas of the state as attainment, nonattainment, or unclassified with respect to applicable standards. An “attainment” designation for an area signifies that pollutant concentrations did not violate the applicable standard in that area. A “nonattainment” designation indicates that a pollutant

3.3 AIR QUALITY

concentration violated the applicable standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria.

Depending on the frequency and severity of pollutants exceeding applicable standards, the nonattainment designation can be further classified as serious nonattainment, severe nonattainment, or extreme nonattainment, with extreme nonattainment being the most severe of the classifications. An “unclassified” designation signifies that the data do not support either an attainment or nonattainment status. The CCAA divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category.

The USEPA designates areas for ozone, CO, and NO₂ as “does not meet the primary standards,” “cannot be classified,” or “better than national standards.” For SO₂, areas are designated as “does not meet the primary standards,” “does not meet the secondary standards,” “cannot be classified,” or “better than national standards.” However, the CARB terminology of attainment, nonattainment, and unclassified is more frequently used.

Placer County has a state designation of Nonattainment for ozone and PM₁₀, and a state designation of either Unclassified or Attainment for all other criteria pollutants. Placer County has a national designation of Nonattainment for ozone and PM_{2.5} and a national designation of either Attainment or Unclassified for all other criteria pollutants. Table 3.3-2 presents the state and national attainment status for Placer County.

TABLE 3.3-2: STATE AND NATIONAL ATTAINMENT STATUS (PLACER COUNTY)

<i>CRITERIA POLLUTANTS</i>	<i>STATE DESIGNATIONS</i>	<i>NATIONAL DESIGNATIONS</i>
Ozone	Nonattainment	Nonattainment
PM ₁₀	Nonattainment	Unclassified/Attainment
PM _{2.5}	Attainment	Nonattainment
Carbon Monoxide	Attainment	Unclassified/Attainment
Nitrogen Dioxide	Attainment	Unclassified/Attainment
Sulfur Dioxide	Attainment	Unclassified/Attainment
Sulfates	Attainment	N/A
Lead	Attainment	Unclassified/Attainment
Hydrogen Sulfide	Unclassified	N/A
Visibility Reducing Particles	Unclassified	N/A

NOTE: N/A = NO FEDERAL STANDARD

SOURCE: CALIFORNIA AIR RESOURCES BOARD, 2021.

Placer County Monitoring

The CARB maintains numerous air quality monitoring sites throughout Placer County and the SVAB to measure ozone, PM_{2.5}, and PM₁₀. The Roseville-N Sunrise Boulevard monitoring site is the closest active monitoring site to the Project sites. It is important to note that the federal ozone 1-hour standard was revoked by the USEPA and is no longer applicable for federal standards. The latest data obtained from the Roseville North Sunrise Boulevard monitoring site in Placer County (available for year 2017 through 2019) is summarized in Tables 3.3-3 through 3.3-5.

TABLE 3.3-3: ROSEVILLE-N SUNRISE BLVD AMBIENT AIR QUALITY MONITORING DATA SUMMARY - OZONE

YEAR	DAYS > STANDARD				1-HOUR OBSERVATIONS			8-HOUR AVERAGES				YEAR COVERAGE
	STATE		NATIONAL		MAX.	STATE	NAT'L	STATE		NATIONAL		
	1-HR	8-HR	1-HR	8-HR		D.V. ¹	D.V. ²	MAX.	D.V. ¹	MAX.	D.V. ²	
2019	0	3	0	1	0.089	0.10	0.110	0.077	0.086	0.076	0.075	99
2018	4	11	0	11	0.110	0.11	0.110	0.084	0.089	0.083	0.081	95
2017	4	10	0	9	0.117	0.10	0.107	0.089	0.089	0.088	0.079	98

NOTES: ALL CONCENTRATIONS EXPRESSED IN PARTS PER MILLION. THE NATIONAL 1-HOUR OZONE STANDARD WAS REVOKED IN JUNE 2005 AND IS NO LONGER IN EFFECT. STATISTICS RELATED TO THE REVOKED STANDARD ARE SHOWN IN ITALICS. D.V. ¹ = STATE DESIGNATION VALUE. D.V. ² = NATIONAL DESIGN VALUE.

SOURCE: CARB AEROMETRIC DATA ANALYSIS AND MANAGEMENT SYSTEM (ADAM) AIR POLLUTION SUMMARIES.

TABLE 3.3-4: ROSEVILLE-N SUNRISE BLVD AMBIENT AIR QUALITY MONITORING DATA SUMMARY - PM_{2.5}

YEAR	EST. DAYS > NAT'L '06 STD.	ANNUAL AVERAGE		NAT'L ANN. STD. D.V. ¹	STATE ANNUAL D.V. ²	NAT'L '06 STD. 98TH PERCENTILE	NAT'L '06 24-HR STD. D.V. ¹	HIGH 24-HOUR AVERAGE		YEAR COVERAGE
		NAT'L	STATE					NAT'L	STATE	
2019	0.0	6.6	6.5	8.6	12	19.9	31	28.2	28.5	100
2018	17.3	11.9	12.2	8.7	12	56.5	31	171.8	172.8	99
2017	0.0	7.2	7.4	7.4	8	17.4	19	27.8	28.8	100

NOTES: ALL CONCENTRATIONS EXPRESSED IN PARTS PER MILLION. STATE AND NATIONAL STATISTICS MAY DIFFER FOR THE FOLLOWING REASONS: STATE STATISTICS ARE BASED ON CALIFORNIA APPROVED SAMPLERS, WHEREAS NATIONAL STATISTICS ARE BASED ON SAMPLERS USING FEDERAL REFERENCE OR EQUIVALENT METHODS. STATE AND NATIONAL STATISTICS MAY THEREFORE BE BASED ON DIFFERENT SAMPLERS. STATE CRITERIA FOR ENSURING THAT DATA ARE SUFFICIENTLY COMPLETE FOR CALCULATING VALID ANNUAL AVERAGES ARE MORE STRINGENT THAN THE NATIONAL CRITERIA. D.V. ¹ = STATE DESIGNATION VALUE. D.V. ² = NATIONAL DESIGN VALUE

SOURCE: CARB AEROMETRIC DATA ANALYSIS AND MANAGEMENT SYSTEM (ADAM) AIR POLLUTION SUMMARIES.

TABLE 3.3-5: ROSEVILLE-N SUNRISE BLVD AMBIENT AIR QUALITY MONITORING DATA SUMMARY - PM₁₀

YEAR	EST. DAYS > STD.		ANNUAL AVERAGE		3-YEAR AVERAGE		HIGH 24-HR AVERAGE		YEAR COVERAGE
	NAT'L	STATE	NAT'L	STATE	NAT'L	STATE	NAT'L	STATE	
2019	0.0	2.0	15.1	15.4	18	15	61.3	63.1	0
2018	2.0	No data	22.8	No data	18	No data	202.2	211.3	0
2017	0.0	No data	16.4	No data	17	No data	66.0	65.8	0

NOTES: THE NATIONAL ANNUAL AVERAGE PM₁₀ STANDARD WAS REVOKED IN DECEMBER 2006 AND IS NO LONGER IN EFFECT. AN EXCEEDANCE IS NOT NECESSARILY A VIOLATION. STATISTICS MAY INCLUDE DATA THAT ARE RELATED TO AN EXCEPTIONAL EVENT. STATE AND NATIONAL STATISTICS MAY DIFFER FOR THE FOLLOWING REASONS: STATE STATISTICS ARE BASED ON CALIFORNIA APPROVED SAMPLERS, WHEREAS NATIONAL STATISTICS ARE BASED ON SAMPLERS USING FEDERAL REFERENCE OR EQUIVALENT METHODS. STATE AND NATIONAL STATISTICS MAY THEREFORE BE BASED ON DIFFERENT SAMPLERS. NATIONAL STATISTICS ARE BASED ON STANDARD CONDITIONS. STATE CRITERIA FOR ENSURING THAT DATA ARE SUFFICIENTLY COMPLETE FOR CALCULATING VALID ANNUAL AVERAGES ARE MORE STRINGENT THAN THE NATIONAL CRITERIA.

SOURCE: CARB AEROMETRIC DATA ANALYSIS AND MANAGEMENT SYSTEM (ADAM) AIR POLLUTION SUMMARIES.

ODORS

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person’s reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to

the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another.

It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word “strong” to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air.

When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

SENSITIVE RECEPTORS

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases. A sensitive receptor is a location where human populations, especially children, seniors, and sick persons, are present and where there is a reasonable expectation of continuous human exposure to pollutants. Examples of sensitive receptors include residences, hospitals and schools. The closest sensitive receptors to the Plan Area include existing residences located south, west, and east of the Project sites. The Project itself also includes sensitive receptors (such as the Project residences, including the senior housing units).

3.3.2 REGULATORY SETTING

FEDERAL

Clean Air Act

The Federal Clean Air Act (FCAA) was first signed into law in 1970. In 1977, and again in 1990, the law was substantially amended. The FCAA is the foundation for a national air pollution control effort, and it is composed of the following basic elements: NAAQS for criteria air pollutants, hazardous air pollutant standards, state attainment plans, motor vehicle emissions standards, stationary source emissions standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.

The U.S. EPA is responsible for administering the FCAA. The FCAA requires the U.S. EPA to set NAAQS for several problem air pollutants based on human health and welfare criteria. Two types of NAAQS

were established: primary standards, which protect public health (with an adequate margin of safety, including for sensitive populations such as children, the elderly, and individuals suffering from respiratory diseases), and secondary standards, which protect the public welfare from non-health-related adverse effects such as visibility reduction.

NAAQS standards define clean air and represent the maximum amount of pollution that can be present in outdoor air without any harmful effects on people and the environment. Existing violations of the ozone and PM_{2.5} ambient air quality standards indicate that certain individuals exposed to these pollutants may experience certain health effects, including increased incidence of cardiovascular and respiratory ailments.

NAAQS standards have been designed to accurately reflect the latest scientific knowledge and are reviewed every five years by a Clean Air Scientific Advisory Committee (CASAC), consisting of seven members appointed by the U.S. EPA administrator. Reviewing NAAQS is a lengthy undertaking and includes the following major phases: Planning, Integrated Science Assessment (ISA), Risk/Exposure Assessment (REA), Policy Assessment (PA), and Rulemaking. The process starts with a comprehensive review of the relevant scientific literature. The literature is summarized and conclusions are presented in the ISA. Based on the ISA, U.S. EPA staff perform a risk and exposure assessment, which is summarized in the REA document. The third document, the PA, integrates the findings and conclusions of the ISA and REA into a policy context, and provides lines of reasoning that could be used to support retention or revision of the existing NAAQS, as well as several alternative standards that could be supported by the review findings. Each of these three documents is released for public comment and public peer review by the CASAC. Members of CASAC are appointed by the U.S. EPA Administrator for their expertise in one or more of the subject areas covered in the ISA. The committee's role is to peer review the NAAQS documents, ensure that they reflect the thinking of the scientific community, and advise the Administrator on the technical and scientific aspects of standard setting. Each document goes through two to three drafts before CASAC deems it to be final.

Although there is some variability among the health effects of the NAAQS pollutants, each has been linked to multiple adverse health effects including, among others, premature death, hospitalizations and emergency department visits for exacerbated chronic disease, and increased symptoms such as coughing and wheezing. NAAQS standards were last revised for each of the six criteria pollutant as listed below, with detail on what aspects of NAAQS changed during the most recent update:

- Ozone: On October 1, 2015, the U.S. EPA lowered the national eight-hour standard from 0.075 ppm to 0.070 ppm, providing for a more stringent standards consistent with the current California state standard.
- CO: In 2011, the primary standards were retained from the original 1971 level, without revision. The secondary standards were revoked in 1985.
- NO₂: The national NO₂ standard was most recently revised in 2010 following an exhaustive review of new literature that pointed to evidence for adverse effects in asthmatics at lower NO₂ concentrations than the existing national standard.

3.3 AIR QUALITY

- SO₂: On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb.
- PM: the national annual average PM_{2.5} standard was most recently revised in 2012 following an exhaustive review of new literature pointed to evidence for increased risk of premature mortality at lower PM_{2.5} concentrations than the existing standard.
- Lead: The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. In 2016, the primary and secondary standards were retained.

The law recognizes the importance for each state to locally carry out the requirements of the FCAA, as special consideration of local industries, geography, housing patterns, etc. are needed to have full comprehension of the local pollution control problems. As a result, the U.S. EPA requires each state to develop a State Implementation Plan (SIP) that explains how each state will implement the FCAA within their jurisdiction. A SIP is a collection of rules and regulations that a particular state will implement to control air quality within their jurisdiction. The CARB is the state agency that is responsible for preparing the California SIP.

Transportation Conformity

Transportation conformity requirements were added to the FCAA in the 1990 amendments, and the U.S. EPA adopted implementing regulations in 1997. See §176 of the FCAA (42 U.S.C. §7506) and 40 CFR Part 93, Subpart A. Transportation conformity serves much the same purpose as general conformity: it ensures that transportation plans, transportation improvement programs, and projects that are developed, funded, or approved by the United States Department of Transportation or that are recipients of funds under the Federal Transit Act or from the Federal Highway Administration (FHWA), conform to the SIP as approved or promulgated by U.S. EPA.

Currently, transportation conformity applies in nonattainment areas and maintenance areas. Under transportation conformity, a determination of conformity with the applicable SIP must be made by the agency responsible for the project, such as the Metropolitan Planning Organization, the Council of Governments, or a federal agency. The agency making the determination is also responsible for all the requirements relating to public participation. Generally, a project will be considered in conformance if it is in the transportation improvement plan and the transportation improvement plan is incorporated in the SIP. If an action is covered under transportation conformity, it does not need to be separately evaluated under general conformity.

Transportation Control Measures

One particular aspect of the SIP development process is the consideration of potential control measures as a part of making progress towards clean air goals. While most SIP control measures are aimed at reducing emissions from stationary sources, some are typically also created to address mobile or transportation sources. These are known as transportation control measures (TCMs). TCM strategies are designed to reduce vehicle miles traveled and trips, or vehicle idling and associated air pollution. These goals are achieved by developing attractive and convenient alternatives to single-occupant vehicle use. Examples of TCMs include ridesharing programs, transportation

infrastructure improvements such as adding bicycle and carpool lanes, and expansion of public transit.

STATE

CARB Mobile-Source Regulation

The State of California is responsible for controlling emissions from the operation of motor vehicles in the State. Rather than mandating the use of specific technology or the reliance on a specific fuel, the CARB motor vehicle standards specify the allowable grams of pollution per mile driven. In other words, the regulations focus on the reductions needed rather than on the manner in which they are achieved. Towards this end, the CARB has adopted regulations which require auto manufacturers to phase in less polluting vehicles.

California Clean Air Act

The California Clean Air Act (CCAA) was first signed into law in 1988. The CCAA provides a comprehensive framework for air quality planning and regulation, and spells out, in statute, the state's air quality goals, planning and regulatory strategies, and performance. The CARB is the agency responsible for administering the CCAA. The CARB established ambient air quality standards pursuant to the California Health and Safety Code (CH&SC) [§39606(b)], which are similar to the federal standards.

California Air Quality Standards

Although NAAQS are determined by the U.S. EPA, states have the ability to set standards that are more stringent than the federal standards. As such, California established more stringent ambient air quality standards. Federal and state ambient air quality standards have been established for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, suspended particulates and lead. In addition, California has created standards for pollutants that are not covered by federal standards. Although there is some variability among the health effects of the CAAQS pollutants, each has been linked to multiple adverse health effects including, among others, premature death, hospitalizations and emergency department visits for exacerbated chronic disease, and increased symptoms such as coughing and wheezing. The existing state and federal primary standards for major pollutants are shown in Table 3.3-1.

Air quality standard setting in California commences with a critical review of all relevant peer reviewed scientific literature. The Office of Environmental Health Hazard Assessment (OEHHA) uses the review of health literature to develop a recommendation for the standard. The recommendation can be for no change, or can recommend a new standard. The review, including the OEHHA recommendation, is summarized in a document called the draft Initial Statement of Reasons (ISOR), which is released for comment by the public, and also for public peer review by the Air Quality Advisory Committee (AQAC). AQAC members are appointed by the President of the University of California for their expertise in the range of subjects covered in the ISOR, including health, exposure, air quality monitoring, atmospheric chemistry and physics, and effects on plants, trees, materials, and ecosystems. The Committee provides written comments on the draft ISOR. The

ARB staff next revises the ISOR based on comments from AQAC and the public. The revised ISOR is then released for a 45-day public comment period prior to consideration by the Board at a regularly scheduled Board hearing.

In June of 2002, the CARB adopted revisions to the PM₁₀ standard and established a new PM_{2.5} annual standard. The new standards became effective in June 2003. Subsequently, staff reviewed the published scientific literature on ground-level ozone and nitrogen dioxide and the CARB adopted revisions to the standards for these two pollutants. Revised standards for ozone and nitrogen dioxide went into effect on May 17, 2006 and March 20, 2008, respectively. These revisions reflect the most recent changes to the CAAQS.

Tanner Air Toxics Act

California regulates TACs primarily through the Tanner Air Toxics Act (AB 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588). The Tanner Act sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB can designate a substance as a TAC. To date, CARB has identified more than 21 TACs and has adopted U.S. EPA's list of HAPs as TACs. Most recently, diesel PM was added to the CARB list of TACs. Once a TAC is identified, CARB then adopts an Airborne Toxics Control Measure (ATCM) for sources that emit that particular TAC. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate Best Available Control Technologies (BACT) to minimize emissions.

AB 2588 requires that existing facilities that emit toxic substances above a specified level prepare a toxic-emission inventory, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures. CARB has adopted diesel exhaust control measures and more stringent emission standards for various on-road mobile sources of emissions, including transit buses and off-road diesel equipment (e.g., tractors, generators). In February 2000, CARB adopted a new public-transit bus-fleet rule and emission standards for new urban buses. These rules and standards provide for (1) more stringent emission standards for some new urban bus engines, beginning with 2002 model year engines; (2) zero-emission bus demonstration and purchase requirements applicable to transit agencies; and (3) reporting requirements under which transit agencies must demonstrate compliance with the urban transit bus fleet rule.

Building Code Requirements Intended to Reduce GHG Emissions

CALIFORNIA ENERGY CODE

The California Energy Code (California Code of Regulations, Title 24, Part 6), which is incorporated into the Building Energy Efficiency Standards, was first established in 1978 in response to a legislative mandate to reduce California's energy consumption. Although these standards were not originally intended to reduce GHG emissions, increased energy efficiency results in decreased GHG emissions because energy efficient buildings require less electricity and thus less consumption of fossil fuels, which emit GHGs and other air pollutants. The standards are updated periodically to allow

consideration and possible incorporation of new energy efficiency technologies and methods. The current 2019 Building Energy Efficiency Standards, commonly referred to as the “Title 24” standards, include changes from the previous standards that were adopted, to do the following:

- Provide California with an adequate, reasonably priced, and environmentally sound supply of energy.
- Respond to Assembly Bill 32, the Global Warming Solutions Act of 2006, which mandates that California must reduce its GHG emissions to 1990 levels by 2020.
- Pursue California energy policy that energy efficiency is the resource of first choice for meeting California's energy needs.
- Act on the California Energy Commission’s Integrated Energy Policy Report, which finds that standards are the most cost-effective means to achieve energy efficiency, states an expectation that the Building Energy Efficiency Standards will continue to be upgraded over time to reduce electricity and peak demand, and recognizes the role of the Building Energy Efficiency Standards in reducing energy related to meeting California's water needs and in reducing GHG emissions.
- Meet the West Coast Governors' Global Warming Initiative commitment to include aggressive energy efficiency measures into updates of State building codes.
- Meet Executive Order S-20-04, the Green Building Initiative, to improve the energy efficiency of non-residential buildings through aggressive standards.

The most recent Title 24 standards are the 2019 Title 24 standards. The 2019 Building Energy Efficiency Standards improve upon the 2016 Energy Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. Buildings permitted on or after January 1, 2020, must comply with the 2019 Standards. The California Energy Commission updates the standards every three years.

Single-family homes built with the 2019 standards will use about 7 percent less energy due to energy efficiency measures versus those built under the 2016 standards. Once rooftop solar electricity generation is factored in, homes built under the 2019 standards will use about 53 percent less energy than those under the 2016 standards. This will reduce greenhouse gas emissions by 700,000 metric tons over three years, equivalent to taking 115,000 fossil fuel cars off the road. Nonresidential buildings will use about 30 percent less energy due mainly to lighting upgrades.

CALIFORNIA GREEN BUILDING STANDARDS CODE

The purpose of the California Green Building Standards Code (California Code of Regulations Title 24, Part 11) is to improve public health and safety and to promote the general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: 1) planning and design; 2) energy efficiency; 3) water efficiency and conservation; 4) material conservation and resource efficiency; and 5) environmental quality. The California Green Building Standards, which became effective on January 1, 2011, instituted mandatory minimum environmental performance standards for all ground-up new construction of

commercial, low-rise residential uses, and State-owned buildings, as well as schools and hospitals. The mandatory standards require the following:

- 20 percent mandatory reduction in indoor water use relative to baseline levels;
- 50 percent construction/demolition waste must be diverted from landfills;
- Mandatory inspections of energy systems to ensure optimal working efficiency; and
- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particle boards.

The voluntary standards require the following:

- **Tier I:** 15 percent improvement in energy requirements, stricter water conservation requirements for specific fixtures, 65 percent reduction in construction waste, 10 percent recycled content, 20 percent permeable paving, 20 percent cement reduction, and cool/solar reflective roof.
- **Tier II:** 30 percent improvement in energy requirements, stricter water conservation requirements for specific fixtures, 75 percent reduction in construction waste, 15 percent recycled content, 30 percent permeable paving, 30 percent cement reduction, and cool/solar reflective roof.

LOCAL

Air Quality Management District

The Placer County Air Pollution Control District (PCAPCD), or “Air District”, is a special district created by state law to enforce local, state and federal air pollution regulations, and is the lead regional agency responsible for conducting air quality planning in Placer County, as well as for adopting strategies needed to improve air quality and ensure the Region’s compliance with federal and state standards.

Sacramento Area Council of Governments

SACOG is designated as the Metropolitan Planning Organization (MPO) for El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties and prepares the Metropolitan Transportation Plan (MTP) for the Sacramento Region. In addition, SACOG, through a memorandum of understanding with the PCTPA, governs federal transportation planning and programming for Placer County and is responsible for ensuring that the 2040 RTP conforms to the State Implementation Plan (SIP).

Placer County Air Pollution Control District Regulations

PCAPCD has local air quality jurisdiction over projects in Placer County. Some of the responsibilities of the air district include overseeing stationary-source emissions, approving permits, maintaining emissions inventories, maintaining local air quality stations, overseeing agricultural and non-agricultural burn permits, and reviewing CEQA and NEPA documents for air quality impacts. PCAPCD manages air quality through a comprehensive program that includes long-term planning, regulations, incentives for technical innovation, education, and community outreach. For example,

the *2015 Triennial Air Quality Attainment Plan* (2015 Triennial Plan) is prepared for the state ambient air quality standards as per the California CAA and describes the historical trends in ambient air quality levels, provides information on the emission inventories in Placer County, summarizes the progress of emission reductions, and concludes with an overview of the planning progress from 2012 to 2014 in Placer County. The air district has also adopted the *2013 PM_{2.5} Implementation and Maintenance Plan for Sacramento PM_{2.5} Nonattainment Area* and the *2017 Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (2017 Ozone SIP) for the federal ambient air quality standards for the Sacramento Federal Non-Attainment Area.

PCAPCD is responsible for adopting and enforcing rules and regulations that have been adopted to achieve and maintain federal and state ambient air quality standards in all areas affected by emission sources under PCAPCD jurisdiction, including the enforcement of all applicable provisions of state and federal law. This list of rules may not be all encompassing as additional PCAPCD rules may apply as specific components of the proposed action are identified.

- Rule 202 (Visible Emissions): Prohibits the discharge of air contaminants for a period or periods aggregating more than 3 minutes in any 1 hour.
- Rule 205 (Nuisance): Prohibits the discharge of air contaminants that cause injury, detriment, nuisance, or annoyance to a considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause or have a natural tendency to cause injury or damage to business or property.
- Rule 207 (Particulate Matter): Prohibits the discharge of particulate matter in excess of 0.1 grain per cubic foot of gas at standard conditions.
- Rule 218 (Application of Architectural Coatings). No person shall: (i) manufacture, blend, or repackage for use within the district; (ii) supply, sell, or offer for use within the district; or (iii) solicit for application or apply within the district, any architectural coating with a VOC [volatile organic compound] content in excess of the identified limit. Limits are expressed as VOC regulatory content as defined in subsection 278, in grams of VOC per liter of coating thinned to the manufacturer's maximum recommendation, excluding any colorant added to the tint bases; except for Low Solid Coatings where limits are expressed as VOC actual content as defined in subsection 276.
- Rule 225 (Wood Burning Appliances). Rule 225 establishes limits on the rate of particulate matter emissions from operation of a wood-burning appliance.
- Rule 228 (Fugitive Dust Emissions): Limits the quantity of particulate matter entrained in the ambient air, or discharged into the ambient air, as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions.
- Rule 242 (Stationary Internal Combustion Engines): Limits emissions of nitrogen oxides (NOX) and CO from stationary internal combustion engines (if construction requires engines rated at more than 50 brake horsepower).

- Rule 246 (Natural Gas-Fired Water Heaters). The purpose is to limit the emission of nitrogen oxides (NO_x) from natural gas-fired water heaters. This rule applies to any person who manufactures, distributes, offers for sale, sells, or installs any natural gas-fired water heater with a rated heat input capacity less than 75,000 British Thermal Units per hour (BTU/hr), for use in this District.
- Rule 247 (Natural Gas-Fired Water Heaters, Small Boilers and Process Heaters). To limit the emissions of oxides of nitrogen (NO_x) from the use of natural gas-fired water heaters, small boilers and process heaters. The rule applies to any person that offers for sale, sells, or installs any natural gas-fired water heater, boiler or process heater with a rated heat input capacity of greater than or equal to 75,000 British Thermal Units per hour (Btu/hr) and less than 5 million Btu/hour in Placer County.
- Rule 501 (General Permit Requirements). Any person operating an article, machine, equipment, or other contrivance, the use of which may cause, eliminate, reduce, or control the issuance of air contaminants, shall first obtain a written permit from the Air Pollution Control Officer (APCO). Stationary sources subject to the requirements of Rule 507, Federal Operating Permit Program, must also obtain a Title V permit pursuant to the requirements and procedures of that rule.

City of Rocklin General Plan

The City of Rocklin General Plan contains the following goals and policies that are relevant to air quality:

LAND USE ELEMENT

Goal for Greenhouse Gas Emission Reduction: Promote land use strategies that decrease reliance on automobile use, increase the use of alternative modes of transportation, maximize efficiency of services provision and reduce emissions of greenhouse gases.

Policy LU-68: Adopt and implement land use strategies that utilize existing infrastructure, reduce the need for new roads, utilities and other public works in newly developing areas, and enhance non-automobile transportation.

Policy LU-69: Encourage high-density, mixed-use, infill development and creative use of brownfield and under-utilized properties.

Policy LU-70: Increase densities in core areas to support public transit.

Policy LU-71: Add bicycle facilities to City streets and public spaces.

Policy LU-72: Promote infill, mixed-use, higher density development and the creation of affordable housing in mixed use zones.

Policy LU-73: Identify sites suitable for mixed-use development within existing service areas and establish appropriate site-specific standards to accommodate the mixed uses.

Policy LU-74: Promote greater linkage between land uses and transit, as well as other modes of transportation.

Policy LU-75: Promote development and preservation of neighborhood characteristics that encourage walking and bicycle riding in lieu of automobile-based travel.

OPEN SPACE, CONSERVATION, AND RECREATION ELEMENT

Goal for the Conservation, Development and Utilization of Natural Resources: Conserve and protect natural resources while permitting their managed use, consistent with City, State and Federal requirements.

Policy OCR-56: Encourage energy conservation in new developments.

Policy OCR-57: Encourage urban design and form that conserves land and other resources.

Policy OCR-58: Require development projects to incorporate stationary and mobile source control measures recommended by the Placer County Air Pollution Control District and approved by the City for protection of air quality during construction and subsequent operations.

Policy OCR-59: Continue to consult with the Placer County Air Pollution Control District in the development of stationary and mobile source control measures affecting the City of Rocklin.

CIRCULATION ELEMENT

Goal for Transportation System: To create a balanced and coordinated transportation system which utilizes all transportation modes efficiently and promotes sound land use.

Policy C-2: Coordinate land use and transportation planning to support transit services, NEV facilities and non-motorized transportation.

Policy C-3: Promote the use of Neighborhood Electric Vehicles (NEV) by providing accommodations (i.e., lane striping and signage) to facilitate the use of these vehicles where feasible within existing and planned rights-of-way.

Policy C-4: Promote the use of non-motorized transportation by providing a system of bicycle routes and pedestrian ways.

Policy C-5: Coordinate with public transit providers to meet residents' needs.

Policy C-6: Encourage non-residential development proposals to incorporate features that promote ridesharing or use of alternative transportation modes.

Goal for Public Transportation: To promote a safe and efficient public transit system, utilizing both bus and rail modes, to provide viable non-automotive means of transportation and help reduce traffic congestion.

Policy C-50: Work with transit providers to plan, fund and implement additional transit services that are cost-effective and responsive to existing and future transit demand.

Policy C-51: Promote the use of public transit through development conditions such as requiring park-and-ride lots, bus turnouts and passenger shelters along major streets.

Policy C-53: Support the expansion of intercity rail passenger services, such as the Capitol Corridor, and implementation of regional rail passenger services.

Policy C-54: Support the study of developing rail passenger services within the Highway 65 corridor.

Goal for Trails, Bikeways, Neighborhood Electric Vehicles (NEVs) and Pedestrian Ways: To provide a safe, comprehensive and integrated system of trails, bikeways, pedestrian ways and accommodations for NEVs that encourage the use of alternative modes for commuting, recreation and other trips.

Policy C-55: Require Class II bike lanes in the design and construction of major new streets and to establish bike lanes on those City streets wide enough to accommodate bicycles safely.

Policy C-56: Improve bicyclist and pedestrian safety through such methods as signage, lighting, traffic controls, and crosswalks.

Policy C-57: Maintain the Rocklin Bikeway Diagram and update it as necessary with the approval of major new developments and/or general plan amendments not considered in the adopted Diagram.

Policy C-58: Consult with adjacent jurisdictions regarding the development of regional bikeway and NEV links.

Policy C-59: Promote pedestrian convenience and recreational opportunities through development conditions requiring sidewalks, walking paths, or hiking trails connecting various land uses including residential areas, commercial areas, schools, parks, employment centers and open space.

Policy C-60: Consider NEV routes in the design and construction of major new streets and consider the establishment of NEV routes on existing City streets wide enough to accommodate NEV lanes.

Rocklin General Plan EIR

In August 2012, the City of Rocklin adopted a new General Plan and certified the associated General Plan EIR (State Clearinghouse (SCH) # 2008072115) -- a Program EIR pursuant to CEQA Guidelines Section 15168. Later environmental documents (EIRs, mitigated negative declarations, or negative declarations) can incorporate by reference materials from a program EIR regarding regional influences, secondary impacts, cumulative impacts, broad alternatives, and other factors (CEQA Guidelines Section 15168[d][2]). These later documents need only focus on new impacts that have

not been considered before (CEQA Guidelines Section 15168[d][3]). As noted in Chapter 1.0, Introduction, the General Plan EIR assumed full development and buildout of the Project Area. While the components of the Project are not consistent with the land uses under the General Plan EIR, the development footprint of the Project is the same; therefore, the physical impacts of developing the Project Area would be similar as under the General Plan EIR, as the area of impact is fully defined consistent with the General Plan EIR.

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur to regional air quality as a result of the future urban development that was contemplated by the General Plan. These impacts included 8-hour ozone attainment, short-term construction emissions, operational air pollutants, increases in criteria pollutants, odors, and regional air quality impacts. (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.2-1 through 4.2-43). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use, the Open Space, Conservation, and Recreation, and the Circulation Elements, and include policies that encourage a mixture of land uses, provisions for non-automotive modes of transportation, consultation with the Placer County Air Pollution Control District (PCAPCD), and the incorporation of stationary and mobile source control measures.

The General Plan EIR concluded that, despite these goals and policies, significant air quality impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan and other development within the Sacramento Valley Air Basin (SVAB) as a whole will result in the following: violations of air quality standards as a result of short-term emissions from construction projects, increases in criteria air pollutants from operational air pollutants and exposure to toxic air contaminants, the generation of odors and a cumulative contribution to regional air quality impacts. Findings of fact and a statement of overriding consideration were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for air quality impacts incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

Additionally, as noted above, the General Plan EIR assumed full development and buildout of the Project Area; however, the components of the Project are not consistent with the land uses under the General Plan EIR. For this reason, a project-specific air quality impact analysis was prepared to adequately analyze and understand the specific impacts associated with the components of the Project, which were not analyzed under the General Plan EIR. This air quality impact analysis follows PCAPCD’s CEQA Air Quality Handbook and includes a quantitative assessment of short-term (i.e., construction) and long-term (i.e., operational) increases of criteria air pollutant emissions of primary concern resulting from the proposed Project. The air quality impact analysis utilizes the CalEEMod software package and trip generation information for the Project from the Final Transportation Impact Study for College Park (Fehr & Peers, 2021).

3.3.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on the environment associated with air quality if it will:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations; and/or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Impacts related to greenhouse gases, climate change, and energy are addressed in Section 3.5.

Significance Thresholds

According to the PCAPCD, an air quality impact is considered significant if the proposed project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The PCAPCD has established thresholds of significance for air quality for construction and operational activities of land use development projects such as that proposed, as shown in Table 3.3-6: PCAPCD CEQA Significance Thresholds.

TABLE 3.3-6: PCAPCD CEQA SIGNIFICANCE THRESHOLDS

POLLUTANT	CRITERIA POLLUTANT THRESHOLDS (POUNDS PER DAY)		
	CONSTRUCTION PHASE	OPERATIONAL PHASE (PROJECT-LEVEL)	OPERATIONAL PHASE (CUMULATIVE LEVEL)
ROG	82	55	55
NOx	82	55	55
PM ₁₀	82	82	82

SOURCE: PLACER COUNTY AIR POLLUTION CONTROL DISTRICT, CEQA THRESHOLDS

Methodology

This air quality impact analysis considers construction and operational impacts associated with the proposed project. Construction equipment, trucks, worker vehicles, and ground-disturbing activities associated with proposed project construction would generate emissions of criteria air pollutants and precursors. Construction-related and operational emissions are evaluated consistent with methodologies outlined in the PCAPCD CEQA Air Quality Handbook for assessing and mitigating air quality impacts. The proposed project's construction-related exhaust emissions are compared to the daily criteria pollutant emissions significance thresholds in order to determine the significance of a project's impact on regional air quality.

The PCAPCD CEQA Air Quality Handbook also provide significance thresholds for emissions associated with proposed project operations. Operational emissions associated with the proposed

project are estimated using the California Emissions Estimator Model (CalEEMod). Project-generated increases in emissions would be predominantly associated with motor vehicle use. The increase of traffic over existing conditions as a result of the project was obtained from the Final Transportation Impact Study for College Park (Fehr & Peers, 2021).

Impacts related to Project-generated Pollutants of Human Health Concern

In December 2018, the California Supreme Court issued its decision in *Sierra Club v. County of Fresno* (226 Cal.App.4th 704) (hereafter referred to as the Friant Ranch Decision). The case reviewed the long-term, regional air quality analysis contained in the EIR for the proposed Friant Ranch development. The Friant Ranch project is a 942-acre master-plan development in unincorporated Fresno County within the San Joaquin Valley Air Basin, an air basin currently in nonattainment for the ozone and PM_{2.5} NAAQS and CAAQS. The Court found that the air quality analysis was inadequate because it failed to provide enough detail “for the public to translate the bare [criteria pollutant emissions] numbers provided into adverse health impacts or to understand why such a translation is not possible at this time.” The Court’s decision clarifies that the agencies authoring environmental documents must make reasonable efforts to connect a project’s air quality impacts to specific health effects or explain why it is not technically feasible to perform such an analysis.

All criteria pollutants that would be generated by the project are associated with some form of health risk (e.g., asthma). Criteria pollutants can be classified as either regional or localized pollutants. Regional pollutants can be transported over long distances and affect ambient air quality far from the emissions source. Localized pollutants affect ambient air quality near the emissions source. Ozone is considered a regional criteria pollutant, whereas CO, NO₂, SO₂, and lead (Pb) are localized pollutants. PM can be both a local and a regional pollutant, depending on its composition. The primary criteria pollutants of concern generated by the project are ozone precursors (ROG and NO_x) and PM (including Diesel PM). The APCD does not currently have a methodology that would correlate the expected air quality emissions of projects to the likely health consequences of the increased emissions.

REGIONAL PROJECT-GENERATED CRITERIA POLLUTANTS (OZONE PRECURSORS AND REGIONAL PM)

Adverse health effects induced by regional criteria pollutant emissions generated by the project (ozone precursors and PM) are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, the number and character of exposed individuals [e.g., age, gender]). For these reasons, ozone precursors (ROG and NO_x) contribute to the formation of ground-borne ozone on a regional scale, where emissions of ROG and NO_x generated in one area may not equate to a specific ozone concentration in that same area. Similarly, some types of particulate pollutants may be transported over long-distances or formed through atmospheric reactions. As such, the magnitude and locations of specific health effects from exposure to increased ozone or regional PM concentrations are the product of emissions generated by numerous sources throughout a region.

Technical limitations of existing models to correlate project- or plan-level regional emissions to specific health consequences are recognized by air quality management districts throughout the

state, including the San Joaquin Valley Air Pollution Control District (SJVAPCD) and South Coast Air Quality Management District (SCAQMD), who provided amici curiae briefs for the Friant Ranch legal proceedings. In its brief, SJVAPCD (2015) acknowledges that while health risk assessments for localized air toxics, such as DPM, are commonly prepared, “it is not feasible to conduct a similar analysis for criteria air pollutants because currently available computer modeling tools are not equipped for this task.” The air district further notes that emissions solely from the Friant Ranch project (which equate to less than one-tenth of one percent of the total NO_x and VOC in the Valley) is not likely to yield valid information,” and that any such information should not be “accurate when applied at the local level.” SCAQMD presents similar information in their brief, stating that “it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels”³.

As discussed above, air districts develop region-specific CEQA thresholds of significance in consideration of existing air quality concentrations and attainment or nonattainment designations under the NAAQS and CAAQS. The NAAQS and CAAQS are informed by a wide range of scientific evidence that demonstrates there are known safe concentrations of criteria pollutants. While recognizing that air quality is cumulative problem, air districts typically consider projects that generate criteria pollutant and ozone precursor emissions below these thresholds to be minor in nature and would not adversely affect air quality such that the NAAQS or CAAQS would be exceeded. For plan-level projects, such as the proposed project, air districts typically consider projects that do not generate a net increase of criteria pollutants for which the region is in nonattainment to not adversely affect air quality. Emissions generated by a project or plan could increase some local concentrations of photochemical reactions and the formation of tropospheric ozone and secondary PM (even if regional emissions are reduced with implementation of a project or plan), which at certain concentrations, could lead to increased incidence of specific health consequences at the local level. Although these health effects are associated with ozone and particulate pollution, the effects are a result of cumulative and regional emissions. As such, a project or plan’s incremental contribution cannot be traced to specific health outcomes on a regional scale, and a quantitative correlation of project-generated regional criteria pollutant emissions to specific human health impacts is not included in this analysis.

IMPACTS AND MITIGATION MEASURES

Impact 3.3-1: Proposed Project operation would expose sensitive receptors to substantial pollutant concentrations or result in a cumulatively considerable net increase of any criteria pollutant for which

³ For example, SCAQMD’s analysis of their 2012 Air Quality Attainment Plan showed that modeled NO_x and ROG reductions of 432 and 187 tons per day, respectively, only reduced ozone levels by 9 parts per billion. Analysis of SCAQMD’s Rule 1315 showed that emissions of NO_x and ROG of 6,620 and 89,180 pounds per day, respectively, contributed to 20 premature deaths per year and 89,947 school absences (South Coast Air Quality Management District, 2015).

the Project region is in nonattainment under an applicable federal or state ambient air quality standard. (Significant and Unavoidable)

The proposed Project would be a direct and indirect source of air pollution, in that it would generate and attract vehicle trips in the region (mobile source emissions) and it would increase area source emissions and energy consumption. The mobile source emissions would be entirely from vehicles, while the area source emissions would be primarily from the use of natural gas fuel combustion, landscape fuel combustion, consumer products, and architectural coatings.

CRITERIA POLLUTANT EMISSIONS ANALYSIS

The PCAPCD provides a list of applicable construction and operation air quality mass emissions thresholds, as well as a list of mitigation measures to incorporate in circumstances where emissions are above applicable thresholds.

CalEEMod was used to model operational emissions upon full buildout of the Project site. Detail regarding operational emissions during each phase of the Specific Plan can be found in Appendix B. Table 3.3-7 shows proposed Project unmitigated maximum daily operation emissions as provided by CalEEMod, which include mobile, area source, and energy emissions of criteria pollutants that would result from operations of the proposed Project under the provided assumptions. It should be noted that a discussion of the impact of CO is provided under Impact 3.3-3.

The following operational project characteristics would reduce project operational emissions. A summary of the Project characteristics that were available to be accounted for within the CalEEMod model (as parameters within the model) are provided in the bullet list below (note: the associated CalEEMod measure is provided in brackets below).

- Density of 10.98 dwelling units per acre [Traffic Mitigation LUT-1];
- Diversity through single family residential, multi-family residential, commercial, parks and open space uses [Traffic Mitigation, LUT-3];
- Improve destination accessibility (Distance to downtown job center, such as the college campus, is approximately 0.4 miles) [Traffic Mitigation LUT-4];
- Transit accessibility (there are two bus stops adjacent to the north side of the South Village site) – average distance to transit for Project residents would be approximately 0.25 miles) [Traffic Mitigation, LUT-5];
- Improve pedestrian network (project site and connecting off-site) [Traffic Mitigation, SDT-1];
- No hearths (i.e., fireplaces) [Area Mitigation]; and
- Use low-VOC content architectural coatings (per PCAPCD Rule 218) [Area Mitigation].

In addition, the following statewide and local requirements would reduce further Project operational emissions. A summary of the statewide measures (i.e., CALGreen Title 24 Energy Efficiency requirements) that were available to be accounted for within the CalEEMod model (as parameters within the model) are provided in the bullet list below (note: the associated CalEEMod measure, if applicable, is provided in brackets below).

3.3 AIR QUALITY

- Install energy efficient (i.e., LED or better) lighting, as required by the 2019 version of CALGreen (for outdoor lighting) [Energy Mitigation, LE-1]⁴;
- Install energy efficient (i.e., Energy Star) appliances, consistent with the 2019 version of CALGreen [Energy Mitigation, BE-4];
- Install low-flow appliances, as required by the 2019 version of CALGreen (bathroom faucet, kitchen faucet, toilet, and shower) [Water Mitigation, WUW-1]; and
- Use water-efficient irrigation systems (automatic rain shut-off, maximum gallon per minute restriction, WiFi connectivity), as required by the 2019 version of CALGreen [Water Mitigation, WUW-4];

If the proposed Project emissions will exceed the PCAPCD thresholds of significance for operational-generated emissions, the proposed Project will have a significant impact on air quality and all feasible mitigation are required to be implemented to reduce emissions to the extent feasible.

TABLE 3.3-7: OPERATIONAL PROJECT GENERATED EMISSIONS AT FULL BUILDOUT

CATEGORY	ROG	NO _X	PM ₁₀	PM _{2.5}	SO _X	CO
	≤ 55LBS/DAY	≤ 55LBS/DAY	≤ 82 LBS/DAY	N/A	N/A	N/A
Area	40.2	1.1	0.5	0.5	<0.1	98.2
Energy	0.5	4.6	0.4	0.4	<0.1	2.2
Mobile	36.6	47.8	56.1	15.3	0.6	303.9
Total	77.3	53.5	57.0	16.2	0.6	404.2
PCAPCD Threshold Exceeded?	Yes	No	No	N/A	N/A	N/A

SOURCES: CALEEMOD (v. 2020.4.0)

NOTE: VALUES MAY NOT ADD UP DUE TO ROUNDING.

As shown in Table 3.3-7, daily emissions of ROG resulting from Project buildout would exceed the PCAPCD threshold of significance.

Therefore, the Project would be required to implement Mitigation Measure 3.3-1 and Mitigation Measure 3.3-2. Mitigation Measure 3.3-1 includes requirements to install Project features that would reduce emissions in finished buildings during Project operation. These features include electric vehicle charging infrastructure, electric vehicle-ready parking spaces, reductions in building energy usage, installation of Cool Roofs, usage of low-VOC architectural coatings, and infrastructure to power electric landscaping equipment. Separately, Mitigation Measure 3.3-2 requires the Project applicant to either establish mitigation off-site for ROG by participating in an off-site mitigation program, or participate in PCAPCD's Off-site Mitigation Program by paying the equivalent amount of fees for the project's contribution of ROG that are above the applicable PCAPCD thresholds.

It should be noted that quantification of the reduction of emissions associated with most of the measures included in Mitigation Measure 3.3-1 are difficult if not impossible to quantify with a high

⁴ For the sake of a conservative analysis, the modeling assumed a 16% reduction in lighting energy reduction for this requirement, based on the lower-bound estimate contained in CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* guidance manual (August, 2010).

degree of accuracy, such as the potential emissions reductions associated with installing EV charging equipment. Therefore, the requirements contained in Mitigation Measure 3.3-1 were not modeled. Separately, the off-site mitigation requirements contained in Mitigation Measure 3.3-2 were also not modeled, since such emissions reductions would be above and beyond what the Project would implement on-site. It should also be noted that, although Mitigation Measure 3.3-2 requires that operational emissions of ROG to be reduced below the applicable threshold of significance, there is no guarantee that implementation of Mitigation Measure 3.3-2 would reduce such emissions to below the applicable PCAPCD threshold of 55 pounds per day. Therefore, even with the implementation of identified mitigation, for the sake of a conservative approach to this analysis, Project-related emissions are assumed to result in operational ROG emissions that would still exceed the PCAPCD daily significance threshold, even after implementation of mitigation. This results in a cumulatively considerable net increase of ROG, for which the Project region is in nonattainment (for ozone) under the applicable federal and state ambient air quality standard.

Table 3.3-7 shows that a large proportion of the Project's ROG emissions are from mobile sources. Under California law, the local and regional districts are primarily responsible for controlling air pollution from all sources except motor vehicles. CARB is primarily responsible for controlling pollution from motor vehicles. The air districts must adopt rules to achieve and maintain the CAAQS and NAAQS within their jurisdictions. Nevertheless, operation of the proposed Project would have a **significant and unavoidable** impact related to the ROG mass emissions associated with the proposed Project.

CONCLUSION

As shown in Table 3.3-7, the proposed Project is expected to exceed the PCAPCD threshold for operational ROG. Mitigation is provided under Mitigation Measure 3.3-1. In addition, Mitigation Measure 3.3-2 requires the Project to implement off-site mitigation to reduce the Project emissions of operational ROG emissions to below the applicable PCAPCD threshold of 55 pounds per day. However, since there is no guarantee that the Project would be able to reduce operational ROG emissions to below the applicable PCAPCD threshold of 55 pounds per day, operation of the Project would be considered to have a **significant and unavoidable** impact related to the potential to expose sensitive receptors to substantial pollutant concentrations or result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment.

The proposed Project is required to implement the following mitigation measures.

MITIGATION MEASURE(S)

Mitigation Measure 3.3-1: *Prior to approval of a Grading Permit or Improvement Plans or prior to the issuance of a building permit, the Project applicant shall include the following features (or features determined by the PCAPCD and the City of Rocklin to be equally or more effective at reducing emissions) in finished buildings. These features shall be conditions of building permits:*

- *For each single-family residential unit, install a listed raceway, associated overcurrent protective device and the balance of a dedicated 208/240-volt branch circuit at 40 amperes (amp) minimum. The raceway shall not be less than trade size 1 (nominal 1-inch inside*

diameter). The raceway shall originate at the main service or unit subpanel and shall terminate into a listed cabinet, box, or other enclosure near the proposed location of an EV charger. Raceways are required to be continuous at enclosed, inaccessible, or concealed areas and spaces. The service panel and/or subpanel shall provide capacity for a 40-amp minimum dedicated branch circuit. All electrical circuit components and Electric Vehicle Service Equipment (EVSE), including a receptacle or box with a blank cover, related to this section shall be installed in accordance with the California Electrical Code.

- *Multi-family residential buildings shall design at least 10 percent of parking spaces to include EVSE, or a minimum of two spaces to be installed with EVSE for buildings with 2-10 parking spaces. EVSE includes EV charging equipment for each required space connected to a 208/240-volt, 40-amp panel with conduit, wiring, receptacle, and overprotection devices.*
- *Non-residential buildings shall design at least 10 percent of parking spaces to include EVSE, or a minimum of two spaces to be installed with EVSE for buildings with 2-10 parking spaces. EVSE includes EV charging equipment for each required space connected to a 208/240-volt, 40-amp panel with conduit, wiring, receptacle, and overprotection devices.*
- *Non-residential land uses with 20 or more on-site parking spaces shall dedicate preferential parking spaces to vehicles with more than one occupant and ZEVs (including battery electric vehicles and hydrogen fuel cell vehicles), as applicable. The number of dedicated spaces should be no less than two spaces or 5 percent of the total parking spaces on the individual project site, whichever is greater. These dedicated spaces shall be in preferential locations such as near the main entrances to the buildings served by the parking lot and/or under the shade of structures or trees. These spaces shall be clearly marked with signs and pavement markings.*
- *Multi-family residential buildings of three stories or fewer shall be designed to achieve a 15 percent reduction in energy use compared to a standard 2019 Title 24 code-compliant building. These reductions shall be achieved by employing energy efficient design features and/or solar photovoltaics. Compliance shall be demonstrated using CEC-approved residential modeling software.*
- *Commercial buildings (including multi-family residential buildings four stories or higher) shall be designed to achieve a 10 percent or greater reduction in energy use compared to a standard 2019 Title 24 code-compliant building. Alternatively, this could be met by installing on-site renewable energy systems that achieve equivalent reductions in building energy use.*
- *All project buildings shall be designed to include Cool Roofs in accordance with the requirements set forth in the 2019 California Green Building Energy Code.*
- *Multiple electrical receptacles shall be included on the exterior of all non-residential buildings and accessible for purposes of charging or powering electric landscaping equipment and providing an alternative to using fossil fuel-powered generators. The electrical receptacles shall have an electric potential of 100 volts. There should be a minimum*

of one electrical receptacle on each side of the building and one receptacle every 100 linear feet around the perimeter of the building.

Mitigation Measure 3.3-2: *The Project applicant shall implement one of the following off-site mitigation measures prior to issuance of certificates of occupancy for each building constructed on-site, as required (based on the level of exceedance of ROG above the PCAPCD's threshold):*

- *Establish mitigation off-site within the portion of Placer County that is within the SVAB by participating in an off-site mitigation program, coordinated through PCAPCD. Examples include, but are not limited to retrofitting, repowering, or replacing heavy duty engines from mobile sources (e.g., busses, construction equipment, on-road haulers); or other programs that the project proponent may propose to reduce emissions.*
- *Participate in PCAPCD's Off-site Mitigation Program by paying the equivalent amount of fees for the project's contribution of ROG that exceeds the operational threshold of 55 lbs/day. The applicable fee rates changes over time. The actual amount to be paid shall be determined, and satisfied per current CARB guidelines, at the time of recordation of the Final Map (residential projects), or issuance of a Building Permit (non-residential projects).*

Impact 3.3-2: Proposed Project construction would not expose sensitive receptors to substantial pollutant concentrations or result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under an applicable federal or state ambient air quality standard. (Less than Significant)

Construction-related activities would result in temporary, short-term emissions of DPM from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); soil hauling truck traffic; paving; application of architectural coatings; and other miscellaneous activities.

MASS EMISSIONS THRESHOLDS ANALYSIS

Construction-generated emissions are temporary and short-term but have the potential to represent a significant air quality impact. Three basic sources of short-term emissions will be generated through construction of the proposed Project: operation of the construction vehicles (i.e., excavators, trenchers, dump trucks), the creation of fugitive dust during clearing and grading, and the use of asphalt or other oil-based substances during paving activities. Construction activities such as excavation and grading operations, construction vehicle traffic, and wind blowing over exposed soils would generate exhaust emissions and fugitive PM emissions that affect local air quality at various times during construction. Effects would be variable depending on the weather, soil conditions, the amount of activity taking place, and the nature of dust control efforts. The dry climate of the area during the summer months creates a high potential for dust generation.

Construction-generated emissions associated the proposed Project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development Projects, based on typical construction requirements.

3.3 AIR QUALITY

Additionally, it should be noted that the modeling input parameters were adjusted to reflect the requirements of applicable PCAPCD rules. In addition, the following standard conditions of approval would be included, should the project be approved, to ensure compliance with the PCAPCD rules and regulations:

1. Prior to approval of Improvement Plans, the applicant shall submit a Construction Emission / Dust Control Plan to the PCAPCD.⁵ The applicant shall provide written evidence, provided by PCAPCD to the City, that the plan has been submitted to PCAPCD. It is the responsibility of the applicant to deliver the approved plan to the City. The applicant shall not break ground prior to receiving PCAPCD approval of the Construction Emission / Dust Control Plan, and delivering that approval to the City.
2. The prime contractor shall submit to the PCAPCD a comprehensive inventory (i.e., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used in aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact the PCAPCD prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the PCAPCD with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman.
3. The contractor shall use CARB ultra-low sulfur diesel fuel for all diesel-powered equipment.
4. In order to control dust, an operational watering truck shall be on site during construction hours. In addition, dry, mechanical sweeping is prohibited. Watering of a construction site shall be carried out in compliance with all pertinent PCAPCD rules.
5. The prime contractor shall be responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall “wet broom” the streets (or use another method to control dust as approved by the individual jurisdiction) if silt, dirt, mud or debris is carried over to adjacent public thoroughfares. (Based on PCAPCD Rule 228 / section 401.5)
6. The contractor shall apply water or use other method to control dust impacts offsite. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site. (Based on PCAPCD Rule 228 / section 401.1, 401.4)
7. During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less. (Based on PCAPCD Rule 228 / section 401.5)
8. The prime contractor shall suspend all grading operations when wind speeds (including

⁵ The online Dust Control Plan Application form can be accessed on the PCAPCD’s website (www.placer.ca.gov/apcd and click on Dust Control Requirements). If the PCAPCD does not respond within twenty (20) days of the plan being accepted as complete, the plan shall be considered approved.

instantaneous gusts) are excessive and dust is impacting adjacent properties. (Based on PCAPCD Rule 228)

9. In order to minimize wind driven dust during construction, the prime contractor shall apply methods such as surface stabilization, establishment of a vegetative cover, paving, (or use another method to control dust as approved by the individual jurisdiction). (Based on PCAPCD Rule 228 /section 402)

10. The contractor shall suspend all grading operations when fugitive dust exceeds PCAPCD Rule 228 (Fugitive Dust) limitations. The prime contractor shall be responsible for having an individual who is CARB-certified to perform Visible Emissions Evaluations (VEE). This individual shall evaluate compliance with Rule 228 on a weekly basis. It is to be noted that fugitive dust is not to exceed 40 percent opacity and not go beyond the property boundary at any time. Lime or other drying agents utilized to dry out wet grading areas shall not exceed PCAPCD Rule 228 Fugitive Dust limitations. Operators of vehicles and equipment found to exceed opacity limits will be notified by PCAPCD and the equipment must be repaired within 72 hours. (Based on PCAPCD Rule 228)

11. Construction equipment exhaust emissions shall not exceed PCAPCD Rule 202 Visible Emission limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by PCAPCD to cease operations and the equipment must be repaired within 72 hours. (Based on PCAPCD Rule 202)

12. A person shall not discharge into the atmosphere volatile organic compounds (VOCs) caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance, unless such manufacture or use complies with the provisions of Rule 217. (Based on PCAPCD Rule 217).

13. During construction the contractor shall utilize existing power sources (e.g., power poles) or clean fuel (i.e. gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.

14. During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel-powered equipment.

- 15. During construction, no open burning of removed vegetation shall be allowed unless permitted by the PCAPCD. All removed vegetative material shall be either chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site. (Based on PCAPCD Rule 310).

Predicted maximum daily mitigated construction-generated emissions for the proposed Project are summarized in Table 3.3-9. Construction-generated emissions are short-term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

3.3 AIR QUALITY

TABLE 3.3-8: CONSTRUCTION-RELATED PROJECT GENERATED EMISSIONS (POUNDS/DAY) (MITIGATED)

CONSTRUCTION YEAR	ROG	NO _x	PM ₁₀	PM _{2.5}	SO _x	CO
	≤ 82 LBS/DAY	≤ 82 LBS/DAY	≤ 82 LBS/DAY	N/A	N/A	N/A
2022	70.5	38.9	11.4	3.8	0.1	51.5
2023	70.0	27.4	11.3	3.6	0.1	50.0
Maximum	70.5	38.9	11.4	3.8	0.1	51.5
PCAPCD Threshold Exceeded?	No	No	No	N/A	N/A	N/A

NOTE: VALUES MAY NOT ADD UP DUE TO ROUNDING.

SOURCE: CALHEMOD (v. 2020.4.0)

As shown in the above table, mitigated emissions generated during Project construction would not exceed the PCAPCD’s regional thresholds of significance. Therefore, criteria pollutant emissions generated during Project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard.

CONCLUSION

As provided in Table 3.3-9, compliance with federal, State, PCAPCD, and other local regulations and requirements, would ensure the Project would not cause a violation of an air quality standard or contribute substantially to an existing or projected air quality violation, with respect to the construction of the proposed Project. Therefore, the Project would have a **less than significant** impact related to the potential to expose sensitive receptors to substantial pollutant concentrations or result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment.

Impact 3.3-3: The proposed Project has the potential to result in other emissions (such as those leading to odors) affecting a substantial number of people. (Less than Significant with Mitigation)

ODORS

While offensive odors rarely cause any physical harm, they can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and the PCAPCD. The general nuisance rule (California Health and Safety Code §41700) and Air District Rule 402 is the basis for the threshold.

Examples of facilities that are known producers of odors include: wastewater treatment facilities, chemical manufacturing, sanitary landfill, fiberglass manufacturing, transfer station, painting/coating operations (e.g. auto body shops), composting facility, food processing facility of animal origin, petroleum refinery, feed lot/dairy, asphalt batch plant, and rendering plant. These aforementioned uses are either prohibited or subject to a Conditional Use Permit. None of these facilities are permitted within the Project site.

Although the Project includes residences (including senior residences) that are considered sensitive receptors, the Project's proposed sensitive receptors would not be exposed to odors in the vicinity; nor does it propose uses that would create odors that could expose receptors in the area.

CARBON MONOXIDE HOTSPOTS

It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Under certain meteorological conditions, CO concentrations close to congested intersections that experience high levels of traffic and elevated background concentrations may reach unhealthy levels, affecting nearby sensitive receptors. Given the high traffic volume potential, areas of high CO concentrations, or "hot spots," are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours. However, transport of this criteria pollutant is extremely limited, and CO disperses rapidly with distance from the source under normal meteorological conditions. Furthermore, vehicle emissions standards have become increasingly more stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the Project vicinity have steadily declined.

Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. The analysis prepared for CO attainment in the SCAQMD's 1992 Federal Attainment Plan for Carbon Monoxide in Los Angeles County can be used to demonstrate the potential for CO exceedances. The SCAQMD CO hot spot analysis was conducted for four busy intersections in Los Angeles County during the peak morning and afternoon time periods. The busiest intersection evaluated had a traffic volume of approximately 100,000 vehicles per day. The Los Angeles County Metropolitan Transportation Authority evaluated the level of service (LOS) in the vicinity of this intersection and found it to be LOS E at peak morning traffic and LOS F at peak afternoon traffic. Even with the inefficient LOS and volume of traffic, the CO analysis concluded that there was no violation of CO standards (SCAQMD 1992).

According to the Traffic Study prepared for the Project (Fehr & Peers, 2021), the Project is anticipated to generate approximately 10,363 daily trips on average. Because the proposed Project would not increase traffic volumes at any intersection to more than 100,000 vehicles per day, there is no likelihood of the Project traffic exceeding CO values. No impact would occur.

NATURALLY OCCURRING ASBESTOS

Another potential air quality issue associated with construction-related activities is the airborne entrainment of asbestos due to the disturbance of naturally-occurring asbestos-containing soils. The proposed Project is not located within an area designated by the State of California as likely to contain naturally-occurring asbestos (Department of Conservation [DOC] 2000). As a result, construction-related activities would not be anticipated to result in increased exposure of sensitive land uses to asbestos. Impacts would be less than significant.

TOXIC AIR CONTAMINANTS

A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air. However, their high toxicity or health risk may pose a threat to public health even at very low concentrations. In general, for those TACs that may cause cancer, there is no concentration that does not present some risk. This contrasts with the criteria pollutants for which acceptable levels of exposure can be determined and for which the State and federal governments have set ambient air quality standards.

Controlling air toxic emissions became a national priority with the passage of the Clean Air Act Amendments (CAAA) of 1990, whereby Congress mandated that the USEPA regulate 188 air toxics, also known as hazardous air pollutants. The USEPA has assessed this expansive list in its latest rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007) and identified a group of 93 compounds emitted from mobile sources. In addition, USEPA identified seven compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers from their 1999 National Air Toxics Assessment. These are acrolein, benzene, 1,3-butadiene, diesel particulate matter plus diesel exhaust organic gases (diesel PM), formaldehyde, naphthalene, and polycyclic organic matter.

The 2007 USEPA rule requires controls that will dramatically decrease Mobile Source Air Toxics (MSAT) emissions through cleaner fuels and cleaner engines. According to an FHWA analysis using EPA MOBILE6.2 model, even if vehicle activity (VMT) increases by 145 percent, a combined reduction of 72 percent in the total annual emission rate for the priority MSAT is projected from 1999 to 2050. California maintains stricter standards for clean fuels and emissions compared to the national standards; therefore, it is expected that MSAT trends in California will decrease consistent with or more than the USEPA's national projections.

The CARB published the *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) to provide information to local planners and decision-makers about land use compatibility issues associated with emissions from industrial, commercial and mobile sources of air pollution. The CARB Handbook indicates that mobile sources continue to be the largest overall contributors to State air pollution problems, representing the greatest air pollution health risk to most Californians. The most serious pollutants on a statewide basis include diesel exhaust particulate matter (diesel PM), benzene, and 1,3-butadiene, all of which may be emitted by motor vehicles (especially heavy-duty trucks). These mobile source air toxics are largely associated with freeways and high traffic roads. Non-mobile source air toxics are largely associated with industrial and commercial uses. Table 3.3-10 provides the CARB minimum separation recommendations on siting sensitive land uses.

The Project site is not located adjacent to a rail yard, port, refinery, chrome plater, dry cleaner, or gasoline dispensing facility. The Project site is located approximately 0.3 miles from Interstate 80 (I-80), which is greater than the 500 foot separation distance recommendation for freeways and high-traffic roadways as identified by the CARB (see Table 3.3-10 for more detail). Air toxics are considered a concern along I-80 because it is a major transportation corridor for large diesel trucks that are known to emit diesel particulates. However, given the distance from the Project site, there

are no sensitive land uses proposed within the Project site that would be significantly affected by I-80.

Nevertheless, construction activities of future development projects under the proposed project would generate DPM that could expose existing and future receptors to significant health risks. Mitigation Measure 3.3-3 would reduce emissions of DPM during project construction through measures such as off-road equipment maintenance and limits to vehicle idling. Implementation of Mitigation Measure 3.3-3 would ensure a **less than significant** impact relative to this topic.

TABLE 3.3-9: CARB MINIMUM SEPARATION RECOMMENDATIONS ON SITING SENSITIVE LAND USES

SOURCE CATEGORY	ADVISORY RECOMMENDATIONS
Freeways and High-Traffic Roads	<ul style="list-style-type: none"> • Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.¹
Distribution Centers	<ul style="list-style-type: none"> • Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). • Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points.
Rail Yards	<ul style="list-style-type: none"> • Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. • Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	<ul style="list-style-type: none"> • Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or the CARB on the status of pending analyses of health risks.
Refineries	<ul style="list-style-type: none"> • Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	<ul style="list-style-type: none"> • Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloro-ethylene	<ul style="list-style-type: none"> • Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with 3 or more machines, consult with the local air district. • Do not site new sensitive land uses in the same building with perc dry cleaning operations.
Gasoline Dispensing Facilities	<ul style="list-style-type: none"> • Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50 foot separation is recommended for typical gas dispensing facilities.

SOURCE: AIR QUALITY AND LAND USE HANDBOOK: A COMMUNITY HEALTH PERSPECTIVE (CARB 2005)

CONCLUSION

The Project does not propose sensitive receptors that could be exposed to odors in the vicinity; nor does it propose uses that would create odors that could expose receptors in the area. Therefore, operation of the proposed Project would not result in significant objectionable odors. Impacts associated with exposure to odors would be **less than significant**.

This Project is located in an area that is designated unclassified/attainment for carbon monoxide. Therefore, no Project-level conformity analysis is necessary for CO. Substantial concentrations of carbon monoxide are not expected at or along any streets or intersections affected by the development of the Project site. Impacts associated with carbon monoxide hotspots would be **less than significant**, and no additional mitigation is required.

Additionally, with implementation of Mitigation Measure 3.3-3, implementation of the proposed Project, in and of itself, would not result in an increased exposure of sensitive receptors to localized concentrations of TACs.

Therefore, with implementation of Mitigation Measure 3.3-3, air quality impacts associated with other emissions would be ***less than significant***.

MITIGATION MEASURE(S)

Mitigation Measure 3.3-3: *To control emissions of criteria air pollutants during construction, the project proponent/operator and/or its contractor(s) will implement the following measures during construction of the proposed residential units, subject to verification by PCAPCD and the City:*

- *Maintain all construction equipment properly according to manufacturer's specifications.*
- *Fuel all off-road and portable diesel-powered equipment with CARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road).*
- *Comply with the State On-Road Regulation by using on-road heavy-duty trucks that meet the CARB's Tier 3 standard for on-road heavy-duty diesel engines.*
- *All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and/or job sites to remind drivers and operators of the 5-minute idling limit.*
- *Diesel idling within 1,000 feet of sensitive receptors is not permitted.*
- *Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors.*
- *Use Electrified equipment when feasible.*
- *Substitute gasoline-powered in place of diesel-powered equipment, where feasible.*
- *Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.*
- *Require contractors to repower equipment with the cleanest engines available.*
- *Require construction equipment use installed California Verified Diesel Emission Control Strategies. These strategies are listed at: <http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>*
- *Reduce the amount of the disturbed area where possible.*
- *Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency is required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible.*
- *All dirt stock-pile areas should be sprayed daily as needed.*

Impact 3.3-4: The proposed Project has the potential to conflict with or obstruct implementation of the applicable air quality plan. (Significant and Unavoidable)

As part of its enforcement responsibilities, the USEPA requires each state with nonattainment areas to prepare and submit a SIP that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the CCAA requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the NAAQS and CAAQS. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The PCAPCD is responsible for developing and implementing the air quality plan for attainment and maintenance of the ambient air quality standards in the region. As part of this effort, the PCAPCD has also developed input to the State Implementation Plan, which is required under the Federal Clean Air Act for areas that are out of attainment for air quality standards. The SIP includes the PCAPCD's plans and control measures for attaining the O₃ national ambient air quality standards.

The SIP plans and control measures are based on information derived from projected growth in Placer County to project future emissions and then determine strategies and regulatory controls for the reduction of emissions. Growth projections are based on the general plans developed by Placer County and the incorporated cities in the county. As such, projects that propose development consistent with the growth anticipated by the respective general plan of the jurisdiction in which the proposed development is located would be consistent with the SIP. If a project would propose a development that is less dense than that associated with the general plan, the project would likewise be consistent with the SIP. If a project, however, proposes a development that is denser than that assumed in the general plan, the project may conflict with the SIP and could therefore result in a significant impact on air quality.

Nevertheless, as provided under Impact 3.3-1, the Project would have a significant and unavoidable impact with regard to Project operational emissions, given the size of the Project. Therefore, the Project would conflict with the implementation of the applicable air quality plan. This is a ***significant and unavoidable*** impact.

Impact 3.3-5: The proposed Project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. (Significant and Unavoidable)

The SVAB is designated as a nonattainment area for the federal ozone and PM_{2.5} standards and is also a nonattainment area for the state standards for ozone and PM₁₀. As shown in Table 3.3-8, operation of the Project would generate NO_x in excess of the PCAPCD's thresholds for operational emissions. The PCAPCD developed these Project-level thresholds based on the emissions that would exceed a CAAQS or contribute substantially to an existing or projected violation of a CAAQS. Ambient levels of these criteria pollutants are likely to decrease in the future, based on current and future

implementation of federal and/or state regulatory requirements, such as improvements to the statewide vehicle fleet over time (including the long-term replacement of internal combustion engine vehicles with electric vehicles in coming decades).

As shown in the table provided in Appendix B.1 of this EIR, almost all tools available to measure criteria pollutant emissions were designed to be used at the national, state, regional, and/or city-levels. These tools are not well suited to analyze small or localized changes in pollutant concentrations associated with individual projects. Accordingly, they are not recommended by the PCAPCD for CEQA analyses. The following analysis of the potential of the proposed Project to cause substantial adverse effects on human beings is presented qualitatively.

OZONE

Ozone is not emitted directly into the air but is formed through complex chemical reactions between precursor emissions of (VOC) (also known as ROG) and oxides of nitrogen (NO_x) in the presence of sunlight. The reactivity of O₃ causes health problems because it damages lung tissue, reduces lung function and sensitizes the lungs to other irritants. Scientific evidence indicates that ambient levels of O₃ not only affect people with impaired respiratory systems, such as asthmatics, but healthy adults and children as well. Exposure to O₃ for several hours at relatively low concentrations has been found to significantly reduce lung function and induce respiratory inflammation in normal, healthy people during exercise. This decrease in lung function generally is accompanied by symptoms including chest pain, coughing, sneezing and pulmonary congestion.

Studies show associations between short-term ozone exposure and non-accidental mortality, including deaths from respiratory issues. Studies also suggest long-term exposure to ozone may increase the risk of respiratory-related deaths (USEPA, 2019a). The concentration of ozone at which health effects are observed depends on an individual's sensitivity, level of exertion (i.e., breathing rate), and duration of exposure. Studies show large individual differences in the intensity of symptomatic responses, with one study finding no symptoms to the least responsive individual after a 2-hour exposure to 400 parts per billion of ozone and a 50 percent decrement in forced airway volume in the most responsive individual. Although the results vary, evidence suggests that sensitive populations (e.g., asthmatics) may be affected on days when the 8-hour maximum ozone concentration reaches 80 parts per billion (USEPA, 2019b).

Operational Emissions: The Project would generate emissions of ROG and NO_x during Project operational activities, as shown in Table 3.3-8. The CAA regulates these pollutants mainly because they contribute to ozone formation, but they can each cause adverse reactions in people on their own, as explained earlier in this chapter. Although the exact effects of Project-level emissions on local health are not precisely known, the increases of these pollutants generated by the proposed Project are not on their own likely to generate an increase in the number of days exceeding the NAAQS or CAAQS standards, based on the size of the proposed Project in comparison to the City of Rocklin or the region as a whole. Instead, the increases in ROG and NO_x generated by the proposed Project when combined with the existing ROG and NO_x emitted regionally, would affect people, especially those with impaired respiratory systems located in the immediate vicinity of the Project site.

Construction Emissions: As previously stated, precursors of ozone (ROG and NO_x) are accommodated in the emission inventories of State- and federally-required air plans and would not have a significant impact on the attainment and maintenance of ozone AAQS. Therefore, only the PCAPCD construction air emissions threshold for PM₁₀ is applicable for the purposes of this impact analysis. Although the exact effects of ROG and NO_x emissions on local health are not known, it is likely that the increases in ROG and NO_x generated by the proposed Project are not on their own likely to generate an increase in the number of days exceeding the NAAQS or CAAQS standards, based on the size of the proposed Project in comparison to the City of Rocklin or the region as a whole. Instead, the increases in ROG and NO_x generated by the proposed Project, including during construction activities, when combined with the existing ROG and NO_x emitted regionally, would affect people, especially those with impaired respiratory systems located in the immediate vicinity of the Project site. However, it should be noted that, since construction emissions are temporary in nature, the potential for substantial health impacts due to Project construction activities is typically much less than for Project operational activities.

PARTICULATE MATTER

Based on studies of human populations exposed to high concentrations of particles (sometimes in the presence of SO₂) and laboratory studies of animals and humans, PM can cause major effects of concern for human health. These include effects on breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular disease, alterations in the body's defense systems against foreign materials, damage to lung tissue, carcinogenesis and premature death. Small particulate pollution has health impacts even at very low concentrations – indeed no threshold has been identified below which no damage to health is observed. The major subgroups of the population that appear to be most sensitive to the effects of particulate matter include individuals with chronic obstructive pulmonary or cardiovascular disease or influenza, asthmatics, the elderly and children.

Numerous studies have linked PM exposure to premature death in people with preexisting heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms. Studies show that every 1 microgram per cubic meter reduction in PM_{2.5} results in a one percent reduction in mortality rate for individuals over 30 years old (Bay Area Air Quality Management District, 2017). Long-term exposures, such as those experienced by people living for many years in areas with high particle levels, have been associated with problems such as reduced lung function and the development of chronic bronchitis – and even premature death. Additionally, depending on its composition, both PM₁₀ and PM_{2.5} can also affect water quality and acidity, deplete soil nutrients, damage sensitive forests and crops, affect ecosystem diversity, and contribute to acid rain (U.S. Environmental Protection Agency 2019c).

Operational Emissions: The Project would generate emissions of PM during Project operational activities, as shown in Table 3.3-8. Although the exact effects of such emissions on local health are not known, it is likely that the increases in PM generated by the proposed Project are not on their own likely to generate an increase in the number of days exceeding the NAAQS or CAAQS standards, based on the size of the Project in comparison the City of Rocklin or the region as a whole. Instead, the increases in PM generated by the proposed Project when combined with the existing PM

emitted regionally, would affect people, especially those with impaired respiratory systems located in the immediate vicinity of the Project site. Nevertheless, as demonstrated by the results of the HRA, would not cause an exceedance of the applicable cancer and non-cancer thresholds related to the Project's impacts from TACs (including DPM).

Construction Emissions: The SVAB is designated as a nonattainment area for the federal ozone and PM_{2.5} standards and is also a nonattainment area for the state standards for ozone, PM₁₀, and PM_{2.5}, construction of the Project would not generate PM₁₀ exhaust in excess of the SCAQMD's numeric threshold for construction emissions. The PCAPCD developed this Project-level threshold based on the emissions that would exceed a CAAQS or contribute substantially to an existing or Projected violation of a CAAQS. Ambient levels of these criteria pollutants are likely to decrease in the future, based on current and future implementation of federal and/or state regulatory requirements, such as improvements to the statewide vehicle fleet over time (including the long-term replacement of internal combustion engine vehicles with electric vehicles in coming decades). Furthermore, based on the short-term nature of construction activities in comparison to operational activities, the potential for substantial health impacts due to particulate matters emissions during Project is limited.

DISCUSSION

As previously discussed, the magnitude and locations of any potential changes in ambient air quality, and thus health consequences, from these additional emissions cannot be quantified with a high level of certainty due to the dynamic and complex nature of pollutant formation and distribution (e.g., meteorology, emissions sources, sunlight exposure), as well as the variabilities in the receptors that reside in a particular area. Additionally, PCAPCD has not established any methodology or thresholds (quantitative or qualitative) for assessing the health effects from criteria pollutants. The City of Rocklin is not aware of any air district in California that has an established methodology for correlating Project-generated criteria pollutant emissions to health end points. From a qualitative perspective, it is well documented from scientific studies that criteria pollutants can have adverse health effects. The federal and state governments have established the NAAQS or CAAQS as an attempt to regionally, and cumulatively, assess and control the health effects that criteria pollutants have within Air Basins. It is anticipated that public health will continue to be affected by the emission of criteria pollutants, especially by those with impaired respiratory systems in the City of Rocklin and the surrounding region so long as the region does not attain the CAAQS or NAAQS. However, the increases of these pollutants generated by the proposed Project are not on their own likely to generate an increase in the number of days exceeding the NAAQS or CAAQS standards, based on the size of the Project in comparison to Placer County and the region as a whole. Instead, the increases in criteria pollutants generated by the proposed Project when combined with the existing criteria pollutants emitted regionally, would affect people, especially those with impaired respiratory systems located in the immediate vicinity of the Project site. Separately, localized construction activities are temporary in nature, and therefore, do not pose a threat to human health in the same manner as ongoing, chronic, lifetime exposure from Projects during their operational phase.

CONCLUSION

The increases in criteria pollutants generated by the proposed Project when combined with the existing criteria pollutants emitted regionally, would affect people, especially those with impaired respiratory systems located in the immediate vicinity of the Project site. Construction emissions would be temporary in nature, while the operational activities of a Project would be most likely to cause substantial adverse effects on human beings, since ongoing, chronic, and lifetime exposure to criteria pollutants are key in the level of health impact. However, the increases of these pollutants generated by the proposed Project are not on their own likely to generate an increase in the number of days exceeding the health-based NAAQS or CAAQS standards, based on the size of the Project in comparison to the City of Rocklin or the region as a whole. Nevertheless, even with implementation of the mitigation measures provided in this section (Mitigation Measures 3.3-1 through 3.3-3), operational ROG, NO_x, and PM₁₀ emissions would be above the applicable SCAQMD mass emission threshold. Therefore, the proposed Project would have a **significant and unavoidable** impact relative to this topic.

See Impact 3.3-4 (previous) for a more detailed discussion of the potential risks from toxic air contaminants and carbon monoxide hotspots by the proposed Project.

MITIGATION MEASURE(S)

*Implement **Mitigation Measures 3.3-1 through 3.3-3.***

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This section describes the regulatory setting, regional biological resources, and impacts that are likely to result from Project implementation. Information in this section is derived primarily from the following:

- *City of Rocklin General Plan (2012)*;
- *City of Rocklin General Plan Update Draft Environmental Impact Report (2011)*;
- *Biological Resources Assessment – College Park – Rocklin, Placer County, California (Madrone Ecological Consulting, 2021) (see Appendix C)*;
- *Draft Biological Resources Assessment Supplement – Otani Property – Rocklin, Placer County, California (Madrone Ecological Consulting, 2020) (see Appendix C)*;
- *College Park Oak Tree Mitigation Plan (Evergreen Sierra East, 2021) (see Appendix C)*.

Comments were received during the public review period or scoping meeting for the Notice of Preparation regarding this topic from the following: Save East Rocklin (March 4, 2019), Robert Columbro (March 4, 2019), Central Valley Regional Water Quality Control Board (RWQCB, February 26, 2019), Sherry Di Lulo (March 4, 2019), Denise Gaddis (March 1, 2019), Bill Gandara (February 27, 2019), Kathi Gandara (February 27, 2019), Gary Grewal (February 27, 2019), Bernadette Hawkins (March 3, 2019), Arlene Jamar (March 3, 2019), Davindar Mahal (March 4, 2019), Margo Rabin (February 26, 2019), Lauri and Sharon Rindell (March 1, 2019), Leonard Robison (March 4, 2019), Shute, Mihaly & Weinberger (March 4, 2019), Kim Steinjann (March 4, 2019), Kathy Twisselmann (March 4, 2019), and Kent Zenobia (March 2, 2019). Each of the comments related to this topic are addressed within this section.

3.4.1 ENVIRONMENTAL SETTING

REGIONAL SETTING

The Project Area is located within the Sacramento Valley bioregion, and just north of the Bay/Delta bioregion. The Sacramento Valley bioregion is a watershed of the Sierra Nevada that encompasses the northern end of the great Central Valley, stretching from Redding to Yolo and Sacramento County. The bioregion is generally flat, and is rich in agriculture. The bioregion has a climate that is characterized by hot dry summers and cool wet winters. Historically, oak woodlands, riparian forests, vernal pools, freshwater marshes, and grasslands have been the major natural vegetation of the bioregion; however, much of the region has been converted to agricultural uses. This bioregion is the most prominent wintering area for waterfowl, attracting significant numbers of ducks and geese to its seasonal marshes along the Pacific Flyway. Species include northern pintails, snow geese, tundra swans, sandhill cranes, mallards, grebes, peregrine falcons, heron, egrets, and hawks. Black-tailed deer, coyotes, river otters, muskrats, beavers, ospreys, bald eagles, salmon, steelhead, and swallowtail butterflies are some of the wildlife that are common in this bioregion.

CALIFORNIA WILDLIFE HABITAT RELATIONSHIPS SYSTEM

The California Wildlife Habitat Relationships (CWHR) habitat classification scheme has been developed to support the CWHR System, a wildlife information system and predictive model for California's regularly-occurring birds, mammals, reptiles and amphibians. When first published in

3.4 BIOLOGICAL RESOURCES

1988, the classification scheme had 53 habitats. At present, there are 59 wildlife habitats in the CWHR System: 27 tree, 12 shrub, 6 herbaceous, 4 aquatic, 8 agricultural, 1 developed, and 1 non-vegetated.

The Sacramento Valley region is considered to have low biological diversity due to the conversion of native habitat to agricultural and urban uses. As shown in Figure 3.4-1, the CWHR designates the North Village property with Annual Grassland (50.2 acres), Blue Oak-Foothill Pine (21.1 acres), Blue Oak Woodland (0.2 acre), and Urban (1.3 acres) habitats. The CWHR designates the South Village property with Annual Grassland (12.2 acres), Fresh Emergent Wetland (3.1 acres), Valley Foothill Riparian (7.3 acres), Valley Oak Woodland (2.6 acres), and Urban (9.9 acres) habitats. Below is a brief description of these CWHR habitats.

Annual Grassland habitats occurs mostly on flat plains to gently rolling foothills. Annual Grassland habitats are open grasslands composed primarily of annual plant species. Introduced annual grasses are the dominant plant species in this habitat. These include wild oats, soft chess, ripgut brome, red brome, wild barley, and foxtail fescue. Common forbs include broadleaf filaree, redstem filaree, turkey mullein, true clovers, bur clover, popcorn flower, and many others.

Many wildlife species use Annual Grasslands for foraging, but some require special habitat features such as cliffs, caves, ponds, or habitats with woody plants for breeding, resting, and escape cover. Characteristic reptiles that breed in Annual Grassland habitats include the western fence lizard, common garter snake, and western rattlesnake. Mammals typically found in this habitat include the black-tailed jackrabbit, California ground squirrel, Botta's pocket gopher, western harvest mouse, California vole, badger, and coyote. Common birds known to breed in Annual Grasslands include the burrowing owl, short-eared owl, horned lark, and western meadowlark. This habitat also provides important foraging habitat for the turkey vulture, northern harrier, American kestrel, black-shouldered kite, and prairie falcon.

Fresh Emergent Wetland habitats occur on virtually all exposures and slopes, provided a basin or depression is saturated or at least periodically flooded. They are most common on level to gently rolling topography. They are found in various depressions or at the edge of rivers or lakes. Soils are predominantly silt and clay, although coarser sediments and organic material may be intermixed. In some areas organic soils (peat) may constitute the primary growth medium. Climatic conditions are highly variable and range from the extreme summer heat to winter temperatures well below freezing.

Valley Foothill Riparian habitats are found in valleys bordered by sloping alluvial fans, slightly dissected terraces, lower foothills, and coastal plains. They are generally associated with low velocity flows, flood plains, and gentle topography. Valleys provide deep alluvial soils and a high water table. The substrate is coarse, gravelly or rocky soils more or less permanently moist, but probably well aerated. Valley-foothill riparian habitats provide food, water, migration and dispersal corridors, and escape, nesting, and thermal cover for an abundance of wildlife. At least 50 amphibians and reptiles occur in lowland riparian systems. Many are permanent residents, others are transient or temporal visitors.

Valley Oak Woodland habitats occur in a wide range of physiographic settings but is best developed on deep, well-drained alluvial soils, usually in valley bottoms. Most large, healthy valley oaks are probably rooted down to permanent water supplies. Stands of valley oaks are found in deep sills on broad ridge-tops in the southern Coast Range. Where this type occurs near the coast, it is usually found away from the main fog zone. The climate is Mediterranean, with mild, wet winters and hot, dry summers. These woodlands provide food and cover for many species of wildlife. Oaks have long been considered important to some birds and mammals as a food resource.

Blue Oak Woodland habitats occur in a typically Mediterranean climate hot, dry summers and cool, wet winters. Most precipitation falls as rain from November through April, averaging from 51 to 102 centimeters (20 to 40 inches) within the primary range of blue oak. This type usually intergrades with Annual Grasslands or Valley Oak Woodlands at lower elevations and Blue Oak-Foothill Pine woodlands at higher elevations.

Data on wildlife that use this habitat type indicates that 29 species of amphibians and reptiles, 57 species of birds, and 10 species of mammals find mature stages of this type suitable or optimum for breeding, assuming that other special habitat requirements are met. Acorns buried by scrub jays, yellow-billed magpies, western gray squirrels, and California ground squirrels are likely to germinate in this habitat.

Blue Oak-Foothill Pine habitats occur along the western foothills of the Sierra Nevada-Cascade Ranges, the Tehachapi Mountains, and in the eastern foothills of the Coast Range, forming a nearly continuous ring around the Central Valley. The habitat is discontinuous in the valleys and on lower slopes of the interior and western foothills of the Coast Range from Mendocino County to Ventura County. Blue oak is the dominant species, comprising 85 to 100 percent of the trees present. Common associates in the canopy are coast live oak in the Coast Range, interior live oak in the Sierra Nevada, valley oak where deep soil has formed, and western juniper in the Cascade Range.

Blue Oak-Foothill Pine habitats provide breeding habitats for a large variety of wildlife species, although no species is totally dependent on them for breeding, feeding, or cover. In the western Sierra Nevada, for example, 29 species of amphibians and reptiles, 79 species of birds, and 22 species of mammals find mature stages of this type suitable or optimum for breeding, assuming that other special habitat requirements are met. Most species breed during late winter and early spring. Snags are less common, and hence less critical to wildlife, in this than in other forest types. Most species of cavity-nesting birds use living oaks where cavities in scars have developed a level of decay that makes them more easily excavated by primary cavity nesters.

Urban habitats are not limited to any particular physical setting. Three urban categories relevant to wildlife are distinguished: downtown, urban residential, and suburbia. The heavily-developed downtown is usually at the center, followed by concentric zones of urban residential and suburbs. There is a progression outward of decreasing development and increasing vegetative cover. Species richness and diversity is extremely low in the inner cover. The structure of urban vegetation varies, with five types of vegetative structure defined: tree grove, street strip, shade tree/lawn, lawn, and shrub cover. A distinguishing feature of the urban wildlife habitat is the mixture of native and exotic species.

LOCAL SETTING

The proposed Project includes several distinct planning boundaries defined below. The following terms are used to describe planning area boundaries within the Project Area:

- Project Area – The Project Area is 108.4 acres in the southeastern portion of the City of Rocklin, consisting of the 72.6-acre North Village site and the 35.8-acre South Village site.
- North Village – The North Village site is 72.6 acres located northeast of the intersection of Rocklin Road and Sierra College Boulevard. The North Village Site is generally bound by Sierra College Boulevard to the west, Rocklin Road to the south, the Rocklin City limits to the east, and vacant land to the north.
- South Village – The South Village site is 35.8 acres located southeast of the intersection of Rocklin Road and El Don Drive. The South Village site is generally bound by Rocklin Road to the north, El Don Drive to the west, and residential subdivisions to the south and east.

The North Village and South Village sites are located within the City of Rocklin approximately one quarter mile apart along the Rocklin Road corridor. The North Village site consists of Assessor Parcel Numbers (APNs) 045-150-011, -023, -048, and -052 and the South Village site consists of APNs 045-131-001 and -003. Figures 2.0-1 and 2.0-2 in Chapter 2.0, Project Description, show the Project's regional location and Project vicinity, respectively. Figure 2.0-4 in Chapter 2.0 shows a United States Geologic Survey (USGS) topographic map of the project area and its surroundings.

Existing Conditions

North Village. The North Village site is rectangular excluding one small out-parcel on the northwest corner of the site, east of Sierra College Boulevard. With the exception of a single home on an approximately one-acre parcel, the North Village site is uninhabited and comprised of gently rolling terrain at elevations ranging from 320 to 380 feet above mean sea level. The predominant vegetation is non-native annual grassland and oak woodland dominated by interior live oak, blue oak and grey pine. Areas of the North Village site were historically mined and used for agriculture, resulting in an irregular and disturbed landscape in the northern portions of the site. Two drainages and associated wetlands run from south to north and are discontinuous. Seeps and depressional seasonal wetlands as well as granite outcroppings occur within the non-native annual grassland.

As shown in Figure 3.4-3a, the North Village Study Area is occupied primarily by annual brome grassland on gently rolling terrain. The grassland portion of the site was historically an orchard. An oak woodland and oak savannah occupy the northern portion, which was historically mined. The oaks were also harvested multiple times historically, presumably for firewood. As a result of the historic mining, the terrain in this area is uneven, with small pits and mounds scattered throughout. Two drainages and associated wetlands run from south to north through this area; however, they are discontinuous, potentially as a result of the historic mining and agricultural activity. Several seeps and depressional seasonal wetlands occur within the non-native annual grassland as well. Surrounding properties to the north and east are large, rural residential properties with similar

vegetation (oak woodland to the north and annual grassland to the east). Sierra College is just to the west, and an apartment complex is present just south of the North Village Study Area.

South Village. The South Village site is nearly square excluding two areas on the north side of the site, south of Rocklin Road. The site is comprised of rolling terrain at elevations ranging from 290 to 310 feet above mean sea level. An unnamed tributary of Secret Ravine Creek runs from east to west through the site and is bordered on both sides by a riparian wetland that occupies the creek's floodplain. The northwest corner of the site is barren and used as a parking lot for Sierra College. Monte Verde Park, a neighborhood park, is located in the west-central portion of the site and includes play and turf areas. In the southwest portion of the site is a seep. The site south of the floodplain is occupied by patches of non-native annual grassland and oak woodland dominated by interior live oak, blue oak and valley oak. Granitic outcroppings are scattered throughout.

As shown in Figure 3.4-3b, the South Village Study Area is occupied by a matrix of non-native annual grassland, oak woodlands, and riparian wetlands at elevations roughly 295 to 320 feet above msl. The riparian wetland along the creek is constrained by two berms that appear to contain and provide access to sewer pipelines, and that support a riparian woodland. A smaller perennial drainage flows north from the center of the southern boundary to the perennial creek through a riparian woodland that is flanked by an oak woodland. Another similar perennial drainage flows north to the perennial creek through a riparian woodland from the southeastern corner. A broad riparian wetland flows into the perennial creek from the north.

Two large seasonal wetlands occur in the South Village Study Area; one in a historic constructed basin along the west side of the South Village Study Area, and one in a very shallow natural basin on the east side of the South Village Study Area. The area between the eastern seasonal wetland and the creek is elevated and supports a stand of oak savannah and oak woodland. The northwestern corner of the South Village Study Area is barren and is used as an overflow parking lot for Sierra College. The area between the constructed basin and El Don Drive is a developed neighborhood park called Monte Verde Park. In the southwestern portion of the South Village Study Area is a large seep. The majority of the areas outside of those detailed above are occupied by annual brome grassland.

SPECIAL-STATUS SPECIES

Field Surveys

As part of the Biological Resources Assessment, three Madrone Ecological Consulting, LLC (Madrone) biologists conducted field surveys of various portions of the Project Area. These surveys occurred between 2016 and 2020, including: April 18, 25, and 28, May 26, and June 2, 2016; February 22, October 31, and December 6, 2017; May 1 and 2, June 11 and 12, and November 26 and 11, and December 24, 2019; and January 8 and 22, February 5 and 19, and March 4 and 18, and October 14, 2020. During those surveys, the suitability of habitats on-site to support special-status species was assessed. Meandering pedestrian surveys were performed on foot throughout the Study Areas. Vegetation communities were classified in accordance with *The Manual of California Vegetation, Second Edition* (Sawyer, Keeler-Wolf and Evens 2009), and plant taxonomy was based on the

nomenclature in the *Jepson eFlora* (Jepson Flora Project 2020). A list of all wildlife species observed during the field surveys is included as Attachment C of Appendix C.

Additionally, California Tree and Landscaping Consulting, Inc. conducted inventories of oak trees proposed for removal with the project. The North Village was surveyed on April 10, 2020 and the South Village was surveyed on July 1, 2017 and November 20, 2019. The tree inventories identified all oak trees within fifty feet of the limits of proposed project development, including the type, size, and condition of all single-stem (greater than six inches diameter at breast height (dbh)) and multi-stem (greater than 10 inches DBH) oak trees, as well as heritage oaks. Oak trees included in the inventories are marked in the field with a metal number tag corresponding to the inventory numbers.

Database Searches

A list of special-status species with potential to occur within the Study Area was developed by conducting a query of the following databases:

- California Natural Diversity Database (CNDDDB) (CNDDDB, 2021) query of the Study Areas and all areas within five miles of the Study Areas;
- U.S. Fish and Wildlife Service (USFWS) Information for Planning and Conservation (IPaC) (USFWS, 2021) query for the Study Area (Attachment A of Appendix C);
- California Native Plant Society (CNPS) Rare and Endangered Plant Inventory (CNPS, 2021) query of the “Rocklin, California” USGS topo quadrangle, and the eight surrounding quadrangles (Attachment B of Appendix C); and
- Western Bat Working Group (WBWG) Species Matrix (WBWG, 2021).

In addition, any special-status species that are known to occur in the region, but that were not identified in any of the above database searches, were also analyzed for their potential to occur within the Project Area.

The following documents were reviewed and the results incorporated into the Biological Resources Assessment document (digital copies of each of these documents are available upon request):

- *Aquatic Resources Delineation Report Sierra College – Rocklin Road* (Madrone, 2017a) and *Aquatic Resources Delineation Report Sierra Villages Site C* (Madrone, 2017b) (collectively, these covered all of the South Village Study Area);
- *Preliminary Jurisdictional Determination for Sierra Villages Rocklin Road*, dated April 13, 2017 (USACE, 2017a) and *Preliminary Jurisdictional Determination for Sierra Villages Site C*, dated April 18, 2017 (USACE, 2017b) (collectively, these covered all of the South Village Study Area);
- *Memorandum regarding Final Riparian Zone on the Sierra Villages Site C and Sierra College Rocklin Road Properties* (Madrone, 2017c) (South Village Study Area);
- *Special-Status Plant Survey Report Sierra College – Rocklin Road* (Madrone, 2017d) and *Special-Status Plant Survey Report Sierra Villages Site C* (Madrone, 2017e) (collectively, these covered all of the South Village Study Area);

- *Valley Elderberry Longhorn Beetle Habitat Survey Report Sierra College – Rocklin Road* (Madrone, 2017f) and *Valley Elderberry Longhorn Beetle Habitat Survey Report Sierra Villages Site C* (Madrone, 2017g) (collectively, these covered all of the South Village Study Area);
- *Aquatic Resources Delineation Report Sierra Villages Site A and B* (Madrone, 2017h) and subsequent associated correspondence (North Village Study Area);
- *Preliminary Jurisdictional Determination and Approved Jurisdictional Determination for Sierra Villages Site A and B*, dated May 1, 2018 (USACE, 2018) (North Village Study Area);
- *Nesting Bird Survey and Monitoring Report for the Sierra College 72 Property, Placer County, CA* (Madrone, 2019) (North Village Study Area);
- *Special-Status Plant Survey Report Sierra Villages Sites A and B* (Madrone, 2017i) (North Village Study Area);
- *Valley Elderberry Longhorn Beetle Habitat Survey Report Sierra Villages Sites A and B* (Madrone, 2017j) (North Village Study Area); and
- *2019-20 Dry-Season & Wet-Season Branchiopod Survey 90-Day Report, College Park, Site A (2020-TA-0438)* (Madrone, 2021a) and *2019-20 Dry-Season & Wet-Season Branchiopod Survey 90-Day Report, College Park, Site B (2020-TA-0438)* (Madrone, 2021b) (collectively, these covered all of the North Village Study Area).

In addition, the protocol level rare plant survey and elderberry surveys were repeated in 2020.

For the purposes of the Biological Resources Assessment, special-status species is defined as those species that are:

- listed as threatened or endangered, or proposed or candidates for listing by the USFWS or National Marine Fisheries Service;
- listed as threatened or endangered and candidates for listing by the California Department of Fish and Wildlife (CDFW);
- identified as Fully Protected species or species of special concern by CDFW;
- identified as Medium or High priority species by the Western Bat Working Group (WBWG) (WBWG 2021); and
- plant species considered to be rare, threatened, or endangered in California by the CNPS and CDFW [California Rare Plant Rank (CRPR) 1, 2, and 3]:
 - CRPR 1A: Plants presumed extinct.
 - CRPR 1B: Plants rare, threatened, or endangered in California and elsewhere.
 - CRPR 2A: Plants extirpated in California, but common elsewhere.
 - CRPR 2B: Plants rare, threatened, or endangered in California, but more common elsewhere.
 - CRPR 3: Plants about which the CNPS needs more information – a review list.

The search revealed 46 special-status species within the region: 23 plants, and 23 animals. Table 3.4-1 provides a list of special-status plant species that are documented in the region, their habitat, potential for occurrence, and current protective status. Table 3.4-2 provides a list of special-status wildlife species that are documented in the region, their habitat, potential for occurrence, and

3.4 BIOLOGICAL RESOURCES

current protective status. Figure 3.4-3 illustrates the general location of these records maintained by the CNDDDB.

The following set of criteria was used to determine each species' potential for occurrence in the Project Area:

- Present: Species occurs in the Project Area based on CNDDDB records, and/or was observed in the Project Area during field surveys.
- High: The Project Area is within the known range of the species and suitable habitat exists.
- Moderate: The Project Area is within the known range of the species and very limited suitable habitat exists.
- Low: The Project Area is within the known range of the species and there is marginally suitable habitat or the species was not observed during protocol-level surveys conducted on-site.
- Absent/No Habitat Present: The Project Area does not contain suitable habitat for the species, the species was not observed during recent protocol-level floristic surveys conducted on-site, or the Project Area is outside the known range of the species.

TABLE 3.4-1: SPECIAL-STATUS PLANTS WITHIN 9-QUADRANGLE REGION FOR PROJECT AREA

PLANT	STATUS (FED; CA; CNPS)	HABITAT ASSOCIATION	BLOOMING PERIOD	POTENTIAL FOR OCCURRENCE
Ahart's dwarf rush <i>Juncus leiospermus</i> <i>var. ahartii</i>	--;--;1B.2	Valley and foothill grassland. Restricted to the edges of vernal pools in grassland. 30-100 m.	March to May	Absent (North Village Study Area). Marginally suitable habitat is present in the seasonal wetlands in the northern portion of the North Village Study Area. Protocol-level surveys for this species were negative. No Habitat Present (South Village Study Area). None of the wetlands within the South Village Study Area have an appropriate hydroperiod for this species.
big-scale balsamroot <i>Balsamorhiza macrolepis</i>	--;--;1B.2	Chaparral, valley and foothill grassland, cismontane woodland. Sometimes on serpentine. 35-1465 m.	March to June	Absent. Marginally suitable habitat is present in the oak savannah, oak woodland, and annual brome grassland. Protocol-level surveys for this species were negative.
Bisbee Peak rush-rose <i>Crocانthemum suffrutescens</i>	--;--;3.2	Chaparral. Often on serpentine, gabbroic, or lone formation soils; in openings in chaparral. 45-840 m.	April to August	No Habitat Present. No chaparral is present within the Study Area.
Boggs Lake hedge-hyssop	-- ;CE;1B.2	Marshes and swamps (freshwater), vernal pools. Clay soils; usually in	April to August	Absent (North Village Study Area). Marginally

PLANT	STATUS (FED; CA; CNPS)	HABITAT ASSOCIATION	BLOOMING PERIOD	POTENTIAL FOR OCCURRENCE
<i>Gratiola heterosepala</i>		vernal pools, sometimes on lake margins. 4-2410 m.		suitable habitat is present in the seasonal wetlands in the northern portion of the North Village Study Area. Protocol-level surveys for this species were negative. No Habitat Present (South Village Study Area). None of the wetlands within the South Village Study Area have an appropriate hydroperiod for this species.
Butte County fritillary <i>Fritillaria eastwoodiae</i>	--;--;3.2	Chaparral, cismontane woodland, lower montane coniferous forest. Usually on dry slopes but also found in wet places; soils can be serpentine, red clay, or sandy 4550-1475 m.	March to June	No Habitat Present. Outside of the distributional range of the species.
chaparral sedge <i>Carex xerophila</i>	--;--;1B.2	Chaparral, cismontane woodland, lower montane coniferous forest. Restricted to serpentinite or gabbroic soils. 275-770 m.	March to June	No Habitat Present. No Gabbro or serpentine soils are present.
dubious pea <i>Lathyrus sulphureus</i> var. <i>argillaceus</i>	--;--;3	Cismontane woodland, lower montane coniferous forest, upper montane coniferous forest. 150-930 m.	April to May	No Habitat Present. Outside of the elevational range of the species.
dwarf downingia <i>Downingia pusilla</i>	--;--;2B.2	Valley and foothill grassland (mesic sites), vernal pools. Vernal lake and pool margins with a variety of associates. In several types of vernal pools. 1-490 m.	March to May	Absent. Marginally suitable habitat is present in the seasonal wetlands and seasonal wetland swales. Protocol-level surveys for this species were negative.
El Dorado bedstraw <i>Galium californicum</i> ssp. <i>sierrae</i>	FE;CR; 1B.2	Cismontane woodland, chaparral, lower montane coniferous forest. In pine-oak woodland or chaparral. Restricted to gabbroic or serpentine soils. 130-585 m.	May to June	No Habitat Present. No Gabbro soils are present.
El Dorado County mule ears <i>Wyethia reticulata</i>	--;--;1B.2	Chaparral, cismontane woodland, lower montane coniferous forest. Stony red clay and gabbroic soils; often in openings in gabbro chaparral. 120-630 m.	April to August	No Habitat Present. No Gabbro or clay soils are present.
hispid salty bird's-beak <i>Chloropyron molle</i> ssp. <i>hispidum</i>	--;--;1B.1	Meadows and seeps, playas, valley and foothill grassland. In damp alkaline soils, especially in alkaline meadows and alkali sinks with <i>Distichlis</i> . 5-155 m.	June to September	No Habitat Present. No alkaline soils are present within the Study Area.
Jepson's onion <i>Allium jepsonii</i>	--;--;1B.2	Chaparral, cismontane woodland, lower montane coniferous forest. On serpentine soils in Sierra foothills, volcanic soil on Table Mtn.	April to August	No Habitat Present. No serpentine or volcanic soils are present.

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PLANT	STATUS (FED; CA; CNPS)	HABITAT ASSOCIATION	BLOOMING PERIOD	POTENTIAL FOR OCCURRENCE
		On slopes and flats; usually in an open area. 355-1130 m.		
Layne's ragwort <i>Packera layneae</i>	FT;CR; 1B.2	Chaparral, cismontane woodland. Ultramafic soil (serpentine or gabbro); occasionally along streams. 200-1085 m.	April to August	No Habitat Present. No Gabbro or serpentine soils are present.
Legenere <i>Legenere limosa</i>	--;--;1B.1	Vernal pools. In beds of vernal pools. 1-880 m.	April to June	No Habitat Present. No vernal pools were mapped within the Study Area.
oval-leaved viburnum <i>Viburnum ellipticum</i>	--;--;2B.3	Chaparral, cismontane woodland, lower montane coniferous forest. 215-1400 m.	May to June	No Habitat Present. Outside of the elevational range of the species.
pincushion navarretia <i>Navarretia myersii</i> ssp. <i>myersii</i>	--;--;1B.1	Vernal pools. Clay soils within non-native grassland. 45-100 m.	April to May	No Habitat Present. No vernal pools were mapped within the Study Area.
Pine Hill ceanothus <i>Ceanothus roderickii</i>	FE;CR; 1B.1	Chaparral, cismontane woodland. Gabbroic or serpentine soils; often in "historically disturbed" areas with an ensemble of other rare plants. 260-630 m.	April to June	No Habitat Present. No Gabbro or serpentine soils are present.
Pine Hill flannelbush <i>Fremontodendron decumbens</i>	FE;CR; 1B.2	Chaparral, cismontane woodland. Rocky ridges; gabbro or serpentine endemic; often among rocks and boulders. 425-765 m.	April to June	No Habitat Present. No Gabbro or serpentine soils are present.
Red Bluff dwarf rush <i>Juncus leiospermus</i> var. <i>leiospermus</i>	--;--;1B.1	Chaparral, valley and foothill grassland, cismontane woodland, vernal pools, meadows and seeps. Vernal mesic sites. Sometimes on edges of vernal pools. 30-1255 m.	March to June	No Habitat Present. The Study Area is outside of the geographic range of the species.
Red Hills soaproot <i>Chlorogalum grandiflorum</i>	--;--;1B.2	Cismontane woodland, chaparral, lower montane coniferous forest. Occurs frequently on serpentine or gabbro, but also on non-ultramafic substrates; often on "historically disturbed" sites. 265-1695 m.	May to June	No Habitat Present. Outside of the elevational range of the species.
Sacramento Orcutt grass <i>Orcuttia viscida</i>	FE;CE; 1B.1	Vernal pools. 15-85 m.	April to September	No Habitat Present. No vernal pools were mapped within the Study Area.
Sanford's arrowhead <i>Sagittaria sanfordii</i>	--;--;1B.2	Marshes and swamps. In standing or slow-moving freshwater ponds, marshes, and ditches. 0-605 m.	May to November	No Habitat Present (North Village Study Area). No marshes or similar features are present within the North Village Study Area. Absent (South Village Study Area). Suitable habitat for this species is present in and adjacent to the perennial creek. Protocol-level surveys for this species were negative.

PLANT	STATUS (FED; CA; CNPS)	HABITAT ASSOCIATION	BLOOMING PERIOD	POTENTIAL FOR OCCURRENCE
Stebbins' morning-glory <i>Calystegia stebbinsii</i>	FE;CE; 1B.1	Chaparral, cismontane woodland. On red clay soils of the Pine Hill formation; Gabbro or serpentine; open areas. 300-705 m.	April to June	No Habitat Present. No Gabbro or serpentine soils are present.

SOURCE: MADRONE ECOLOGICAL CONSULTING, 2021.

ABBREVIATIONS:

FEDERAL LISTS

FE FEDERAL ENDANGERED
FT FEDERAL THREATENED

STATE LISTS

CE CALIFORNIA ENDANGERED SPECIES
CR CALIFORNIA RARE

CALIFORNIA RARE PLANT RANKS (FORMERLY CNPS LISTS)

1B RARE, THREATENED, OR ENDANGERED
2B RARE, THREATENED, OR ENDANGERED IN CALIFORNIA, BUT MORE COMMON ELSEWHERE
3 REVIEW LIST: PLANTS WHICH MORE INFORMATION IS NEEDED
4 WATCH LIST: PLANTS OF LIMITED DISTRIBUTION

TABLE 3.4-2: SPECIAL-STATUS ANIMALS WITHIN 9-QUADRANGLE REGION FOR PROJECT AREA

ANIMAL	STATUS (FED; CA)	HABITAT ASSOCIATION	POTENTIAL FOR OCCURRENCE
MAMMALS			
hoary bat <i>Lasiurus cinereus</i>	--;WBWG M	Roosts primarily in foliage of both coniferous and deciduous trees at the edges of clearings.	High. Trees scattered throughout the site are suitable roosting habitat for this species.
silver-haired bat <i>Lasionycteris noctivagans</i>	--;SSC, WBWG M	Primarily a coastal and montane forest dweller, feeding over streams, ponds & open brushy areas. Roosts in hollow trees, beneath exfoliating bark, abandoned woodpecker holes, and rarely under rocks. Needs drinking water.	High. Suitable roosting habitat for this species is present in tree hollows and under exfoliating bark on trees throughout the site.
pallid bat <i>Antrozous pallidus</i>	--;SSC. WBWG H	Roosts in rock outcrops, hollow trees, abandoned mines, barns, and attics.	High. Suitable roosting habitat for this species is present in tree hollows and under exfoliating bark on trees throughout the site.
Western red bat <i>Lasiurus blossevillii</i>	--;SSC. WBWG H	Require large leaf trees such as cottonwoods, willows, and fruit/nut trees for daytime roosts. Often associated with wooded habitats that are protected from above and open below. Often found in association with riparian corridors. Require open space for foraging.	High. Trees scattered throughout the site are suitable roosting habitat for this species.
BIRDS			
American peregrine falcon <i>Falco peregrinus anatum</i>	MBTA;FP	Near wetlands, lakes, rivers, or other water; on cliffs, banks, dunes, mounds; also, human-made structures. Nest consists of a scrape or a depression or ledge in an open site.	No Habitat Present. Suitable breeding habitat and foraging habitat are absent.
bald eagle <i>Haliaeetus leucocephalus</i>	MBTA;CE	Breeding range includes the Sierra Nevada, Cascade Range and portions of the Coast Ranges; winter range expands to include most of the state. Forages primarily in large inland fish-bearing waters with adjacent large trees or snags and occasionally	No Habitat Present. Suitable breeding habitat and foraging habitat are absent.

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<i>ANIMAL</i>	<i>STATUS (FED; CA)</i>	<i>HABITAT ASSOCIATION</i>	<i>POTENTIAL FOR OCCURRENCE</i>
		in uplands with abundant rabbits, other small mammals, or carrion.	
burrowing owl <i>Athene cunicularia</i>	MBTA; SSC	Nests in abandoned ground squirrel burrows associated with open grassland habitats. Found in areas with sparse vegetation and few trees.	No Habitat Present. Outside of distributional range of the species.
California black rail <i>Laterallus jamaicensis coturniculus</i>	MBTA;CT	Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays. Needs water depths of about 1 inch that do not fluctuate during the year and dense vegetation for nesting habitat.	No Habitat Present (North Village Study Area). No marshes are present within this Study Area. Low (South Village Study Area). Marginally suitable habitat for this species is present in and adjacent to the perennial creek that runs from west to east across the South Village Study Area as well as the seasonal wetlands mapped within the Study Area.
Loggerhead shrike <i>Lanius ludovicianus</i>	MBTA; SSC	Occurs in open areas with sparse trees, shrubs, and other perches.	High. The annual brome grassland is suitable habitat for this species.
Northern harrier <i>Circus cyaneus</i>	MBTA; SSC	Nests in emergent wetland/marsh, open grasslands, or savannah habitats. Forages in open areas such as marshes, agricultural fields, and grasslands.	High (North Village Study Area). The annual brome grassland is suitable nesting and foraging habitat for this species. Low (Wester Study Area). The annual brome grassland within the South Village Study Area is marginally suitable foraging habitat for this species due to the small patch size.
purple martin <i>Progne subis</i>	MBTA; WL	Inhabits woodlands, low elevation coniferous forest of Douglas-fir, ponderosa pine, and Monterey pine. Nests in old woodpecker cavities mostly; also in human-made structures. Nest often located in tall, isolated tree/snag.	No Habitat Present. No tall bridges or overpasses are present within the Project area.
Swainson's hawk <i>Buteo Swainsoni</i>	MBTA;CT	Nests in tall cottonwoods, valley oaks or willows. Forages in fields, cropland, irrigated pasture, and grassland often near riparian corridors.	Present (North Village Study Area). The trees on-site are suitable nesting habitat (one active nest has been documented within this Study Area), and the annual brome grassland is suitable foraging habitat. High (South Village Study Area). The trees on-site are suitable nesting habitat, and the annual brome grassland is suitable foraging habitat.
tricolored blackbird <i>Agelaius tricolor</i>	MBTA;CT , SSC	Colonial nester in cattails, bulrush, or blackberries associated with wetland or drainage habitats. Also need foraging areas such as grasslands or agricultural pastures.	Low (North Village Study Area). Although blackberry brambles occur in several locations throughout the Study Area, the blackberries are not associated with marsh habitat, and therefore represent marginally suitable nesting habitat at best. Moderate (South Village Study Area). Cattails, tules, and blackberry brambles represent potentially suitable nesting

ANIMAL	STATUS (FED; CA)	HABITAT ASSOCIATION	POTENTIAL FOR OCCURRENCE
			habitat, but patch sizes are small, and nesting colonies of this species have not been documented in the vicinity of the Study Area historically (CNDDDB, TCB Portal, eBird 2021).
white-tailed kite <i>Elanus leucurus</i>	MBTA;FP	Nests in riparian corridors along streams and rivers, and forages in nearby grasslands and fields.	Present. The trees on-site are suitable nesting habitat, and the annual brome grassland is suitable foraging habitat. This species was observed foraging on-site during field surveys.
AMPHIBIANS & REPTILES			
California red-legged frog <i>Rana draytonii</i>	FT;SSC	Along the coast and coastal mountain ranges of California from Marin County to San Diego County and in the Sierra Nevada from Tehama County to Fresno County. Permanent and semi-permanent aquatic habitats, such as creeks and cold-water ponds, with emergent and submergent vegetation; may estivate in rodent burrows or cracks during dry periods.	No Habitat Present. The Study Area is over 30 miles from the nearest documented occurrence of the species, and is outside of the distributional range of the species.
giant garter snake <i>Thamnophis gigas</i>	FT;CT	Rivers, canals, irrigation ditches, rice fields, and other aquatic habitats with slow moving water and heavy emergent vegetation.	No Habitat Present. Outside of the distributional range of the species.
western pond turtle <i>Emys marmorata</i>	--;SSC	Occupies ponds, marshes, rivers, streams, and irrigation canals with muddy or rocky bottoms and with watercress, cattails, water lilies, or other aquatic vegetation in woodlands, grasslands, and open forests.	No Habitat Present (North Village Study Area). No aquatic resources with sufficient inundation or marsh habitat occur within the Study Area. High (South Village Study Area). The perennial creeks represent suitable habitat for this species.
western spadefoot <i>Spea hammondi</i>	--;SSC	Sierra Nevada foothills, Central Valley, Coast Ranges, coastal counties in southern California. Shallow streams with riffles and seasonal wetlands, such as vernal pools in annual grasslands and oak woodlands	Low/Limited Habitat Present. While the seasonal wetlands provide some limited habitat, they do not appear to pond for a sufficient duration to support this species. This species was not observed during field surveys.
FISH			
Delta smelt <i>Hypomesus transpacificus</i>	FT;CE	Adults are found in the brackish open surface waters of the Delta and Suisun Bay. Though spawning has never been observed, it is believed to occur in tidally influenced sloughs and drainages on the freshwater side of the mixing zone.	No Habitat Present. No tidally influenced sloughs or drainages are present within the Study Area.

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ANIMAL	STATUS (FED; CA)	HABITAT ASSOCIATION	POTENTIAL FOR OCCURRENCE
steelhead - Central Valley DPS <i>Oncorhynchus mykiss irideus</i>	FT;--	Populations in the Sacramento and San Joaquin Rivers and their tributaries. Free of heavy sedimentation with adequate flow and cool, clear water. Gravel that is between 0.5 to 6.0 inches in diameter, dominated by 2 to 3-inch gravel. Escape cover such as logs, undercut banks, and deep pools for spawning adults.	No Habitat Present (North Village Study Area). No perennial or intermittent drainages occur within the Study Area. No Habitat Present (South Village Study Area). The perennial creek within the Study Area does not provide habitat for this species due to several beaver dams that are barriers to salmonid migration; also, the substrate within the creek is unsuitable for spawning.
INVERTEBRATES			
vernal pool fairy shrimp <i>Branchinecta lynchi</i>	FT;--	Vernal pools or other seasonal wetlands. Central Valley, central and south Coast Ranges from Tehama County to Santa Barbara County. Isolated populations also in Riverside County.	Absent (North Village Study Area). Extremely marginal habitat for this species is present, but protocol-level surveys are negative. No Habitat Present (South Village Study Area). None of the wetlands within the South Village Study Area have an appropriate hydroperiod for this species.
valley elderberry longhorn beetle (VELB) <i>Desmocerus californicus dimorphus</i>	FT;--	Dependent upon elderberry plant (<i>Sambucus mexicana</i>) as primary host species. Riparian and oak savanna habitats with elderberry shrubs; elderberries are the host plant. Stream side habitats below 3,000 feet throughout the Central Valley.	Absent. A number of elderberry shrubs are present within the Study Area, but given the lack of any documented VELB beetles within 10 miles of the Study Area, VELB occupation is unlikely.
vernal pool tadpole shrimp <i>Lepidurus packardii</i>	FE;--	Vernal pools and ephemeral stock ponds. Shasta County south to Merced County.	No Habitat Present. None of the wetlands within the South Village Study Area have an appropriate hydroperiod for this species.

SOURCE: MADRONE ECOLOGICAL CONSULTING, 2021.

ABBREVIATIONS:

FEDERAL LISTS

FE FEDERAL ENDANGERED

FT FEDERAL THREATENED

MBTA PROTECTED BY MIGRATORY BIRD TREATY ACT

STATE LISTS

CE CALIFORNIA ENDANGERED SPECIES

CT CALIFORNIA THREATENED

SSC CDFW SPECIES OF SPECIAL CONCERN/CDFW SPECIAL ANIMALS

WL WATCH LIST

FP FULLY PROTECTED

WBWG M WESTERN BAT WORKING GROUP MEDIUM THREAT RANK

WBWG H WESTERN BAT WORKING GROUP HIGH THREAT RANK

TERRESTRIAL PLANT COMMUNITIES

Annual Brome Grassland

Annual brome grassland occurs within both Study Areas. This vegetation community is dominated by soft brome (*Bromus hordeaceus*), rigput brome (*B. diandrus*), yellow star-thistle (*Centaurea solstitialis*), elegant clarkia (*Clarkia unguiculata*), winter vetch (*Vicia villosa*), and smooth cat's ear (*Hypochaeris glabra*). Other species commonly occurring in this community include filaree (*Erodium botrys*), hairy hawkbit (*Leontodon saxatilis*), wild oat (*Avena fatua*), perennial ryegrass (*Festuca*

perennis), wall bedstraw (*Galium parisiense*), and rose clover (*Trifolium hirtum*). A few trees are scattered within this community as well.

Oak Woodland and Oak Savannah

Oak woodland or savannah comprises significant portions of the Study Area. These oak woodlands are dominated by interior live oak (*Quercus wislizenii*), blue oak (*Q. douglasii*), and Valley oak (*Q. lobata*). A number of shrubs and other perennials occur in the understory, including poison-oak (*Toxicodendron diversilobum*), hoary coffeeberry (*Frangula californica* ssp. *tomentella*), blue elderberry (*Sambucus nigra* ssp. *caerulea*), chaparral honeysuckle (*Lonicera interrupta*), morning-glory (*Calystegia occidentalis*), Himalayan blackberry (*Rubus armeniacus*), and periwinkle (*Vinca major*). The oak woodlands typically have a relatively closed canopy which results in little to no herbaceous vegetation in the understory. Oak savannahs were mapped where the oak canopy was estimated to be between 10 percent and 50 percent. The oak savannahs have very few shrubs in the understory, but as a result of the more open canopy, the herbaceous understory is well developed, and largely similar to the annual brome grassland described above.

Riparian Woodland

The City of Rocklin's General Plan Riparian Zone Policy requires that an applicant identify the extent of their "Riparian Zone". This exercise was completed for the South Village Study Area in 2017, during the Project design phase, and in consultation with City staff. The portions of the Riparian Zone that are outside of the creek boundaries and the riparian wetlands are depicted as "Riparian Woodlands" on Figure 3.4-2b. The majority of these areas are indeed Riparian Woodlands, and the remainder have been included in this category for clarity and simplicity.

During the field surveys, Madrone mapped the extent of perennial hydrophytic vegetation along the drainages within the Study Area. In some areas, the extent of the riparian zone correlated with the edge of the mapped riparian wetlands. Areas where the riparian zone exceeds the extent of the riparian wetlands are areas in which the riparian hydrologic influence does not occur within the top 12 inches of the soil (and thus, wetland hydrology and hydric soil indicators are lacking). These areas often support riparian trees and shrubs (which have deep root systems), but may not support more shallowly-rooted herbaceous hydrophytes. In most cases where the riparian zone exceeded the extent of the riparian wetlands, the edge was the outer extent of the willows (*Salix* species), Fremont cottonwood (*Populus fremontii*), and Valley oak (*Quercus lobata*) trees along the drainages, but in some areas where adjacent woody vegetation was lacking, deeper-rooted herbaceous perennials such as curly dock (*Rumex crispus*) were used as an indicator of the extent of the riparian zone. Some areas were challenging, especially along the northern edge of the perennial drainage, where isolated large willow trees were interspersed with upland blue oak (*Quercus douglasii*) and interior live oak (*Quercus wislizenii*) trees. Madrone assumed that at some time in the past, additional hydrology allowed the willows to establish, but that the current condition may be drier, and as a result, now supports the upland oak trees. Therefore, in this area, we mapped the extent of the riparian zone at the edge of where willows and cottonwood trees were dominant as opposed to scattered. This also corresponded to the extent of herbaceous hydrophytic vegetation.

Ruderal

Two narrow strips of vegetation within the South Village Study Area have been mapped as ruderal. These areas are dominated by non-native forbs, including Italian thistle (*Cardus pycnocephalus*), bull thistle (*Cirsium vulgare*), black mustard (*Brassica nigra*), wild radish (*Raphanus sativus*), and yellow star-thistle. Non-native grasses typical of the annual brome grassland community are also scattered within this community.

Park

The irrigated landscaping, playground, lawns, and associated infrastructure within Monte Verde Park have been mapped as Park. A narrow strip of land on the adjacent church property along the north edge of the South Village Study Area boundary has also been mapped as Park.

Developed

Paved and gravel roadways and the maintained dirt parking lot in the South Village Study Area have been mapped as Developed, as has a residence area in the North Village Study Area. This area is comprised of a residence, a number of associated outbuildings, paved courtyards and driveways, a pool, and primarily irrigated landscaping. The majority of the landscaping trees and shrubs are non-native, although a number of native interior live oaks (*Quercus wislizenii*) are present. Some of the trees are quite large including several Italian stone pines (*Pinus pinea*) and mulberries (*Morus alba*).

SOILS

According to the Natural Resources Conservation Service (NRCS) Soil Survey Database (NRCS 2020), three soil mapping units occur within the Project Area: (106) Andregg coarse sandy loam, 2 to 9 percent slopes; (107) Andregg coarse sandy loam, 9 to 15 percent slopes; and (194) Xerofluvents, frequently flooded. None of the mapping units are derived from serpentine or gabbroic rock (NRCS 2020).

AQUATIC RESOURCES

The aquatic resources mapping provided in Figures 3.4-4a and 3.4-4b have been verified by the USACE under Preliminary and Approved Jurisdictional Determinations. Two Preliminary Jurisdictional Determinations were issued by the USACE on April 13 and 18, 2017 for two areas that combined comprise the South Village Study Area, and a Preliminary Jurisdictional Determination and an Approved Jurisdictional Determination were issued on May 1, 2018 for two areas that combined comprise the North Village Study Area. Since then, the Navigable Waters Protection Rule (NWPR) has been enacted. It appears that all of the aquatic resources in the South Village Study Area would remain jurisdictional under the NWPR. It appears that all of the aquatic resources in the North Village Study Area are no longer subject to USACE jurisdiction. Any changes to USACE jurisdiction would require verification by the USACE; jurisdictional changes do not affect the extent of mapped aquatic resources.

As shown in Table 3.4-3, a total of 9.065 acres of aquatic resources were mapped and verified within the Study Areas. A description of each of the aquatic resources types is included below.

TABLE 3.4-3: AQUATIC RESOURCES WITHIN STUDY AREA

RESOURCE TYPE	SOUTH VILLAGE STUDY AREA ACREAGE	NORTH VILLAGE STUDY AREA ACREAGE	TOTAL ACREAGE
<i>WETLANDS</i>			
Seasonal Wetland	2.595	0.107	2.702
Seasonal Wetland Swale	0.133	0.341	0.474
Seep	0.105	0.119	0.224
Riparian Wetland	5.075	0.082	5.157
<i>Subtotal – Wetlands</i>	<i>7.908</i>	<i>0.649</i>	8.557
<i>OTHER WATERS</i>			
Perennial Creek	0.405	--	0.405
Ephemeral Drainage	--	0.077	0.077
Ditch	0.020	0.006	0.026
<i>Subtotal – Other Waters</i>	<i>0.425</i>	<i>0.083</i>	0.508
Grand Total	8.333	0.732	9.065

SOURCE: MADRONE ECOLOGICAL CONSULTING, 2021.

Seasonal Wetlands

Seasonal wetlands are depressional wetlands that pond water seasonally. The western seasonal wetland in the South Village Study Area is located in what appears to be a historic constructed detention basin, while the eastern seasonal wetland in the South Village Study Area is in a more natural, broad shallow basin. Wetland plant species commonly observed in these seasonal wetlands include perennial ryegrass, Baltic rush (*Juncus balticus*), brown-headed rush (*J. phaeocephalus*), clustered dock (*Rumex conglomeratus*), fiddle dock (*R. pulcher*), curly dock (*R. crispus*), Bermuda grass (*Cynodon dactylon*), Mediterranean barley (*Hordeum marinum*), little quaking grass (*Briza minor*), goose grass (*Galium aparine*), least spikerush (*Eleocharis acicularis*), soft chess, brome fescue (*Festuca bromoides*), reed fescue (*F. arundinacea*), clustered sedge (*Carex praegracilis*), fringed willow-herb (*Epilobium ciliatum*), and cut-leaf geranium (*Geranium dissectum*).

Within the North Village Study Area, the seasonal wetlands range from relatively shallow features that are occupied by a mix of wetland and upland species to deeper features with long-duration inundation that are occupied almost exclusively by wetland plant species. Wetland plant species commonly observed in seasonal wetlands within the North Village Study Area include perennial ryegrass, toad rush (*Juncus bufonius*), hyssop loosestrife (*Lythrum hyssopifolium*), Mediterranean barley, small quaking grass, creeping spikerush (*Eleocharis macrostachya*), Carter’s buttercup (*Ranunculus bonariensis*), maritime rabbit’s-foot grass (*Polypogon maritimus*), and clustered dock (*Rumex conglomeratus*).

Seasonal Wetland Swale

One seasonal wetland swale was delineated within the South Village Study Area. Seasonal wetland swales are sloping, linear seasonal wetlands that convey water, and may detain it for short periods of time. The seasonal wetland swale within the South Village Study Area is almost entirely occupied by perennial ryegrass.

3.4 BIOLOGICAL RESOURCES

Five seasonal wetland swales occur within the North Village Study Area. Dominant plant species within these seasonal wetland swales include perennial ryegrass, annual rabbit's foot grass (*Polypogon monspeliensis*), velvet grass (*Holcus lanatus*), and clustered dock. Other species commonly observed in these features within the Study Area include goldenrod (*Euthamia occidentalis*), tall nut sedge (*Cyperus eragrostis*), cattail (*Typha* species), Italian thistle (*Carduus pycnocephalus*), and Himalayan blackberry (*Rubus armeniacus*).

Seep

One seep was delineated within the South Village Study Area. Seeps are wetlands that occur on slopes and receive hydrology almost exclusively from groundwater. The seep in the southwestern portion of the South Village Study Area is surrounded by an impenetrable Himalayan blackberry patch. A data point taken some distance into the blackberry patch revealed that much of the area supporting blackberry in this location is not a wetland, but due to the impenetrable nature of the thicket, the boundaries of this seep were delineated approximately 10 feet inside the edge of the blackberry. Other plant species observed in the seep within the Study Area include arroyo willow (*Salix lasiolepis*), black willow (*S. gooddingii*), coyote brush (*Baccharis pilularis*), velvet grass (*Holcus lanatus*), creeping spikerush, clustered dock, ripgut brome, soft chess, and rattail fescue (*Festuca myuros*).

Two seeps occur within the North Village Study Area. Dominant plant species in the seeps within the North Village Study Area include soft rush (*Juncus effusus*), narrow-leaved cattail (*Typha angustifolia*), mugwort (*Artemisia douglasiana*), Himalayan blackberry, goldenrod, and velvet grass. Other species commonly observed in this community include marsh cudweed (*Pseudognaphalium luteo-album*), tall nutsedge, and ciliate willow-herb (*Epilobium ciliatum*).

Riparian Wetlands

Six riparian wetlands were delineated within the South Village Study Area. Three of the riparian wetlands occur in the floodplain of the main perennial creek running through the South Village Study Area, two occur in the floodplain of the small perennial creek in the southern portion of the South Village Study Area, and the last is a broad wetland that extends from the main creek up to the northern boundary of the South Village Study Area. It appears that an intermittent drainage flows through this large riparian wetland as well; however, there are numerous disconnected channels that run through this feature, and a current, consistent flow path could not be identified. The five riparian wetlands bordering the perennial creeks are largely comprised of annual and perennial herbaceous vegetation, while the large northern riparian wetland also supports a prominent tree and shrub layer. Dominant herbaceous species in the riparian wetlands include cattail, bulrush (*Schoenoplectus acutus*), spotted lady's thumb (*Persicaria punctata*), least spikerush, tall nutsedge, clustered dock, spearmint (*Mentha spicata*), Baltic rush, soft rush, goldenrod, and velvet grass. Dominant tree and shrub species in the riparian wetlands include Himalayan blackberry, arroyo willow, black willow, red willow (*Salix laevigata*), Fremont's cottonwood (*Populus fremontii*), and black ash (*Fraxinus nigra*).

One riparian wetland occurs within the northern portion of the North Village Study Area. This feature is a depressional wetland that is dominated by woody riparian species. Dominant tree and shrub species in the riparian wetland in the North Village Study Area include red willow, arroyo willow, Fremont's cottonwood, and Himalayan blackberry. Dominant herbaceous species in this feature include velvet grass and least spikerush.

Perennial Creeks

Three perennial creeks were delineated within the South Village Study Area. The main perennial creek flows from east to west across the South Village Study Area and is a tributary to Secret Ravine. This feature ranges from 10 to 20 feet wide through the South Village Study Area. The second perennial creek is much narrower (approximately 5 feet wide) and is a tributary of the main creek. The flow in the second creek drops very low in the summertime when it apparently conveys only irrigation runoff from the residential development to the south. The third creek is also a tributary of the main creek; the western fork is similarly narrow in the summer and apparently only conveys irrigation runoff at that time. The eastern fork is wider and may also convey some groundwater flows. The perennial creek channels were almost completely unvegetated due to the scouring effects of water but were densely vegetated on their banks with riparian wetland vegetation.

Ephemeral Drainage

Four ephemeral drainages occur in the historic mining area in the northern portion of the North Village Study Area. The ephemeral drainages are fragmented and discontinuous, apparently as a result of the historic mining activities. The ephemeral drainages were completely unvegetated within the channel, due to the scouring effects of water. Adjacent vegetation was that typical of the surrounding oak woodland.

Ditches

Two ditches were delineated within the South Village Study Area. The largest ditch occurs along the south edge of the western seasonal wetland and may have been built to assist in drainage of the constructed basin. This feature is largely unvegetated, but due to its low gradient, some vegetation has established in portions of this ditch. The second ditch occurs in the northern portion of the South Village Study Area and appears to have been constructed to convey flow from a stormwater outfall for an offsite parking lot into the large riparian wetland. This feature has a relatively steep gradient and is entirely unvegetated.

One roadside ditch occurs in the southern portion of the North Village Study Area. This feature is largely unvegetated, but due to its low gradient, some upland and facultative vegetation has established in portions of this ditch.

3.4.2 REGULATORY SETTING

There are a number of regulatory agencies whose responsibility includes the oversight of the natural resources of the state and nation including the CDFW, USFWS, U.S. Army Corps of Engineers

(USACE), and the National Marine Fisheries Service. These agencies often respond to declines in the quantity of a particular habitat or plant or animal species by developing protective measures for those species or habitat type. The following is an overview of the federal, state and local regulations that are applicable to the proposed project.

FEDERAL

Federal Endangered Species Act

The Federal Endangered Species Act (FESA), administered by the USFWS and National Marine Fisheries Service (NMFS), provides protection to plant and wildlife species listed as endangered or threatened. In general, USFWS has jurisdiction over terrestrial and fresh-water species, while NMFS has jurisdiction over ocean-going species.

Section 9 of FESA generally prohibits all persons from causing the "take" of any member of a listed species. (16 U.S.C. Section 1538.) This prohibition applies mainly to animals; it only extends to plants in areas "under federal jurisdiction" and plants already protected under state law. (Id., subd. (a)(2)(B); see also Northern Cal. River Watch v. Wilcox (9th Cir. 2010) 620 F.3d 1075.)

"Take" is defined in statute as, "... to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." (16 U.S.C. Section 1532(19).) Harass is defined in regulation as "...an intentional or negligent act or omission that creates the likelihood of injury to a listed species by annoying it to such an extent as to significantly disrupt normal behavior patterns that include, but are not limited to, breeding, feeding, or sheltering." (See 50 CFR Section 17.3.) Harm is defined in regulation as "...significant habitat modification or degradation that results in death or injury to listed species by significantly impairing behavioral patterns such as breeding, feeding, or sheltering." (Id.) Despite the general prohibition against take, FESA in some circumstances permits "incidental take," which means take that is incidental to, but not the purpose of, the carrying out of an otherwise lawful activity. (16 U.S.C. Section 1539(a).) Under section 10 of FESA, persons seeking permission to engage in actions that could result in such incidental take can obtain such permission through the approval of a habitat conservation plan (HCP) by either USFWS or NMFS. (16 U.S.C., Section 1539(a).)

Proposed federal actions that would result in take of a federal-listed or proposed species require consultation with USFWS or NMFS under section 7 of FESA. (Id., Section 1536.) The objective of consultation is to determine whether the proposed federal action would jeopardize the continued existence of a listed species or destroy or adversely modify critical habitat. Where such an outcome would not occur, USFWS or NMFS must still impose reasonable and prudent measures to minimize the effects of the incidental taking. Where such an outcome could occur, USFWS or NMFS must propose reasonable and prudent alternatives that, if implemented, would avoid such an outcome. (Id.)

Compliance with ESA can be achieved under Section 7 or 10 of FESA depending on the involvement of the federal government. Section 7 requires federal agencies to make a finding on all federal actions, including the approval by an agency of a public or private action, such as the issuance of a "404 permit" for filling wetlands by the USACE, on the potential of the action to jeopardize the

continued existence of any listed species impacted by the action or to result in the destruction or adverse modification of such species' critical habitat. Provisions of Section 10 are implemented when there is no federal involvement in a project except compliance with FESA. A take not specifically allowed by federal permit under Section 7 or Section 10(a)(1)(B) of the FESA is subject to enforcement through civil or criminal proceedings under Section II of the FESA.

Migratory Bird Treaty Act

To kill, possess, or trade a migratory bird, bird part, nest, or egg is a violation of the Federal Migratory Bird Treaty Act (MBTA: 16 U.S.C., Section 703, Supp. I, 1989), unless it is in accordance with the regulations that have been set forth by the Secretary of the Interior.

Federal Bald and Golden Eagle Protection Act

The Federal Bald and Golden Eagle Protection Act provide regulations to protect bald and golden eagles as well as their nests and eggs from willful damage or injury.

Clean Water Act - Section 404

Section 404 of the Clean Water Act (CWA) regulates all discharges of dredged or fill material into waters of the U.S. Discharges of fill material includes the placement of fill that is necessary for the construction of any structure, or impoundment requiring rock, sand, dirt, or other material for its construction; site-development fills for recreational, industrial, commercial, residential, and other uses; causeways or road fills; and fill for intake and outfall pipes and subaqueous utility lines [33 C.F.R. Section 328.2(f)]. Waters of the U.S. include lakes, rivers, streams, intermittent drainages, mudflats, sandflats, wetlands, sloughs, and wet meadows. Wetlands are defined as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" [33 C.F.R. Section 328.3(b)]. Waters of the U.S. exhibit a defined bed and bank and ordinary high-water mark (OHWM). The OHWM is defined by the USACE as "that line on shore established by the fluctuations of water and indicated by physical character of the soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas" [33 C.F.R. Section 328.3(e)].

Clean Water Act - Section 401

Section 401 of the CWA (33 U.S.C. 1341) requires an applicant who is seeking a 404 permit to first obtain a water quality certification from the RWQCB. To obtain the water quality certification, the Central Valley RWQCB must indicate that the proposed fill would be consistent with the standards set forth by the state.

Rivers and Harbors Act of 1899

The Rivers and Harbors Act prohibits the obstruction or alteration of any navigable water of the United States. The Act requires authorization from the USACE for any excavation or deposition of materials into these waters or for any work that could affect the course, location, condition, or capacity of rivers or harbors.

STATE

Fish and Game Code Sections 2050-2097 - California Endangered Species Act

The CDFW administers a number of laws and programs designed to protect fish and wildlife resources. Principal of these is the California Endangered Species Act (CESA) of 1984 (CESA Fish and Game Code Section 2050 et seq.), which regulates the listing and take of state endangered and threatened species, as well as candidate species. Under Section 2081 of CESA, CDFW may authorize take of an endangered and/or threatened species, or candidate species, by an incidental take permit (ITP) or Memorandum of Understanding (MOU) for scientific, educational, or management purposes. In approving an incidental permit, CDFW must ensure, among other things, that “[t]he impacts of the authorized take shall be minimized and fully mitigated.” Further, “[t]he measures required to meet this obligation shall be roughly proportional in extent to the impact of the authorized taking on the species. Where various measures are available to meet this obligation, the measures required shall maintain the applicant’s objectives to the greatest extent possible. All required measures shall be capable of successful implementation.” To be consistent with Federal regulations, CESA created the categories of “threatened” and “endangered” species. It converted all “rare” animals into the Act as threatened species, but did not do so for rare plants, as previously designated under the California Native Plant Protection Act (discussed below). Thus, there are three listing categories for plants in California: rare, threatened, and endangered. Under State law, plant and animal species may be formally designated by official listing by the California Fish and Game Commission.

Fish and Game Code Sections 2800-2835 - Natural Communities Conservation Planning Act

The Natural Communities Conservation Planning Act is set forth in Fish and Game Code Sections 2800–2835. The intent of the legislation is to provide for conservation planning as an officially recognized policy that can be used as a tool to eliminate conflicts between the protection of natural resources and the need for growth and development. In addition, the legislation promotes conservation planning as a means of coordination and cooperation among private interests, agencies, and landowners, and as a mechanism for multispecies and multi-habitat management and conservation. The development of Natural Community Conservation Plans (NCCPs) is an alternative to obtaining take authorization under Section 2081 of the Fish and Game Code.

Fish and Game Code Sections 1900-1913 - California Native Plant Protection Act

In 1977 the State Legislature passed the Native Plant Protection Act (NPPA) in recognition of rare and endangered plants of the state. The intent of the law was to preserve, protect, and enhance endangered plants. The NPPA gave the California Fish and Wildlife Commission the power to designate native plants as endangered or rare, and to require permits for collecting, transporting, or selling such plants. The NPPA includes provisions that prohibit the taking of plants designated as

"rare" from the wild, and a salvage mandate for landowners, which requires notification of the CDFW 10 days in advance of any change in land use which would adversely impact listed plants.

Fish and Game Code Sections 3503, 3503.5, 3800 - Predatory Birds

Under the California Fish and Game Code, all predatory birds in the order Falconiformes or Strigiformes in California, generally called "raptors," are protected. The law indicates that it is unlawful to take, possess, or destroy the nest or eggs of any such bird unless it is in accordance with the code. Any activity that would cause a nest to be abandoned or cause a reduction or loss in a reproductive effort is considered a take. This generally includes construction activities.

Fish and Game Code Sections 1601-1603 - Streambed Alteration

Under the California Fish and Game Code, CDFW has jurisdiction over any proposed activities that would divert or obstruct the natural flow or change the bed, channel, or bank of any lake or stream. Private landowners or project proponents must obtain a "Streambed Alteration Agreement" from CDFW prior to any alteration of a lake bed, stream channel, or their banks. Through this agreement, the CDFW may impose conditions to limit and fully mitigate impacts on fish and wildlife resources. These agreements are usually initiated through the local CDFW warden and will specify timing and construction conditions, including any mitigation necessary to protect fish and wildlife from impacts of the work.

Fish and Game Code Sections 3511, 3513, 4700, and 5050 - Fully Protected Species

Fish and Game Code Sections 3511, 3513, 4700, and 5050 pertain to fully protected wildlife species (birds in Sections 3511 and 3513, mammals in Section 4700, and reptiles and amphibians in Section 5050) and strictly prohibit the take of these species. CDFW cannot issue a take permit for fully protected species, except under narrow conditions for scientific research or the protection of livestock, or if an NCCP has been adopted.

California Environmental Quality Act Guidelines Section 15380 - Unlisted Species Worthy of Protection

The CEQA Guidelines provide that a species that is not listed on the federal or state endangered species list may nevertheless be considered rare or endangered if the species meets certain criteria. (CEQA Guidelines Section 15380) Species that are not listed under FESA or CESA, but are otherwise eligible for listing (i.e., candidate, or proposed) may be protected by the local government until the opportunity to list the species arises for the responsible agency.

Species that may be considered for review are included on a list of "Species of Special Concern," developed by the CDFW. Additionally, the California Native Plant Society (CNPS), a nongovernmental organization, maintains a list of plant species native to California that have low populations, limited distribution, or are otherwise threatened with extinction. This information is published in the Inventory of Rare and Endangered Vascular Plants of California. List 1A contains plants that are believed to be extinct. List 1B contains plants that are rare, threatened, or endangered in California

and elsewhere. List 2 contains plants that are rare, threatened, or endangered in California, but more numerous elsewhere.

California Wetlands Conservation Policy

In August 1993, the Governor announced the "California Wetlands Conservation Policy." The goals of the policy are to establish a framework and strategy that will:

- Ensure no overall net loss and to achieve a long-term net gain in the quantity, quality, and permanence of wetland acreage and values in California in a manner that fosters creativity, stewardship, and respect for private property.
- Reduce procedural complexity in the administration of State and federal wetland conservation programs.
- Encourage partnerships to make landowner incentive programs and cooperative planning efforts the primary focus of wetland conservation and restoration.

The Governor also signed Executive Order W-59-93, which incorporates the goals and objectives contained in the new policy and directs the Resources Agency to establish an Interagency Task Force to direct and coordinate administration and implementation of the policy.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (Wat. Code, Section 13000 et seq.) is California's primary water quality control statute. But its protections extend to wetlands, and in some instances wetlands that are not subject to federal jurisdiction under the Clean Water Act. Under the Porter-Cologne Act definition, waters of the state are "any surface water or groundwater, including saline waters, within the boundaries of the state." (Wat. Code, Section 13050[e].) Although all waters of the United States that are within the borders of California are also waters of the state, the reverse is not necessarily true. Therefore, California retains authority to regulate discharges of waste into any waters of the state, discharges to receiving waters more broadly than the CWA does.

Waters of the state fall under the jurisdiction of the nine RWQCBs. Under Porter-Cologne, each RWQCB must prepare and periodically update water quality control basin plans. Each basin plan sets forth water quality standards for surface water and groundwater, as well as actions to control nonpoint and point sources of pollution. California Water Code Section 13260 requires any person discharging waste, or proposing to discharge waste, in any region that could affect the waters of the state to file a report of discharge (an application for waste discharge requirements [WDRs]) with the applicable RWQCB. Construction activities that may discharge wastes into the waters of the state must meet the discharge control requirements of the Porter-Cologne Act.

LOCAL

Placer County Conservation Program

Adopted in September 2020, the Placer County Conservation Program (PCCP) is a County solution to coordinate and streamline the permitting process by allowing local entities to issue state and federal permits. The PCCP is a Habitat Conservation Plan (HCP) under the Federal Endangered

Species Act and a Natural Community Conservation Plan (NCCP) under the California Natural Community Conservation Planning Act. As proposed, the PCCP would include the County Aquatic Resources Program (CARP) to issue permits related to the Federal Clean Water Act and the California Fish and Game Code. The CARP component would distinguish the Plan as a nationally unique model of natural resource management. In proposing this streamlined process, both costs and uncertainties would be reduced substantially, thus ensuring a more efficient use of public dollars. Furthermore, the PCCP is a landscape-level plan so that each project would be issued permits based on how it contributes to the County's natural, social, and economic health now and in the future.

The PCCP covers approximately 201,000 acres of Western Placer County. Within the PCCP plan area, 50,000 to 60,000 acres within the available potential acquisition area would become part of a reserve system. This conservation reserve system would preserve many acres of vernal pool habitat (approximately 50 percent of the County's remaining stock of these fragile, seasonal ecosystems). This acreage occurs in the unincorporated County and City of Lincoln areas.

The PCCP is designed to ensure that land will be managed to continue to support the survival and well being of the covered species, as well as the survival of hundreds of other species that are dependent on the same habitat. By proactively addressing the long-term conservation and development needs of the County, the PCCP will strengthen local control over land use and provides greater flexibility in meeting the County's social and economic needs for the future.

The City of Rocklin is a non-participating City in the PCCP.

City of Rocklin General Plan

The City of Rocklin General Plan contains the following goals and policies that are relevant to biological resources:

OPEN SPACE, CONSERVATION & RECREATION ELEMENT

Goal for the Conservation, Development and Utilization of Natural Resources: Conserve and protect natural resources while permitting their managed use, consistent with City, State and Federal requirements.

Policy OCR-5: Utilize the California Environmental Quality Act (CEQA) as the primary regulatory tool for identifying and mitigating, where feasible, impacts to open space and natural resources when reviewing proposed development projects.

Policy OCR-39: Require the protection of wetlands, vernal pools, and rare, threatened and endangered species of both plants and animals through either avoidance of these resources, or implementation of appropriate mitigation measures where avoidance is not feasible, as determined by the City of Rocklin.

Policy OCR-40: Require compliance with the State and Federal Endangered Species Acts and the Clean Water Act as conditions of development project approval.

3.4 BIOLOGICAL RESOURCES

Policy OCR-41: Recognize that onsite protection of natural resources may not always be feasible and that offsite methods, such as use of mitigation banks, may be used.

Policy OCR-42: Encourage projects to be designed in a manner that protects heritage oak trees and other botanically unique vegetation designated to be retained.

Policy OCR-43: Mitigate for removal of oak trees and impacts to oak woodlands in accordance with the City of Rocklin’s Oak Tree Preservation Ordinance, or for projects located in zones not directly addressed by the Oak Tree Preservation Ordinance mitigation measures, on a project-by-project basis through the planning review and entitlement process.

Policy OCR-45: Encourage development projects to incorporate natural resources such as creeks, steep hillsides, and quarries in restricted ownership by an appropriate entity that provides for the protection of the natural resource and also allows for access by the public, where appropriate.

Rocklin General Plan EIR

In August 2012, the City of Rocklin adopted a new General Plan and certified the associated General Plan EIR (State Clearinghouse (SCH) # 2008072115) -- a Program EIR pursuant to CEQA Guidelines Section 15168. Later environmental documents (EIRs, mitigated negative declarations, or negative declarations) can incorporate by reference materials from a program EIR regarding regional influences, secondary impacts, cumulative impacts, broad alternatives, and other factors (CEQA Guidelines Section 15168[d][2]). These later documents need only focus on new impacts that have not been considered before (CEQA Guidelines Section 15168[d][3]). As noted in Chapter 1.0, Introduction, the General Plan EIR assumed full development and buildout of the Project Area. While the components of the Project are not consistent with the land uses under the General Plan EIR, the development footprint of the Project is the same; therefore, the physical impacts of developing the Project Area would be similar as under the General Plan EIR, as the area of impact is fully defined consistent with the General Plan EIR.

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur to the biological resources of the Planning Area as a result of the future urban development that was contemplated by the General Plan. These impacts included special-status species, species of concern, non-listed species, biological communities and migratory wildlife corridors (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.10-1 through 4.10-47). Mitigation measures to address these impacts are incorporated into the General Plan in the Open Space, Conservation and Recreation Element, and include policies that encourage the protection and conservation of biological resources and require compliance with rules and regulations protecting biological resources, including the City of Rocklin Oak Tree Preservation Ordinance.

The General Plan EIR concluded that, despite these goals, policies and rules and regulations protecting biological resources, significant biological resources impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General

Plan will impact sensitive biological communities, will result in the loss of native oak and heritage trees, will result in the loss of oak woodland habitat and will contribute to cumulative impacts to biological resources. Findings of fact and a statement of overriding considerations were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for biological resources impacts incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

City of Rocklin Riparian Policy

Action Step OCRA-11 of the City of Rocklin Draft General Plan requires that an open space easement be recorded over all areas within 50 feet of the edge of the bank of all perennial and intermittent streams and creeks providing natural drainage. In addition, where riparian habitat extends further than 50 feet from the edge of bank, the easement must be extended to include that area as well. The City may designate an easement greater than 50 feet for perennial streams when it is determined such a buffer is necessary to adequately protect drainage and habitat areas. Features that may be considered acceptable within the 50-foot setback, buffer area and/or open space easements include, but are not limited to, bridges, trails, drainage facilities, utilities, and fencing intended to delineate or protect a specific resource. Installation and maintenance of those features shall minimize impacts to resources to the extent feasible. The above setbacks and buffers apply to residential and non-residential development unless the landowner can demonstrate that literal application of this Action Step item would preclude all economically viable use of the land under existing zoning.

City of Rocklin Oak Tree Preservation Ordinance

Chapter 17.77, Oak Tree Preservation, of the City's Municipal Code outlines the purpose, definitions, tree permit requirements, and other related provisions pertaining to oak tree preservation. The ordinance regulates the removal of oak trees and heritage trees from developed lots and undeveloped property. Sections 17.77.030 and 17.77.050 prohibit the removal of oak trees without the issuance of a permit and require that preservation and removal of healthy oak trees from undeveloped property shall be addressed in the development application review process, and shall be governed by the guidelines adopted under Section 17.77.100.

According to the ordinance, "heritage tree" means any oak tree with (TDBH) (four and one-half feet above the root crown) of twenty-four inches or more and which is of good or fair quality in terms of health, vigor of growth and conformity to generally accepted horticultural standards of shape for its species. "Oak tree" or "tree" means an oak tree with a TDBH of six inches or more and of a species identified in the oak tree preservation guidelines by resolution of the city council as native to the Rocklin area.

3.4 BIOLOGICAL RESOURCES

Although the ordinance's requirements apply to all zoning designations in the city, the ordinance does not set forth specific mitigation measures for impacts of oak tree loss on property zoned Business Park, Neighborhood Commercial, Retail Business, General Service Commercial, General Retail Service Commercial, Highway Commercial, Light Industrial, Heavy Industrial, or an equivalent Planned Development zone. For those projects in which the City has required fees for oak tree removal mitigation, the fees paid are deposited into the City's Oak Tree Preservation Fund. This fund is used by the City to help purchase oak woodland preserves, such as the 21-acre addition to Johnson Springview Park, acquired in 1998, which preserved many heritage oaks and dense forested areas in the park and along Antelope Creek, the 184-acre South Whitney Recreation area (former Sunset Whitney Golf Course) acquired in 2018, and other preserve areas where new oak woodlands are being developed. By pooling the oak tree preservation fees from various projects, the City is able to purchase and set aside for protection much larger oak woodland habitats than any one project could acquire, thus maximizing the benefit to the environment, since the larger areas of oak woodlands have more ecological value for supporting a diverse ecosystem of plants and animals.

City of Rocklin Oak Tree Preservation Guidelines

The City of Rocklin Oak Tree Preservation Guidelines were adopted as required by Section 17.77.100 of the Rocklin Municipal Code, a part of the Oak Tree Preservation Ordinance. The goal of these Guidelines is to address the decline of oak woodlands due to urbanization through a considered attempt to balance the benefit of preservation, and the cost thereof, against the social benefits of private property ownership and development. To reach this goal, these Guidelines implement a comprehensive design review process for new development, offer incentives for oak tree preservation, and provide feasible alternatives and options to removal where practical. These Guidelines are in furtherance of the Rocklin General Plan/Open Space Conservation and Recreation Element, Policies 1 and 4.

The Guidelines apply to all oak trees located wholly or partially within the City. "Oak tree" is defined as an oak tree with a TDBH (four and one-half feet above the root crown) of six inches or more and of a species identified in these Guidelines as native to the Rocklin area. The diameter of multi-trunked trees shall be the total diameter at breast height of the largest trunk only.

3.4.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines contains a sample Initial Study checklist that includes a number of factual inquiries related to the subject of biological resources, as it does on a whole series of additional environmental topics. Notably, lead agencies are under no obligation to use these inquiries in fashioning thresholds of significance on the subject of air quality impacts, or indeed on any subject addressed in the checklist. (*Save Cuyama Valley v. County of Santa Barbara* (2013) 213 Cal.App.4th 1059, 1068.) Rather, with few exceptions, "CEQA grants agencies discretion to develop their own thresholds of significance." (*Ibid.*) Even so, it is a common practice for lead agencies to take the language from the inquiries set forth in Appendix G and to use that language in fashioning thresholds. The City has done so here, though it has exercised its discretion to modify the language of the Appendix G threshold addressing impacts to wetlands so that it applies not only to federally-

protected wetlands, but also to wetlands that are protected under state law (the reach of which is sometimes broader than federal law).

Although CEQA generally gives agencies considerable discretion in fashioning significance thresholds, there are some thresholds that must, as a matter of law, be used by public agencies. Many of these relate to biological resources, and are found in CEQA Guidelines Section 15065 (“Mandatory Findings of Significance”).

Finally, the City is aware that neither Appendix G nor Section 15065 sets forth language directly addressing potential effects on birds of prey or nesting birds due to violation of laws (described earlier) intended to protect them. The City has, therefore, exercised its discretion to formulate a threshold to address this particular category of impact.

In light of the foregoing, for purposes of this EIR, a significant impact would occur if implementation of the proposed project would:

- Substantially reduce the habitat of a fish or wildlife species;
- Cause a fish or wildlife population to drop below self-sustaining levels;
- Threaten to eliminate a plant or animal community;
- Substantially reduce the number or restrict the range of an endangered, rare or threatened species;
- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
- Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance;
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan;
- Result in the take or destruction of any nesting birds or birds of prey or the nest or eggs of such birds.

IMPACTS AND MITIGATION

Impact 3.4-1: The proposed Project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special-status, in local or regional plans, policies, regulations, or by the CDFW or USFWS - Invertebrates (Less than Significant with Mitigation)

As shown in Table 3.4-2, three special-status invertebrate species are documented in the region. The species include: vernal pool fairy shrimp (*Branchinecta lynchi*), valley elderberry longhorn beetle (VELB) (*Desmocerus californicus dimorphus*), and vernal pool tadpole shrimp (*Lepidurus packardii*). As shown in the table, vernal pool fairy shrimp and vernal pool tadpole shrimp are absent from the Project Area and/or the Project Area does not provide suitable habitat.

A total of 18 elderberry shrubs that represent potential habitat, but are not currently occupied by VELB, would be impacted by development of the Project. Three of the elderberry shrubs are located in riparian wetland or riparian woodland, and the remaining 15 shrubs are located in upland oak woodland and oak savannah communities. The elderberry shrubs in the North Village are generally smaller and less vigorous than those in the South Village. This is likely due to the generally more arid nature of the North Village. The South Village has perennial and intermittent drainages that may contribute to a higher groundwater table. As these shrubs are not currently occupied by VELB, the removal of the shrubs would not have any effect on VELB. The City of Rocklin and USFWS staff have met to discuss the removal of the elderberry shrubs within the North Village. As a result of the discussions, the Project Biologist has prepared a letter found in Attachment D of Appendix C.

VELB were not present within the on-site elderberry shrubs during the most recent survey in October 2020, but given enough time, VELB could occupy the elderberry shrubs, or shrubs may become established in new areas or may die of natural causes. Out of an abundance of caution, the elderberry shrubs will be transplanted into appropriate open space area(s) on-site prior to site grading as part of the proposed project.

Mitigation Measure 3.4-1 requires mitigation for VELB, which would be determined through consultation with the USFWS. Mitigation Measure 3.4-2 requires preparation and administration of Worker Environmental Awareness Training for the construction crews. Implementation of the proposed Project, with the below mitigation measures, would reduce the potential for impacts to special-status invertebrate species to a **less-than-significant** level.

MITIGATION MEASURE(S)

Mitigation Measure 3.4-1: *Prior to any ground-disturbing or vegetation-removal activities that would affect VELB, or VELB habitat, the project applicant shall conduct comprehensive VELB surveys in areas proposed for impact no more than three years prior to commencement of construction. If*

construction commences prior to October 2023, these surveys will not be required. Surveys shall be conducted in accordance with the Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle (USFWS 2017), or the most recent USFWS VELB guidance at the time.

Mitigation Measure 3.4-2: *Prior to any ground-disturbing or vegetation-removal activities, a Worker Environmental Awareness Training (WEAT) shall be prepared and administered to the construction crews. The WEAT shall include the following: discussion of the state and federal Endangered Species Act, the Clean Water Act, the Porter-Cologne Act and Waste Discharge Requirements, the Project's permits and CEQA documentation, and associated mitigation measures; consequences and penalties for violation or noncompliance with these laws and regulations; identification of special-status wildlife, location of any avoidance areas; hazardous substance spill prevention and containment measures; and the contact person in the event of the discovery of a special-status wildlife species. The WEAT shall also discuss the different habitats used by the species' different life stages and the annual timing of these life stages. A handout summarizing the WEAT information shall be provided to workers to keep on-site for future reference. Upon completion of the WEAT training, workers shall sign a form stating that they attended the training, understand the information presented, and shall comply with the regulations discussed. Workers shall be shown designated "avoidance areas" during the WEAT training; worker access shall be restricted to outside of those areas to minimize the potential for inadvertent environmental impacts. Fencing and signage around the boundary of avoidance areas may be helpful.*

Impact 3.4-2: The proposed Project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special-status, in local or regional plans, policies, regulations, or by the CDFW or USFWS - Reptile and Amphibian (Less than Significant with Mitigation)

As shown in Table 3.4-2, four special-status reptile and amphibian species are documented in the region. The species include: California red-legged frog (*Rana draytonii*), giant garter snake (*Thamnophis gigas*), western pond turtle (*Emys marmorata*), and western spadefoot (*Spea hammondi*). As shown in the table, the Project Area does not provide suitable habitat for California red-legged frog, giant garter snake, or western spadefoot. The North Village Study Area also does not provide suitable habitat for western pond turtle.

The main perennial creek running through the South Village Study Area represents suitable habitat for western pond turtle, and the adjacent riparian wetlands and riparian woodlands provide suitable nesting habitat. Portions of the riparian wetland and riparian woodlands south of the creek will be impacted during Project construction. If western pond turtles or their nests were present in those areas during construction, individual turtles could be injured or killed, or nests could be destroyed.

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Mitigation Measure 3.4-2 requires preparation and administration of Worker Environmental Awareness Training for the construction crews. Mitigation Measure 3.4-3 requires surveys and avoidance measures for western pond turtle. Implementation of the proposed Project, with the below mitigation measures, would reduce the potential for impacts to special-status reptile and amphibian species to a *less-than-significant* level.

MITIGATION MEASURE(S)

Implement Mitigation Measure 3.4-2.

***Mitigation Measure 3.4-3:** A western pond turtle survey shall be conducted in all areas within 150 feet of the main (east-west) perennial creek in the South Village Study Area within 48 hours prior to construction in that area. If no western pond turtles or nests are found, no further mitigation is necessary. If a western pond turtle is observed within the proposed impact area, a qualified biologist shall relocate the individual to suitable habitat outside of the proposed impact area prior to construction. If a western pond turtle nest is observed within the proposed impact area, the nest shall be fenced off and avoided until the eggs hatch. The exclusion fencing shall be placed no less than 25 feet from the nest. A qualified biologist shall monitor the nest daily during construction to ensure that hatchlings do not disperse into the construction area. Relocation of hatchlings will occur as stipulated above, if necessary.*

Impact 3.4-3: The proposed Project would not, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special-status, in local or regional plans, policies, regulations, or by the CDFW or USFWS - Fish (No Impact)

As shown in Table 3.4-2, two special-status fish species are documented in the region. The species include: Delta smelt (*Hypomesus transpacificus*) and steelhead - Central Valley DPS (*Oncorhynchus mykiss irideu*). As shown in the table, the Project Area does not provide suitable habitat for either fish species. Although the Project Area contains seasonal drainages and wetlands, these on-site aquatic habitats are not suitable for this species. Implementation of the proposed project would have *no impact* on special-status fish species.

Impact 3.4-4: The proposed Project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special-status, in local or regional plans, policies, regulations, or by the CDFW or USFWS - Birds (Less than Significant with Mitigation)

As shown in Table 3.4-2, 10 special-status bird species are documented in the region. The species include: American peregrine falcon (*Falco peregrinus anatum*), bald eagle (*Haliaeetus leucocephalus*), burrowing owl (*Athene cunicularia*), California black rail (*Laterallus jamaicensis coturniculus*), Loggerhead shrike (*Lanius ludovicianus*), Northern harrier (*Circus cyaneus*), purple martin (*Progne subis*) Swainson's hawk (*Buteo Swainsoni*), tricolored blackbird (*Agelaius tricolor*) and white-tailed kite (*Elanus leucurus*). As shown in the table, the Project Area does not provide suitable habitat for American peregrine falcon, bald eagle, burrowing owl, or purple martin. The North Village Study Area does not provide suitable habitat for California black rail.

NESTING RAPTORS AND SONGBIRDS

California black rail has a low potential to nest within the South Village Study Area. Swainson's hawk, white-tailed kite, northern harrier, tricolored blackbird, and loggerhead shrike have the potential to nest within both the North and South Village Study Areas, as do other more common bird species protected by the MBTA. If any of these birds were nesting on-site, removal of the nests would impact these species. Additionally, birds nesting in avoided areas adjacent to construction activities could be disturbed by construction, which could result in nest abandonment.

FORAGING RAPTORS

The annual brome grassland within the North and South Village Study Areas provides suitable foraging habitat for Swainson's hawk, white-tailed kite, northern harrier, and other more common raptors. The larger trees within the North and South Village Study Areas provide suitable nesting habitat. Approximately 49.0 acres of suitable foraging habitat within the North Village Study Area will be impacted during Project implementation, and 10.4 acres of marginally suitable foraging habitat within the South Village Study Area will be impacted.

Swainson's hawks were observed nesting in a Fremont's cottonwood tree in the North Village Study Area in 2019 (Figure 3.4-4a) (Madrone 2019), and they have been observed soaring over the North Village Study Area during field surveys. The annual brome grasslands within the North Village Study Area are large patches of habitat with adjacent (to the east) similar habitat that are almost certainly utilized for foraging by the pair nesting in that area. Therefore, the annual brome grasslands in the North Village Study Area are considered suitable foraging habitat. The annual brome grasslands in the South Village Study Area are of much lower quality. They are comprised of five small patches (each two to three acres or less) disjunct from one another due to oak and riparian woodland

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corridors, and further disjunct from any other larger, more suitable habitat. The South Village Study Area is almost entirely surrounded by urban development. This habitat would normally be considered unsuitable, but with the presence of a Swainson's hawk nest just 0.5 mile to the northeast, there is a chance that the habitat could be used for foraging; as such, the annual brome grasslands within the South Village Study Area are considered to be marginally suitable foraging habitat for Swainson's hawk.

CONCLUSION

Mitigation Measure 3.4-2 requires preparation and administration of Worker Environmental Awareness Training for the construction crews. Mitigation Measure 3.4-4 requires nest surveys and avoidance measures for nesting raptors and other birds. Mitigation Measure 3.4-5 requires protection of Swainson's hawk foraging habitat. Though mitigation for impacts to foraging habitat for northern harrier, white-tailed kite, and loggerhead shrike is not required pursuant to CEQA, the protection of Swainson's hawk foraging habitat (required by Mitigation Measure 3.4-5) will offset the loss of foraging habitat for these and other birds. Implementation of the proposed Project, with the below mitigation measures, would reduce the potential for impacts to special-status bird species to a *less-than-significant* level.

MITIGATION MEASURE(S)

*Implement **Mitigation Measure 3.4-2.***

***Mitigation Measure 3.4-4:** The following preconstruction nest survey requirements apply if construction activities take place during the typical bird breeding/nesting season (typically February 1 through September 1):*

- A targeted Swainson's hawk nest survey shall be conducted throughout the Project area and all accessible areas within a ¼ mile radius of the proposed construction area no more than 14 days prior to construction activities. If active Swainson's hawk nests are found within ¼ mile of a construction area, construction shall cease within ¼ mile of the nest until a qualified biologist (Project Biologist) determines that the young have fledged or it is determined that the nesting attempt has failed. If the applicant desires to work within ¼ mile of the nest, the applicant shall consult with CDFW and the City to determine if the nest buffer can be reduced. The Project applicant, the Project biologist, the City, and CDFW shall collectively determine the nest avoidance buffer, and what (if any) nest monitoring is necessary.*
- A pre-construction nesting bird survey shall be conducted by the Project Biologist throughout the Project area and all accessible areas within a 500-foot radius of proposed construction areas, no more than 14 days prior to the initiation of construction. If there is a break in construction activity of more than 14 days, then subsequent surveys shall be conducted.*
- If active raptor, California black rail nest, or a tricolored blackbird nesting colony are found, no construction activities shall take place within 500 feet of the nest/colony until the young have fledged. If active songbird nests are found, a 100-foot no disturbance buffer will be established. These no-disturbance buffers may be reduced if a smaller buffer is proposed by the Project Biologist and approved by the City (and CDFW if it is a California black rail nest*

or tricolored blackbird nesting colony) after taking into consideration the natural history of the species of bird nesting, the proposed activity level adjacent to the nest, habituation to existing or ongoing activity, and nest concealment (are there visual or acoustic barriers between the proposed activity and the nest). The Project Biologist can visit the nest as needed to determine when the young have fledged the nest and are independent of the site or the nest can be left undisturbed until the end of the nesting season.

- A report summarizing the survey(s), shall be provided to the City within 14 days of the completed survey and is valid for one construction season or until there is a gap in construction activity of 14 days or more. If no nests are found, no further mitigation is required.
- Should construction activities cause a nesting bird do any of the following in a way that would be considered a result of construction activities: (1) vocalize, (2) make defensive flights at intruders, (3) get up from a brooding position, or (4) fly off the nest, then the exclusionary buffer shall be increased such that activities are far enough from the nest to stop this agitated behavior. The exclusionary buffer shall remain in place until the chicks have fledged or as otherwise determined by the Project Biologist in consultation with the City. Construction activities may only resume within the buffer zone after a follow-up survey by the Project Biologist has been conducted and a report has been prepared indicating that the nest (or nests) are no longer active, and that no new nests have been identified.

Mitigation Measure 3.4-5: The following mitigation shall be implemented to address the loss of suitable foraging habitat for Swainson's hawks:

- 1.0 acre of suitable foraging habitat shall be protected for each acre of highly suitable foraging habitat impacted. Protection shall be via purchase of mitigation bank credits or other land protection mechanism acceptable to the City.
- 0.5 acre of suitable foraging habitat shall be protected for each acre of marginally suitable foraging habitat impacted. Protection shall be via purchase of mitigation bank credits or other land protection mechanism acceptable to the City.

The final determination of whether the foraging habitat is "highly suitable" or "marginally suitable" shall be made by the Project Biologist in consultation with the City of Rocklin. Generally, grasslands, croplands, and other low-lying vegetation is highly suitable foraging habitat. Orchard, vineyard, and woodland are generally unsuitable foraging habitat. Marginally suitable would require some level of low-lying vegetation available with an abundance of prey species. Based on these ratios and the current development plan, a total of 54.15 acres of Swainson's hawk foraging habitat shall be protected to compensate for impacts within the Study Area.

Impact 3.4-5: The proposed Project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species,

including those considered candidate, sensitive, or special-status, in local or regional plans, policies, regulations, or by the CDFW or USFWS - Mammals (Less than Significant with Mitigation)

As shown in Table 3.4-2, four special-status mammal species are documented in the region. The species include: hoary bat (*Lasiurus cinereus*), silver-haired bat (*Lasionycteris noctivagans*), pallid bat (*Antrozous pallidus*), and Western red bat (*Lasiurus blossevillii*). As shown in the table, there is a high potential for these bat species to occur on-site.

Trees in habitats throughout the North and South Village Study Areas provide suitable habitat for various special-status bats species. Outbuildings in the North Village Study Area also provide habitat for various special-status bat species. If special-status bats were roosting in trees or outbuildings to be removed by Project construction, they could be injured or killed during the removal.

Mitigation Measure 3.4-2 requires preparation and administration of Worker Environmental Awareness Training for the construction crews. Mitigation Measure 3.4-6 requires roosting bat surveys and avoidance measures for special-status bats. Implementation of the proposed Project, with the below mitigation measures, would reduce the potential for impacts to special-status mammal species to a **less-than-significant** level.

MITIGATION MEASURE(S)

*Implement **Mitigation Measure 3.4-2.***

***Mitigation Measure 3.4-6:** Pre-construction roosting bat surveys shall be conducted by a qualified biologist within 14 days prior to any tree or building removal that will occur during the breeding season (April through August). If preconstruction surveys indicate that no roosts of special-status bats are present, or that roosts are inactive or potential habitat is unoccupied, no further mitigation is required. If roosting bats are found, exclusion shall be conducted as recommended by the qualified biologist. Methods may include acoustic monitoring, evening emergence surveys, and the utilization of two-step tree removal supervised by the qualified biologist. Two-step tree removal involves removal of all branches that do not provide roosting habitat on the first day, and then the next day cutting down the remaining portion of the tree. Once the bats have been excluded from buildings or allowed to fly off from trees and roost elsewhere, the building or tree removal may occur.*

Impact 3.4-6: The proposed Project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special-status, in local or regional plans, policies, regulations, or by the CDFW or USFWS - Plants (Less Than Significant with Mitigation)

As shown in Table 3.4-1, 23 special-status plant species are documented in the region. The species include: Ahart's dwarf rush (*Juncus leiospermus* var. *ahartii*), big-scale balsamroot (*Balsamorhiza macrolepis*), Bisbee Peak rush-rose (*Crocانthemum suffrutescens*), Boggs Lake hedge-hyssop (*Gratiola heterosepala*), Butte County fritillary (*Fritillaria eastwoodiae*), chaparral sedge (*Carex xerophila*), dubious pea (*Lathyrus sulphureus* var. *argillaceus*), dwarf downingia (*Downingia pusilla*), El Dorado bedstraw (*Galium californicum* ssp. *Sierrae*), El Dorado County mule ears (*Wyethia reticulata*), hispid salty bird's-beak (*Chloropyron molle* ssp. *Hispidum*), Jepson's onion (*Allium jepsonii*), Layne's ragwort (*Packera layneae*), Legenere (*Legenere limosa*), oval-leaved viburnum (*Viburnum ellipticum*), pincushion navarretia (*Navarretia myersii* ssp. *Myersii*), Pine Hill ceanothus (*Ceanothus roderickii*), Pine Hill flannelbush (*Fremontodendron decumbens*), Red bluff dwarf rush (*Juncus leiospermus* var. *leiospermus*), Red Hills soaproot (*Chlorogalum grandiflorum*), Sacramento Orcutt grass (*Orcuttia viscida*), Sanford's arrowhead (*Sagittaria sanfordii*), and Stebbins' morning-glory (*Calystegia stebbinsii*).

As shown in the table, the vegetation communities which would be impacted as a result of Project development represent suitable habitat for big-scale balsamroot, dwarf downingia, Bogg's Lake hedge hyssop, Ahart's dwarf rush, and Sanford's arrowhead; however, protocol-level special-status plant surveys were conducted throughout the Study Area in 2017 and 2020 with negative results. Therefore, these species are known to be currently absent from the Study Areas. Nevertheless, plant species can become established in new, suitable, habitat locations given enough time.

Mitigation Measure 3.4-2 requires preparation and administration of Worker Environmental Awareness Training for the construction crews. Mitigation Measure 3.4-7 requires surveys and mitigation if special-status plant species are found. Implementation of the proposed Project, with the below mitigation measures, would reduce the potential for impacts to special-status plant species to a **less-than-significant** level.

MITIGATION MEASURE(S)

Implement Mitigation Measure 3.4-2.

Mitigation Measure 3.4-7: *Special-status plant surveys shall be conducted in areas proposed for impact no more than three years prior to commencement of construction. If construction commences prior to April 1, 2023, these surveys shall not be required. Surveys shall be conducted in accordance with the Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed, and Candidate Plants (USFWS, 2000), the Botanical Survey Guidelines of the California Native Plant Society (CNPS, 2001), and Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFW, 2018) or more recent protocols at that time. If no special-status plant species are found, no further mitigation would be required. If special-status plants are found and would be impacted, mitigation for those impacts shall be determined during consultation with the City. If the plant found is a perennial such as Sanford's arrowhead or big-scale balsamroot, then mitigation shall consist of digging up the plant and transplanting into a suitable avoided area on-site prior to construction. If the plant found is an annual such as dwarf downingia, then mitigation shall consist of collecting seed-bearing soil and spreading*

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into a suitable constructed wetland at a mitigation site (as placing soil into an avoided wetland on-site would be considered fill).

Impact 3.4-7: The proposed Project would have substantial adverse effects on federally- or state-protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means (Less than Significant with Mitigation)

The USACE has regulatory responsibility for navigable waters as well as "all other waters such as...streams ...wetlands...and natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce" (33 CFR 323.2) under Section 404 of the CWA. A formal jurisdictional determination must be made by the USACE relative to the protected wetlands and jurisdictional waters within the Project Area.

As shown in Table 3.4-4, of the approximately 9.065 acres of aquatic resources mapped within the Study Areas, 0.971 acre will be impacted by the proposed Project, and 8.094 acres will be avoided (Figures 3.4-5a and 3.4-5b).

TABLE 3.4-4: AQUATIC RESOURCE IMPACTS WITHIN STUDY AREA

RESOURCE TYPE	IMPACTED ACREAGE	AVOIDED ACREAGE	TOTAL ACREAGE
<i>WETLANDS</i>			
Seasonal Wetland	0.502	2.200	2.702
Seasonal Wetland Swale	0.089	0.385	0.474
Seep	0.188	0.036	0.224
Riparian Wetland	0.143	5.014	5.157
<i>Subtotal - Wetlands</i>	<i>0.922</i>	<i>7.635</i>	<i>8.557</i>
<i>OTHER WATERS</i>			
Perennial Creek	0.008	0.397	0.405
Ephemeral Drainage	0.035	0.042	0.077
Ditch	0.006	0.020	0.026
<i>Subtotal - Other Waters</i>	<i>0.049</i>	<i>0.459</i>	<i>0.508</i>
Grand Total	0.971	8.094	9.065

SOURCE: MADRONE ECOLOGICAL CONSULTING, 2021.

While the project applicant has made a significant effort to preserve aquatic features (8.094 acres will be avoided), 0.971 acres of sensitive aquatic habitat would be permanently lost. Mitigation Measure 3.4-8 requires the applicant to obtain the proper regulatory permits, including adherence to the "no-net-loss" requirements. All feasible mitigation has been incorporated into the Project by design, through regulatory permit compliance (i.e., Section 404/401/1600 permits), adherence to the "no-net-loss" requirements (minimum 1:1 replacement), and through other mitigation measures presented in this chapter. Therefore, with implementation of mitigation, this impact would be **less than significant**.

MITIGATION MEASURE(S)

Mitigation Measure 3.4-8: The following measures shall be implemented to address the loss of aquatic resources:

1. *The Project applicant shall apply for a Section 404 permit from the U.S. Army Corps of Engineers for impacts to aquatic resources verified by the USACE as subject to their jurisdiction. Waters of the U.S. that will be impacted shall be replaced or rehabilitated on a “no-net-loss” basis. Habitat restoration, rehabilitation, and/or replacement shall be at a location and by methods acceptable to the USACE.*
2. *The Project applicant shall apply for a Section 401 water quality certification or WDR, as appropriate, from the RWQCB, and adhere to the conditions.*
3. *For project applications with impacts to drainages or riparian vegetation, the Project applicant shall apply for a Section 1600 Lake or Streambed Alteration Agreement from CDFW. Impacts will be outlined in the application and are expected to be substantially similar to the impacts to biological resources outlined in this document. Information regarding Project-specific drainage and hydrology changes resulting from Project implementation will be provided as well as a description of storm water treatment methods. Minimization and avoidance measures will be proposed as appropriate and may include: preconstruction species surveys and reporting, protective fencing around avoided biological resources, worker environmental awareness training, seeding disturbed areas adjacent to open space areas with native seed, and installation of project-specific storm water BMPs. Mitigation may include restoration or enhancement of resources on- or off-site, purchase of habitat credits from an agency-approved mitigation/conservation bank, working with a local land trust to preserve land, or any other method acceptable to CDFW.*

Impact 3.4-8: The proposed Project has the potential to have substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS (Less than Significant)

Figures 3.4-2a and 3.4-2b illustrate the locations of the aquatic resources and terrestrial vegetation communities in the Project area. Table 3.4-5 summarizes the impacts to the biological communities in the Project Area, including aquatic resources (as discussed in Impact 3.4-7) and terrestrial vegetation communities.

TABLE 3.4-5: IMPACTS TO BIOLOGICAL COMMUNITIES

RESOURCE TYPE	IMPACTED ACREAGE	AVOIDED ACREAGE	TOTAL ACREAGE
<i>AQUATIC RESOURCES</i>			
Seasonal Wetland	0.502	2.200	2.702
Seasonal Wetland Swale	0.089	0.385	0.474
Seep	0.188	0.036	0.224
Riparian Wetland	0.143	5.014	5.157
Perennial Creek	0.008	0.397	0.405
Ephemeral Drainage	0.035	0.042	0.077
Ditch	0.006	0.020	0.026
<i>Subtotal - Aquatic Resources</i>	<i>0.971</i>	<i>8.094</i>	<i>9.065</i>
<i>TERRESTRIAL VEGETATION COMMUNITIES</i>			
Annual Brome Grassland	49.0	0.3	49.3
Developed	1.2	0.3	1.5
Himalayan Blackberry	0.4	0.1	0.5
Oak Savannah	4.3	0.2	4.5
Oak Woodland	13.8	3.9	17.7

3.4 BIOLOGICAL RESOURCES

RESOURCE TYPE	IMPACTED ACREAGE	AVOIDED ACREAGE	TOTAL ACREAGE
Subtotal – Terrestrial Veg. Comm.	68.7	4.8	73.5
Grand Total	69.691	12.874	82.565

SOURCE: MADRONE ECOLOGICAL CONSULTING, 2021.

The proposed Project would include approximately 15.6 acres for park/open space uses. The Project would avoid approximately 8.094 acres of aquatic resources and approximately 4.8 acres of terrestrial vegetation communities. However, approximately 0.971 acres of aquatic resources and 68.7 acres of terrestrial vegetation communities will be permanently removed. The terrestrial vegetation communities on the Project site are not considered sensitive habitats; however, the aquatic resources are sensitive habitats. As noted in Impact 3.4-7, all feasible mitigation has been incorporated into the Project by design, through regulatory permit compliance (i.e., Section 404/401/1600 permits), adherence to the “no-net-loss” requirements (minimum 1:1 replacement), and through other mitigation measures presented in this chapter. Mitigation Measure 3.4-8 would ensure that impacts related to wetlands and other waters would be less than significant.

Given that all feasible mitigation has been incorporated into the project by design, through regulatory permit compliance (i.e., Section 404/401/1600 permits), and through mitigation measures presented earlier in this chapter, this impact is considered *less than significant*.

Impact 3.4-9: The proposed Project would not interfere substantially with the movement of native fish or wildlife species or with established wildlife corridors, or impede the use of native wildlife nursery sites (Less than Significant)

Wildlife corridors link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The fragmentation of undeveloped land by urbanization creates isolated “islands” of wildlife habitat. Fragmentation can also occur when a portion of one or more habitats is converted into another habitat, such as when woodland or scrub habitat is altered or converted into grasslands after a disturbance such as fire, mudslide, or grading activities. Wildlife corridors mitigate the effects of this fragmentation by: (1) allowing animals to move between remaining habitats, thereby permitting depleted populations to be replenished and promoting genetic exchange and diversity; (2) providing escape routes from fire, predators, and human disturbances, thus reducing the risk of catastrophic events (such as fire or disease) on population or local species extinction, and (3), serving as a travel routes for individual animals as they move within their home ranges in search of food, water, mates and other needs.

With the exception of a single home on an approximately one-acre parcel, the North Village site is uninhabited and comprised of gently rolling terrain at elevations ranging from 330 to 380 feet above mean sea level. The South Village site is comprised of rolling terrain at elevations ranging from 290 to 310 feet above mean sea level. An unnamed tributary of Secret Ravine Creek runs from east to west through the South Village and is bordered on both sides by a riparian wetland that occupies the creek’s floodplain.

Surrounding land uses generally consist of vacant land and developed uses (including but not limited to Sierra College facilities, single family residential uses, and office and institutional uses. West of

the North Village, the Sierra College's Rocklin campus is located on the northwest corner of Rocklin Road and Sierra College Boulevard and a commercial center is located on the southwest corner. James Drive is immediately east of the North Village site with an approved, recently under construction, equestrian facility located contiguous to the North Village project site at the end of James Drive in the Town of Loomis. To the east of James Drive are rural residential parcels in the Town of Loomis. Rocklin Road forms the site's southern boundary and Rocklin Manor Apartments and the recently under construction Sierra Gateway Apartments are located south of Rocklin Road. There is a parcel with a single family residence near the northwest corner of the North Village site and the parcel north of the site is vacant and vegetated with oak woodland and grassland. Rocklin Road and El Don Drive bound the South Village site to north and west, respectively, and the Sierra College campus is located immediately north of Rocklin Road. Office buildings and the Rocklin Latter-day Saints (LDS) Institute are situated in two separate areas south of Rocklin Road, outside of the Project area. West of the South Village, commercial and office uses are located southwest of the corner of El Don Drive and Rocklin Road. Single-family residential uses are located to the west, south and east of the South Village site and there is also a small open space area to the east of the site before the single-family residential uses. A branch of Secret Ravine Creek runs from east to west through the site.

As noted above, a portion of the Project site is transected by an unnamed tributary of Secret Ravine Creek and the application of City policies has resulted in the proposed establishment of a riparian buffer along the creek. To the degree that the creek and riparian area currently serve as a wildlife migration corridor, it is expected that the Project's preservation of the creek and riparian area will also preserve the ability for wildlife to use that corridor for movement. Therefore, the proposed Project is not anticipated to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or wildlife nursery sites.

Additionally, impacts from development, such as habitat fragmentation and/or isolation, and the creation of impassable barriers can cause a significant impact to wildlife corridors. Depending on the organism and its needs, movement corridors can either be continuous or discontinuous patches of suitable habitat. Preserving expanses of open space that are connected may enable species utilizing these areas as foraging or breeding habitat to persist.

The record search did not reveal any documented wildlife corridors or wildlife nursery sites on or adjacent to the Project Area. Furthermore, the field surveys did not reveal any wildlife corridors or wildlife nursery sites on or adjacent to the Project Area. With the implementation of mitigation measures included in this section, this impact would be *less than significant*.

Impact 3.4-10: The proposed Project may result in conflicts with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (Less than Significant with Mitigation)

NATIVE OAK TREES

3.4 BIOLOGICAL RESOURCES

The City of Rocklin Oak Tree Preservation Guidelines were adopted as required by Section 17.77.100 of the Rocklin Municipal Code, a part of the Oak Tree Preservation Ordinance. The Guidelines apply to all oak trees located wholly or partially within the City. "Oak tree" is defined as an oak tree with a TDBH (four and one-half feet above the root crown) of six inches or more and of a species identified in these Guidelines as native to the Rocklin area. The diameter of multi-trunked trees shall be the total diameter at breast height of the largest trunk only.

Native oak trees occur within oak woodlands, oak savannah, and riparian woodlands throughout the Study Areas. The College Park Oak Tree Mitigation Plan (Oak Mitigation Plan) (Attachment E of Appendix C) quantifies impacts and avoidance of oak trees, TDBH inches of oaks, and oak canopy acreage; these are summarized in Table 3.4-6. Note that the oak canopy acreage is smaller than the acreage of native oak vegetation communities presented in Figures 3.4-2a and 3.4-2b, as oak trees are only one component of each of these communities.

TABLE 3.4-6: NATIVE OAK TREE IMPACTS AND AVOIDANCE

MEASUREMENT	IMPACTS ¹	AVOIDANCE ¹	TOTAL
Number of oak trees	1,393 (72%)	551 (28%)	1,944
Oak DBH (inches)	12,780 (70%)	5,457 (30%)	18,237
Oak canopy (acres)	16.61 (67%)	8.07 (33%)	24.68

SOURCE: MADRONE ECOLOGICAL CONSULTING, 2021.

In summary, implementation of the Proposed Project will directly impact 1,393 (72 percent) of the healthy native oak trees within the Study Area.

RIPARIAN ZONE

The City of Rocklin's General Plan Riparian Zone Policy requires that an applicant identify the extent of their "Riparian Zone". This exercise was completed for the South Village Study Area in 2017, during the Project design phase, and in consultation with City staff. Below is an explanation of how the Riparian Zone was determined and what it is comprised of (from the memorandum prepared to that effect) (Madrone, 2017c). The portions of the Riparian Zone that are outside of the creek boundaries and the riparian wetlands as Riparian Woodlands are depicted on Figure 3.4-2b. The majority of these areas are indeed Riparian Woodlands, and the remainder have been included in this category for clarity and simplicity.

The riparian zone is generally considered to be the area adjacent to a drainage that is hydrologically influenced by the water flowing through that drainage. The most common way to approximate this hydrologic influence is the extent of hydrophytic (water-loving) vegetation growing in what would otherwise be an upland area.

Accordingly, during the field surveys, Madrone mapped the extent of perennial hydrophytic vegetation along the drainages within the Study Area. In some areas, the extent of the riparian zone correlated with the edge of the mapped riparian wetlands. Areas where the riparian zone exceeds the extent of the riparian wetlands are areas in which the riparian hydrologic influence does not occur within the top 12 inches of the soil (and thus, wetland hydrology and hydric soil indicators are lacking). These areas often support riparian trees and shrubs (which have deep root systems), but may not support more shallowly-rooted herbaceous hydrophytes. In most cases where the riparian

zone exceeded the extent of the riparian wetlands, the edge was the outer extent of the willows (*Salix* species), Fremont cottonwood (*Populus fremontii*), and Valley oak (*Quercus lobata*) trees along the drainages, but in some areas where adjacent woody vegetation was lacking, deeper-rooted herbaceous perennials such as curly dock (*Rumex crispus*) were used as an indicator of the extent of the riparian zone. Some areas were challenging, especially along the northern edge of the perennial drainage, where isolated large willow trees were interspersed with upland blue oak (*Quercus douglasii*) and interior live oak (*Quercus wislizenii*) trees. Madrone assumed that at some time in the past, additional hydrology allowed the willows to establish, but that the current condition may be drier, and as a result, now supports the upland oak trees. Therefore, in this area, the extent of the riparian zone was mapped at the edge of where willows and cottonwood trees were dominant as opposed to scattered. This also corresponded to the extent of herbaceous hydrophytic vegetation. The riparian boundaries that Madrone generated for the Study Area were provided to the City of Rocklin (City) for review, and a Madrone project principal and biologist conducted a site visit with City staff on December 6, 2017 to review the boundary in the field. City staff generally accepted Madrone's mapping, with the exception of the two locations mentioned above to the north of the perennial drainage where hydrophytic trees and shrubs are scattered within a matrix of more upland trees. City staff requested that these areas of scattered hydrophytes be included in the riparian zone.

The riparian zone within the South Village Study Area has largely been avoided by the proposed Project. The only exceptions are five road, trail, and utility crossings, which are allowed by the City's Riparian Policy. There is no riparian zone within the North Village Study Area. Therefore, there are no exceptions to the riparian policy.

CONCLUSION

As summarized in Table 3.4-6, 1,393 healthy native oak trees with a cumulative DBH of 12,780 inches and an approximate canopy of 16.61 acres would be impacted by the Project. The City of Rocklin Oak Tree Preservation Guidelines (Guidelines) state that "on-site mitigation in the form of planting replacement trees is preferred. Where more than twenty percent of the TDBH [total DBH] of all the surveyed oak trees or more than twenty percent of the total number of surveyed oak trees on the property are to be removed, each inch of TDBH removed in excess of twenty percent of the TDBH of all the surveyed oak trees shall be replaced with an equal number of inches of TDBH of replacement trees, but in no event shall the number of replacement trees be less than twice the number of trees removed (two to one)." As the majority of the avoided habitats will already be woodlands or wetlands, planting replacement trees onsite is not a feasible alternative.

The Guidelines go on to state that "Off-site tree replacement, contributions to the Rocklin Oak Tree Preservation Fund, and dedication of land instead of paying mitigation fees shall also be considered." Both off-site tree replacement and contributing to the Rocklin Oak Tree Preservation Fund would result in substantial temporal loss of habitat; therefore, the applicant has proposed to mitigate for loss of native oak communities through protection and long-term management of existing native oak communities. The Project applicant has prepared the College Park Oak Tree Mitigation Plan (Oak Mitigation Plan), which is included as Attachment E of Appendix C. The Oak Mitigation Plan outlines the Project mitigation requirements detailed by the Guidelines:

3.4 BIOLOGICAL RESOURCES

Total DBH (TDBH) of oak trees in Project Area	18,237
TDBH of healthy oak trees proposed for impact	12,780
Subtract 20% of TDBH of all trees (18,237 x 0.20)	-3,648
TDBH of mitigation required	9,132

Under the Oak Mitigation Plan, a 22.5-acre Mitigation Area would be set aside as mitigation for these impacts to native oak trees. This Mitigation Area is located along Secret Ravine Creek, and as a result, supports both a diverse, high quality riparian corridor, and oak woodlands further from the Creek. The Mitigation Area contains 758 healthy native oak trees with a cumulative DBH of 9,420 inches. This is slightly more than the TDBH required, but does not provide the 2:1 replacement trees required by the Guidelines. As noted above, the Mitigation Area contains a mature riparian corridor with an additional 256 native trees with a cumulative DBH of 3,268 inches. Furthermore, the Mitigation Area provides 22.5 acres of native tree canopy, the majority of which is oaks, which is substantially greater than the 16.61 acres of oak canopy impact associated with the proposed Project area. In summary, the Preserve contains 1,014 native trees with a cumulative DBH of 12,688. Although this still does not replace the number of oak trees on a 2:1 basis, the cumulative DBH is greater because the oak and riparian woodlands in the Mitigation Area are more mature, with generally larger trees. For comparison, the Project as proposed would impact 16 heritage oak trees with a cumulative DBH of 466 inches, while the Mitigation Area contains 69 heritage oak trees with a cumulative DBH of 1,703 inches.

Mitigation Measure 3.4-9 would require the Project applicant to comply with the City's Oak Tree Preservation Ordinance, or provide an alternative way to address the loss of native oaks on-site (such as the College Park Oak Tree Mitigation Plan). With implementation of the following mitigation measure, this impact would be considered ***less than significant***.

MITIGATION MEASURE(S)

Mitigation Measure 3.4-9: *The Project applicant shall comply with the City's Oak Tree Preservation Ordinance, or provide an alternative way to address the loss of native oaks on-site (such as the College Park Oak Tree Mitigation Plan). The strategy shall be subject to review and approval by the City, and the City shall have ultimate discretion to determine what mitigation shall be required prior to permit approval.*

If the applicant utilizes the Oak Tree Preservation Ordinance to address the loss of native oaks on-site, the following shall occur:

- *The mitigation plan shall comply with the City's Oak Tree Preservation Guidelines.*
- *The Project applicant shall apply for a Tree Preservation Plan Permit, as required by the City Oak Tree Preservation Ordinance.*
- *A bond or other security instrument in a form approved by the City Attorney in the minimum amount of \$10,000 (or greater as deemed necessary by the approving body) shall be posted and maintained to insure the preservation of the trees during construction. The security shall*

be posted prior to any grading or movement of heavy equipment onto the site or issuance of a permit. Any violation of any term or condition of the tree preservation plan permit or these Guidelines may result in forfeiture of all or a portion of the bond. Other violation penalties are contained in the Oak Tree Preservation Ordinance.

- *The Project developer shall be required to fence the trees to be preserved during construction. The Tree Preservation Ordinance requires fencing and signage to be installed by the developer around trees which could be damaged during construction. The sign shall be a minimum of two feet by two feet in size and shall state the bond amount which protects the tree and that damage will result in forfeiture of all or part of the bond. Fencing shall be located three feet outside the dripline of the tree, shall be no less than four feet high, and shall be installed prior to any grading on the site. City staff shall verify installation of the fencing. It is the responsibility of the property owner and workers on the site to assure that the fence remains in its proper location and at its proper height during construction.*

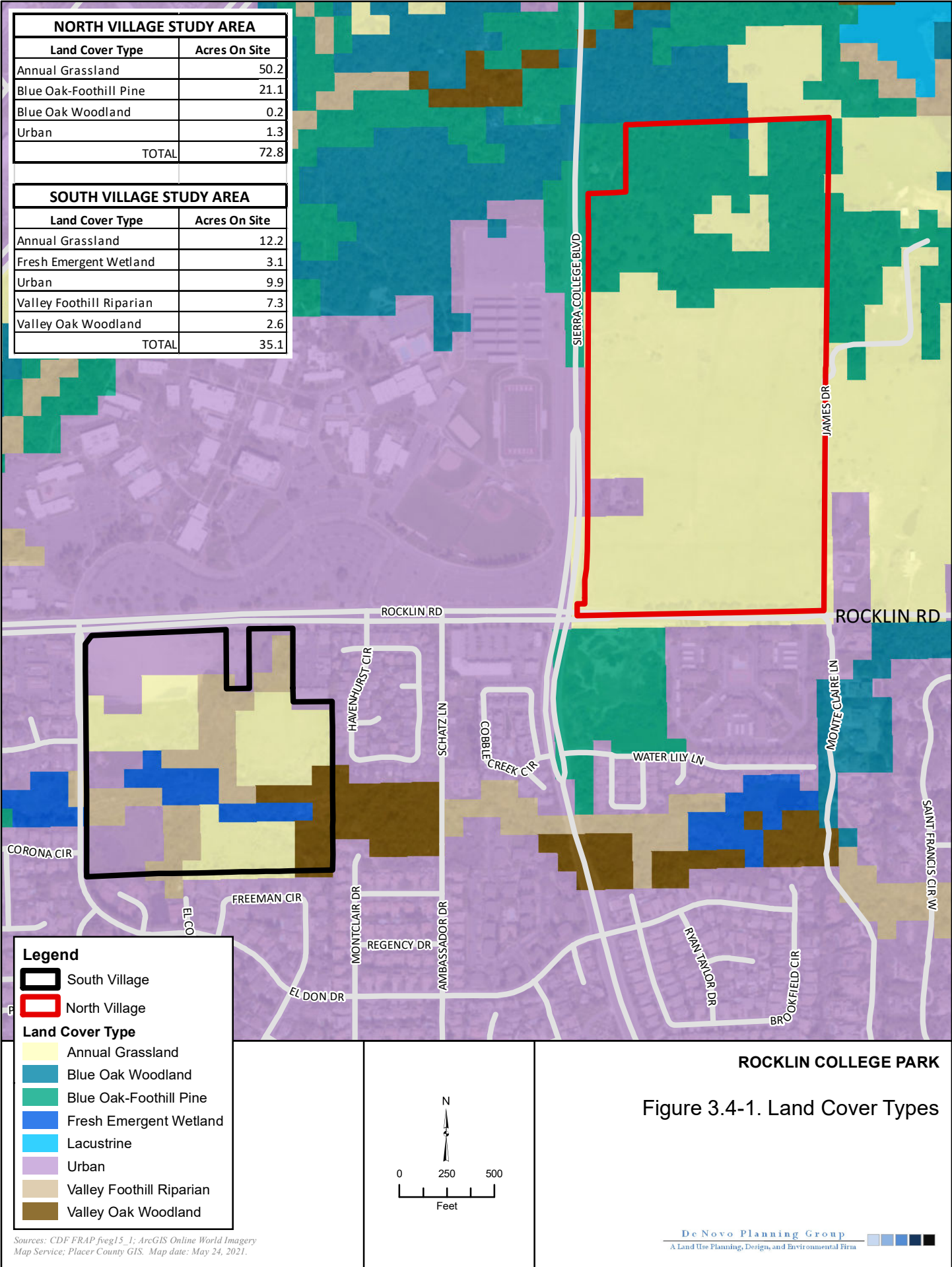
If the applicant utilizes an alternative way to address the loss of native oaks on-site (such as the College Park Oak Tree Mitigation Plan) to address the loss of native oaks on-site, the following shall occur:

- *The Project applicant shall prepare the Oak Tree Mitigation Plan;*
- *The City shall review and approve the Oak Tree Mitigation Plan;*
- *The Project applicant shall implement the Oak Tree Mitigation Plan prior to any removal of protected oak trees. The Mitigation Plan shall include preparation of protective measures for on-site trees to be preserved (i.e., fencing and signage installation around trees which could be damaged during construction), a long-term management plan for the proposed oak conservation area, and protection of the native oak habitat in perpetuity through the use of a real estate instrument (such as a deed restriction or conservation easement that runs with the land).*

Impact 3.4-11: The proposed Project would not result in conflicts with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan (No Impact)

The PCCP is a county-proposed solution to coordinate and streamline the permitting process by allowing local entities to issue state and federal permits. The PCCP is an HCP under the ESA and a NCCP under the California Natural Community Conservation Planning Act. As proposed, the PCCP would include the County Aquatic Resources Program to issue permits related to the Federal Clean Water Act and the California Fish and Game Code. The City of Rocklin is a non-participating City in the PCCP. Implementation of the proposed project would have **no impact** relative to this issue.

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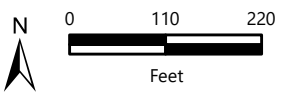
Sources: CDF FRAP fveg15_1; ArcGIS Online World Imagery Map Service; Placer County GIS. Map date: May 24, 2021.

ROCKLIN COLLEGE PARK
 Figure 3.4-1. Land Cover Types

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North Village Study Area (74 acres)	
Terrestrial Vegetation Communities	
	Annual Brome Grassland (49.4 acres)
	Developed (1.5 acres)
	Himalayan Blackberry Bramble (0.5 acre)
	Oak Savannah (4.6 acres)
	Oak Woodland (17.7 acres)
Aquatic Resources (0.732 acre)	
Wetlands (0.649 acre)	
	Riparian Wetland (0.082 acre)
	Seasonal Wetland (0.107 acre)
	Seasonal Wetland Swale (0.341 acre)
	Seep (0.119 acre)
Other Waters (0.083 acre)	
	Ephemeral Drainage (0.077 acre)
	Roadside Ditch (0.006 acre)

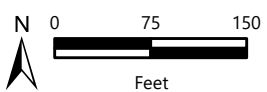
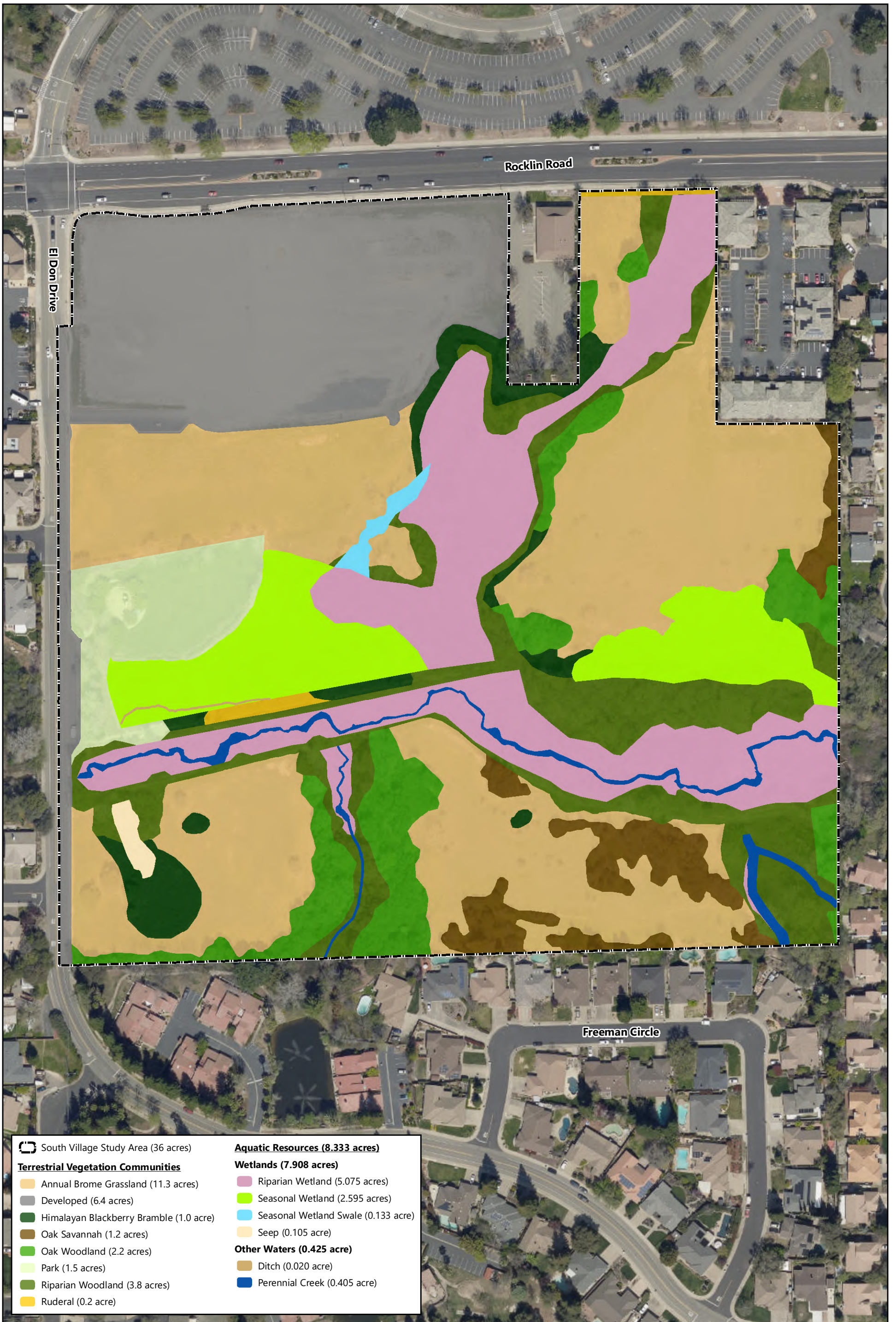


ROCKLIN COLLEGE PARK

Figure 3.4-2a.
Vegetation Communities and Aquatic Resources - North Village

Source: Madrone Ecological Consulting, 1/25/2021.
Map date: May 28, 2021.

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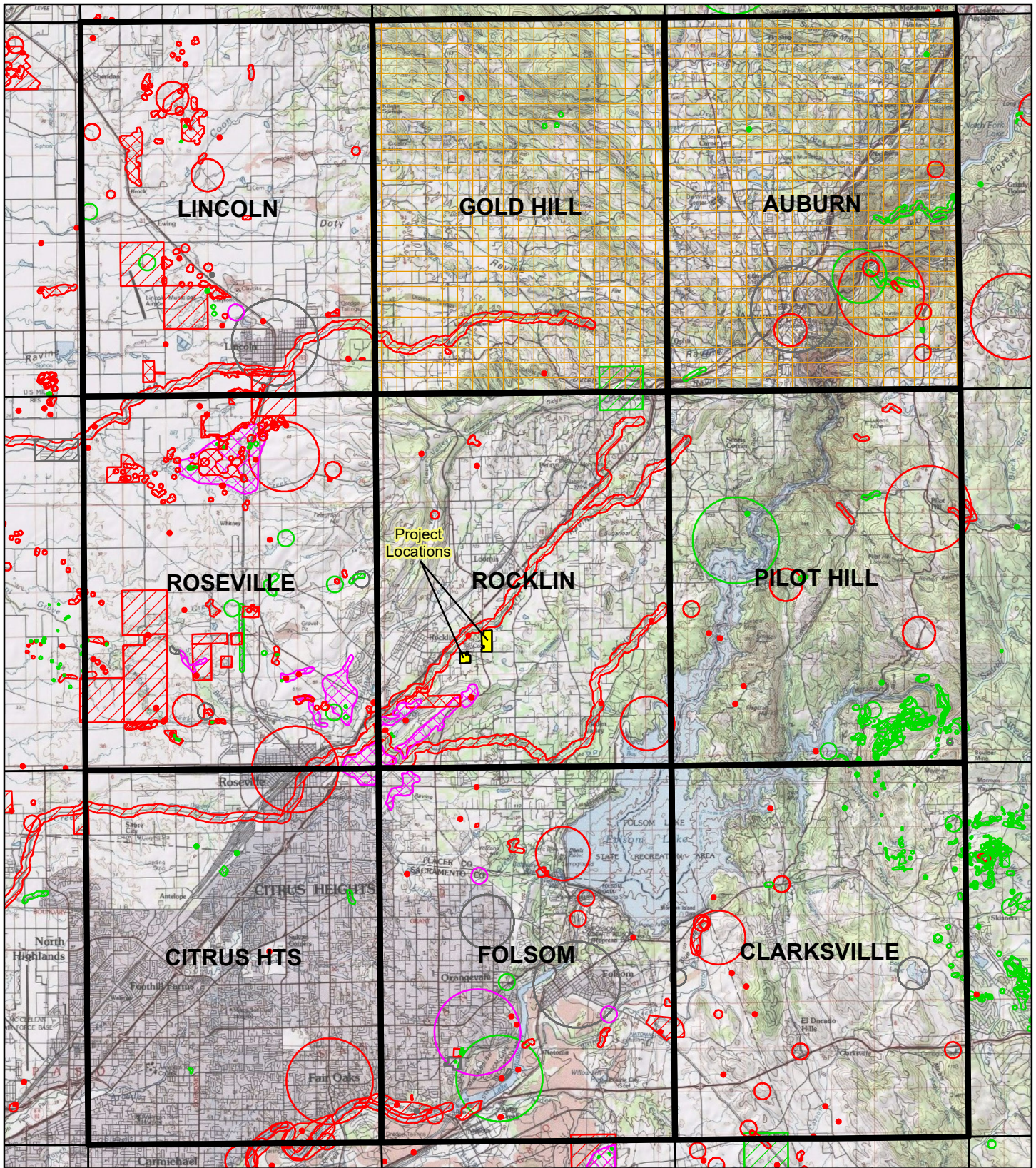


ROCKLIN COLLEGE PARK

Figure 3.4-2b.
Vegetation Communities and Aquatic Resources - South Village

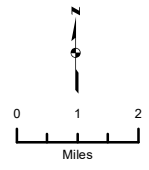
Source: Madrone Ecological Consulting, 1/25/2021.
Map date: May 28, 2021.

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Special Status Species Occurrences

- | | | |
|----------------------|------------------------------|-------------------------|
| Plant (80m) | Animal (specific) | Multiple (80m) |
| Plant (specific) | Animal (non-specific) | Multiple (specific) |
| Plant (non-specific) | Animal (circular) | Multiple (non-specific) |
| Plant (circular) | Terrestrial Comm. (specific) | Multiple (circular) |
| Animal (80m) | Terrestrial Comm. (circular) | Sensitive EO's |

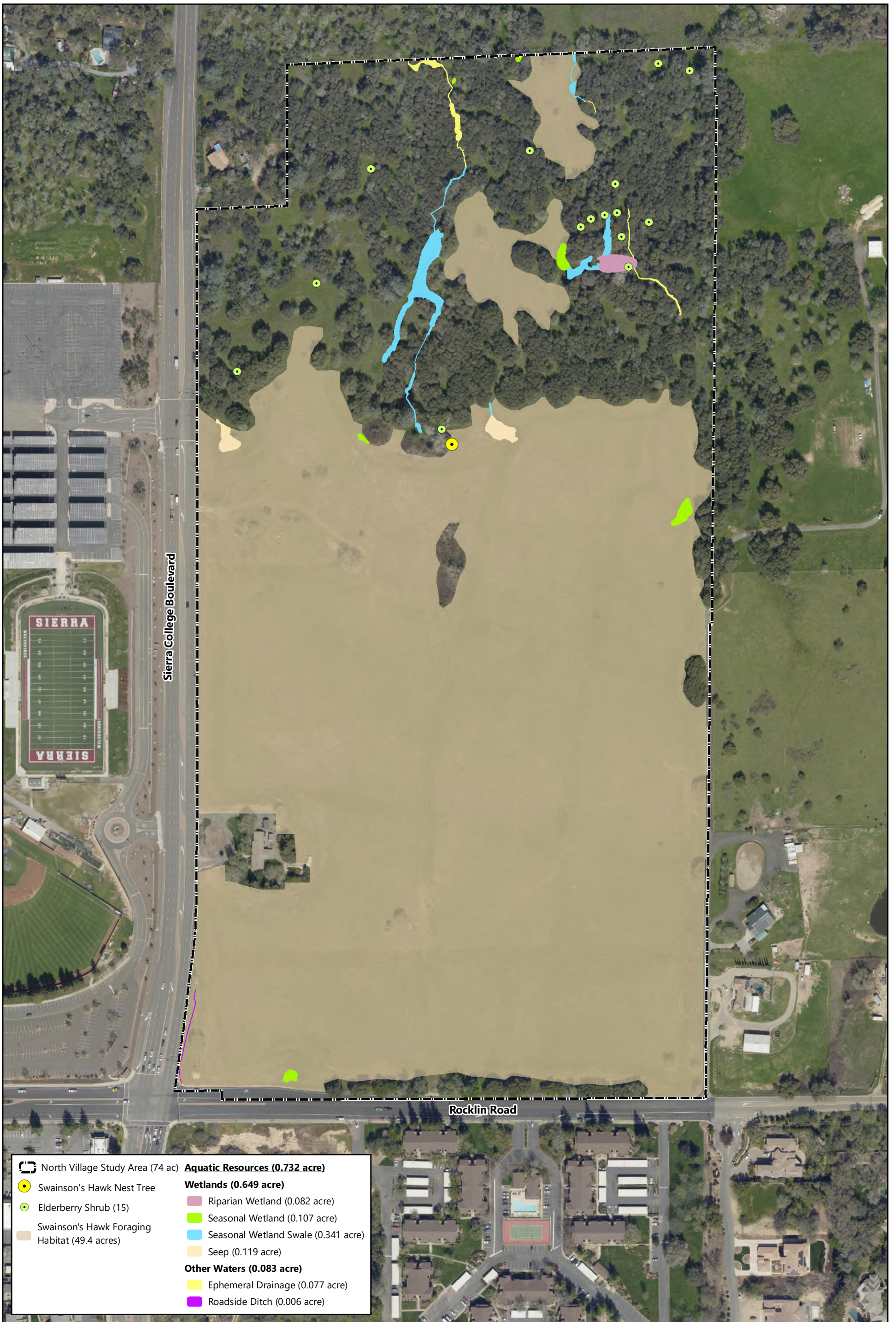


ROCKLIN COLLEGE PARK

Figure 3.4-3. California Natural Diversity Database
9-Quad Search

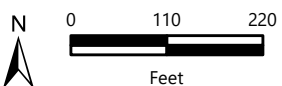
CNDDDB version 04/2019. Please Note: the occurrences shown on this map represent the known locations of the species listed here as of the date of this version. There may be additional occurrences or additional species within this area which have not been surveyed and/or mapped. Lack of information in the CNDDDB about a species or an area can never be used as proof that no special status species occur in an area. Basemap: ArcGIS Online Topographic Map Service. Map date: April 23, 2019.

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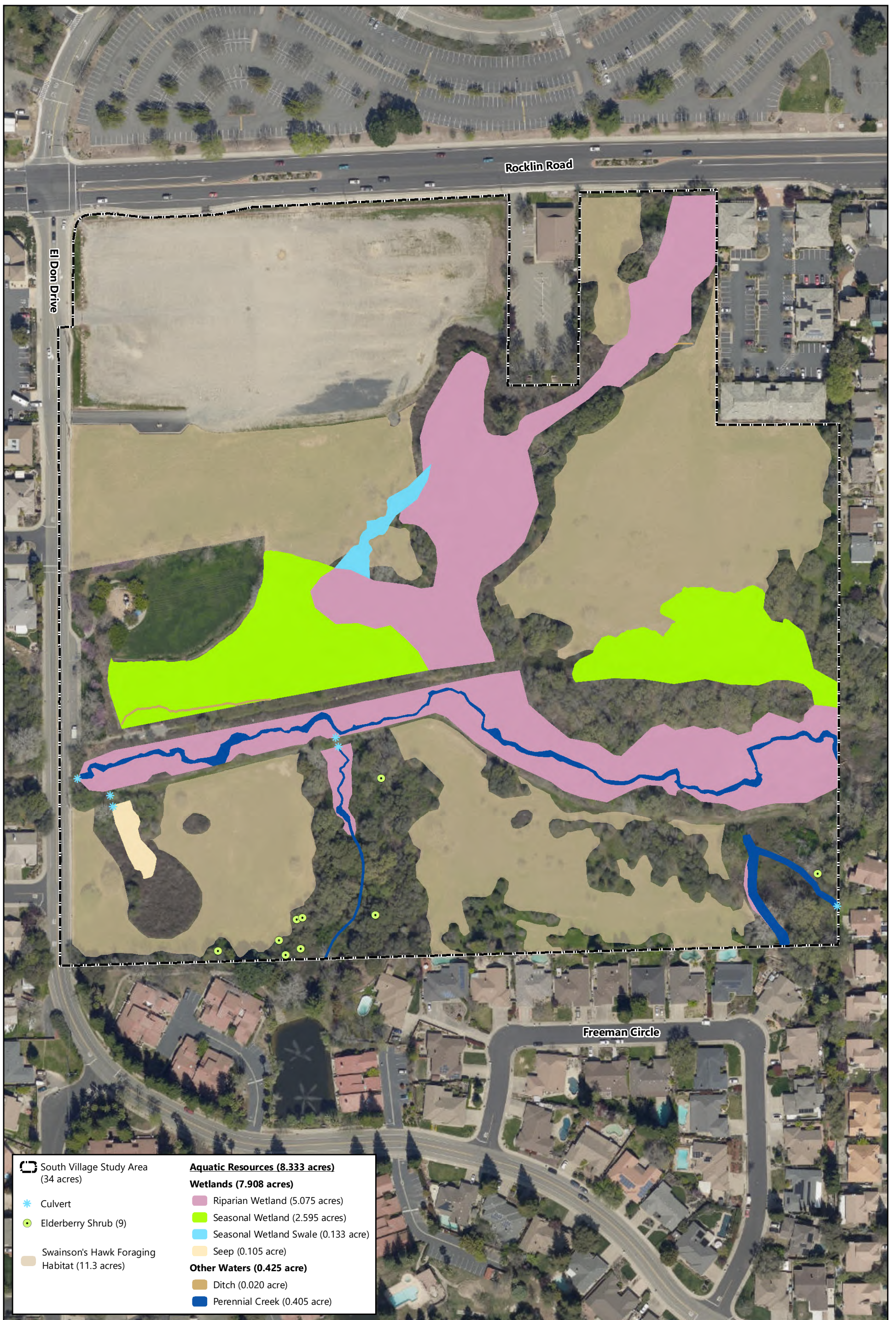
ROCKLIN COLLEGE PARK

Figure 3.4-4a.
 Aquatic Resources, Elderberry Shrub Locations, and Swainson's
 Hawk Nest Tree and Foraging Habitat - North Village

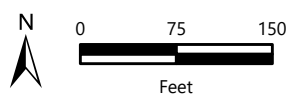


Source: Madrone Ecological Consulting, 1/25/2021.
 Map date: May 28, 2021.

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South Village Study Area (34 acres)	Aquatic Resources (8.333 acres)
Culvert	Wetlands (7.908 acres)
Elderberry Shrub (9)	Riparian Wetland (5.075 acres)
Swainson's Hawk Foraging Habitat (11.3 acres)	Seasonal Wetland (2.595 acres)
	Seasonal Wetland Swale (0.133 acre)
	Seep (0.105 acre)
	Other Waters (0.425 acre)
	Ditch (0.020 acre)
	Perennial Creek (0.405 acre)

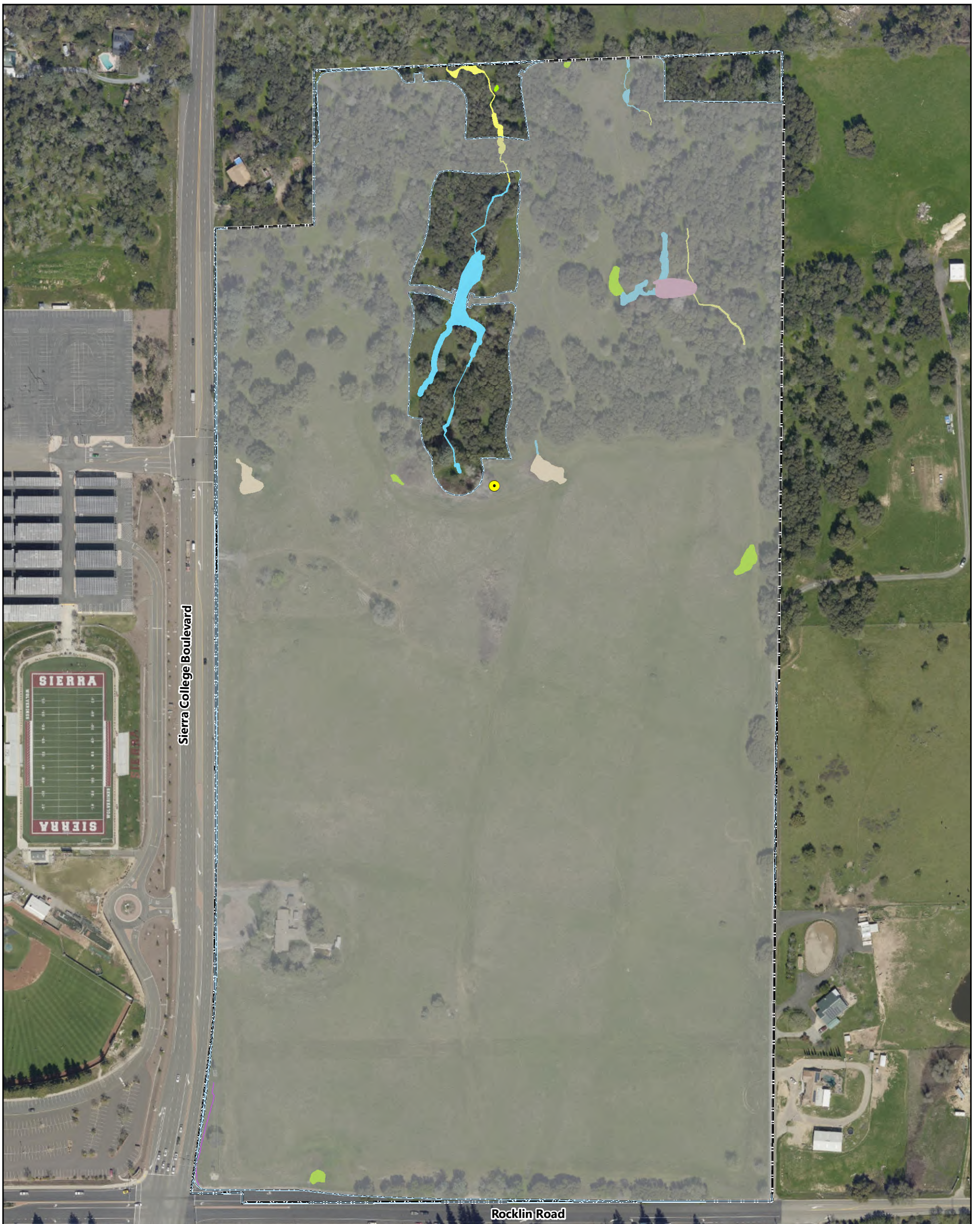


ROCKLIN COLLEGE PARK

Figure 3.4-4b.
Aquatic Resources, Elderberry Shrub Locations, and Swainson's Hawk Foraging Habitat - South Village

Source: Madrone Ecological Consulting, 1/25/2021.
Map date: May 28, 2021.

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Rocklin Road

Eastern Study Area (74 acres)

Swainson's Hawk Nest Tree

Impacts and Avoidance

Impacted

Avoided

Aquatic Resources (0.732 acre)

Wetlands (0.649 acre)

Riparian Wetland (0.082 acre)

Seasonal Wetland (0.107 acre)

Seasonal Wetland Swale (0.341 acre)

Seep (0.119 acre)

Other Waters (0.083 acre)

Ephemeral Drainage (0.077 acre)

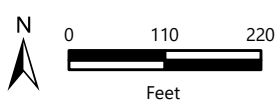
Roadside Ditch (0.006 acre)

IMPACTS TO AQUATIC RESOURCES

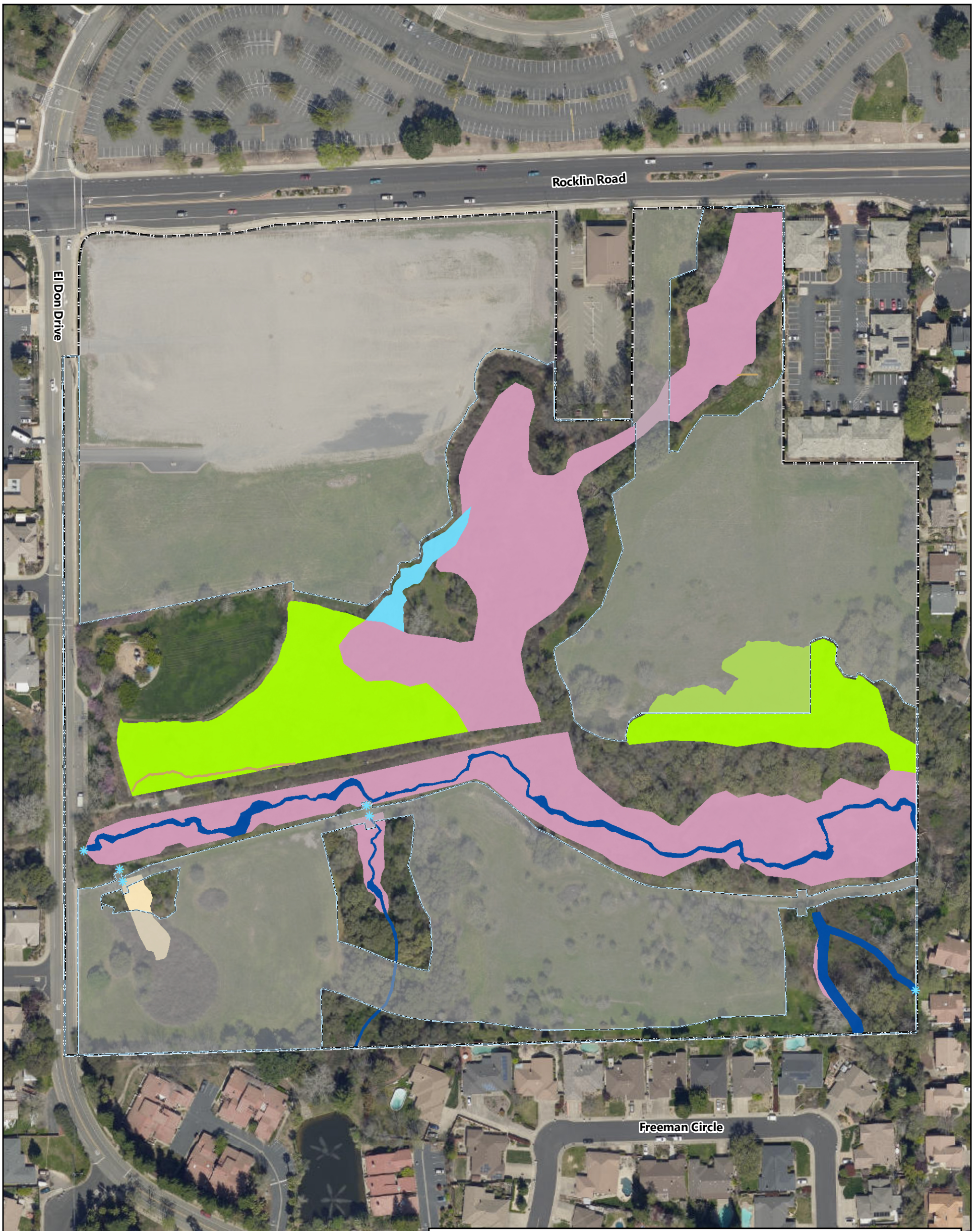
Aquatic Resources	Impacted		Avoided		Total Acreage	Total Linear Feet
	(acres)	(linear feet)	(acres)	(linear feet)		
Riparian Wetland	0.082	-	0.000	-	0.082	-
Seasonal Wetland	0.104	-	0.003	-	0.107	-
Seasonal Wetland Swale	0.089	-	0.252	-	0.341	-
Seep	0.119	-	0.000	-	0.119	-
Ephemeral Drainage	0.035	456	0.042	201	0.077	657
Roadside Ditch	0.006	240	0.000	0	0.006	240
Total:	0.435	696	0.297	201	0.732	897

ROCKLIN COLLEGE PARK

Figure 3.4-5a
Aquatic Resources Impacts - North Village

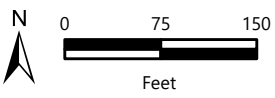


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- Western Study Area (36 acres)
- Culvert
- Impacts and Avoidance**
- Impacted
- Avoided
- Aquatic Resources (8.333 acres)**
- Wetlands (7.908 acres)**
- Riparian Wetland (5.075 acres)
- Seasonal Wetland (2.595 acres)
- Seasonal Wetland Swale (0.133 acre)
- Seep (0.105 acre)
- Other Waters (0.425 acre)**
- Ditch (0.020 acre)
- Perennial Creek (0.405 acre)

IMPACTS TO AQUATIC RESOURCES						
Aquatic Resources	Impacted		Avoided		Total Acreage	Total Linear Feet
	(acres)	(linear feet)	(acres)	(linear feet)		
Riparian Wetland	0.061	-	5.014	-	5.075	-
Seasonal Wetland	0.398	-	2.197	-	2.595	-
Seasonal Wetland Swale	0.000	-	0.133	-	0.133	-
Seep	0.069	-	0.036	-	0.105	-
Ditch	0.000	0	0.020	307	0.020	307
Perennial Creek	0.008	78	0.396	2,392	0.405	2,470
Total:	0.536	78	7.797	2699	8.333	2,777



Source: Madrone Ecological Consulting, July 2021. Map date: August 10, 2021.

ROCKLIN COLLEGE PARK
 Figure 3.4-5b.
 Aquatic Resources Impacts - South Village

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This section provides a discussion of the prehistoric period background, ethnographic background, historic period background, known cultural resources in the region, the regulatory setting, an impact analysis, and mitigation. The analysis contained in this section is intended to be at a project-level, and covers impacts associated with development of the entire site to an urban use. Comments were received during the public review period or scoping meeting for the Notice of Preparation regarding this topic from the following: Robert Columbro (March 4, 2019), Denise Gaddis (March 1, 2019), and Native American Heritage Commission (NAHC) (February 12, 2019). Each of the comments related to this topic are addressed within this section. Information in this section is derived primarily from the following:

- *City of Rocklin General Plan* (City of Rocklin, October, 2012);
- *City of Rocklin General Plan Update Draft Environmental Impact Report* (City of Rocklin, August, 2011);
- *Cultural Resources Evaluation Addendum for the Otani Parcel of the Sierra College North Project, Placer County, California, ECORP Project No. 2016-122.02* (ECORP Consulting, Inc., 2021) (Confidential);
- *Cultural Resources Inventory Report, Sierra College, College Station (South Parcel, C1)* (ECORP Consulting, Inc., 2017) (Confidential);
- *Cultural Resources Inventory Report, Sierra College, College Station (South Parcel, C2)* (ECORP Consulting, Inc., 2017) (Confidential); and
- *Cultural Resources Inventory and Evaluation Report, Sierra College, College Station (A/B North Parcel)* (ECORP Consulting, Inc., 2017) (Confidential).

These technical reports prepared by ECORP Consulting, Inc., can be found in Appendix D.

3.5.1 ENVIRONMENTAL SETTING

PROJECT SETTING

The proposed Project consists of two sites: the 72.6-acre North Village site and the 35.8-acre South Village site. Both sites are located within the City of Rocklin and are located one quarter mile apart along the Rocklin Road corridor. The North Village site is located at the northeast corner of Rocklin Road and Sierra College Boulevard and consists of Assessor's Parcel Numbers (APNs) 045-150-011, -023, -048, and -052. The South Village site is located at the southeast corner of Rocklin Road and El Don Drive and consists of APNs 045-131-001 and -003.

The North Village site is rectangular excluding one small outparcel in the northwest corner of the site, east of Sierra College Boulevard. With the exception of one single-family home, the site is uninhabited and comprised of gently rolling terrain at elevations ranging from 330 to 380 feet above mean sea level. The predominant vegetation is non-native annual grassland and oak woodland dominated by interior live oak, blue oak and grey pine. Portions of the site were historically mined, resulting in an irregular and disturbed landscape in the northern portion of the site. Two drainages and associated wetlands run from south to north and are discontinuous. Seeps and depression seasonal wetlands as well as granite outcroppings occur within the non-native annual grassland.

3.5 CULTURAL AND TRIBAL RESOURCES

The South Village site is nearly square excluding two areas on the north side of the site, south of Rocklin Road. The site is comprised of rolling terrain at elevations ranging from 290 to 310 feet above mean sea level. An unnamed tributary of Secret Ravine Creek runs from east to west through the site and is bordered on both sides by a riparian wetland that occupies the creek's floodplain. An intermittent drainage within a riparian area flows from Sierra College Boulevard southeast into the unnamed tributary. The northwest corner of the site is barren and used as a parking lot for Sierra College. Monte Verde Park, an existing City neighborhood park, is located in the west-central portion of the site and includes play and turf areas. In the southwest portion of the site is a seep. The site south of the floodplain is occupied by patches of non-native annual grassland and oak woodland dominated by interior live oak, blue oak and valley oak. Granitic outcroppings are scattered throughout.

REGIONAL PREHISTORY

It is generally believed that human occupation of California began at least 10,000 years before present (BP). The archaeological record indicates that between approximately 10,000 and 8,000 BP, a predominantly hunting economy existed, characterized by archaeological sites containing numerous projectile points and butchered large animal bones. Animals that were hunted probably consisted mostly of large species still alive today. Bones of extinct species have been found, but cannot definitely be associated with human artifacts. Although small animal bones and plant grinding tools are rarely found within archaeological sites of this period, small game and floral foods were probably exploited on a limited basis. A lack of deep cultural deposits from this period suggests that groups included only small numbers of individuals who did not often stay in one place for extended periods.

Around 8,000 BP, there was a shift in focus from hunting towards a greater reliance on plant resources. Archaeological evidence of this trend consists of a much greater number of milling tools (e.g., metates and manos) for processing seeds and other vegetable matter. This period, which extended until around 5,000 years BP, is sometimes referred to as the Millingstone Horizon (Wallace 1978). Projectile points are found in archaeological sites from this period, but they are far fewer in number than from sites dating to before 8,000 BP. An increase in the size of groups and the stability of settlements is indicated by deep, extensive middens at some sites from this period (Wallace 1978).

In sites dating to after about 5,000 BP, archaeological evidence indicates that reliance on both plant gathering and hunting continued as in the previous period, with more specialized adaptation to particular environments. Mortars and pestles were added to metates and manos for grinding seeds and other vegetable material. Flaked-stone tools became more refined and specialized, and bone tools were more common. During this period, new peoples from the Great Basin began entering southern California. These immigrants, who spoke a language of the Uto-Aztecan linguistic stock, seem to have displaced or absorbed the earlier population of Hokan-speaking peoples. During this period, known as the Late Horizon, population densities were higher than before and settlement became concentrated in villages and communities along the coast and interior valleys (Erlandson 1994; McCawley 1996). Regional subcultures also started to develop, each with its own geographical territory and language or dialect (Kroeber 1925; McCawley 1996; Moratto 1984). These were most

likely the basis for the groups encountered by the first Europeans during the eighteenth century (Wallace 1978). Despite the regional differences, many material culture traits were shared among groups, indicating a great deal of interaction (Erlandson 1994). The introduction of the bow and arrow into the region sometime around 2,000 BP is indicated by the presence of small projectile points (Wallace 1978; Moratto 1984).

LOCAL PREHISTORY

The earliest evidence of the prehistoric inhabitants of the region surrounding the Project Area comes from a single, deeply buried site in the bank of Arcade Creek, north of Sacramento, containing grinding tools and large, stemmed projectile points. The points and grinding implements suggest an occupation date of sometime between 8,000 and 5,000 BP (Wallace 1978). However, it was not until after about 5,500 BP, in the Late Archaic Period, when people began to move into the San Joaquin and Sacramento Valleys in any significant numbers. This earliest permanent settlement of the Delta region of the Sacramento River is called the Windmill Tradition and is known primarily from burial sites containing relatively elaborate grave goods (Ragir 1972; Wallace 1978). The Windmill Tradition reflects the amplification of cultural trends begun in the Middle Archaic, as seen in the proliferation of finished artifacts such as projectile points, shell beads and pendants, and highly polished charmstones. Stone mortars and pestles, milling stones, bone tools such as fishhooks, awls, and pins, are also present. It is probable that people during this time subsisted on deer and other game, salmon, and hard seeds. They also were apparently the first Californians to discover the process for leaching the tannins out of acorns, thus making them edible by humans. Based on linguistic evidence, it has been suggested that the Windmill culture was ancestral to several historic tribes in the Central Valley, including the Penutian-speaking Nisenan (Elsasser 1978). The Windmill Tradition lasted until about 3,000 BP.

Around 3,000 BP, subsistence strategies in the Delta region became noticeably more “focal,” with a clear increase in the reliance on acorns and salmon (Elsasser 1978). Culturally, this has been dubbed the Cosumnes Tradition (3,700 to 1,000 BP), and appears to be an outgrowth of the Windmill Tradition (Ragir 1972). People in this time continued to occupy knolls or similar high spots above the floodplain of the Sacramento River and the terraces of tributaries such as the Cosumnes and American Rivers, flowing out of the foothills of the Sierra Nevada Mountains located to the east. Populations increased and villages became more numerous than before, with more milling tools and specialized equipment for hunting and fishing. Trade appears to have increased, with burials containing larger amounts of seashell and obsidian. Burial styles, too, became more varied, with the addition of flexed interments along with the extended ones of the Windmill period. Projectile points found embedded in the bones of excavated skeletons suggest that warfare was on the rise, possibly as a result of increased competition over available resources and trade (Beardsley 1954; Lillard et al. 1939; Ragir 1972).

The next, and final, discrete prehistoric culture is the Hotchkiss Tradition (1,000 to 181 BP [AD 1769]) which lasted until the arrival of European settlers in central California (Beardsley 1954; Ragir 1972). During this period, use of acorns and salmon reached its peak, along with hunting of deer. Diet was supplemented with the addition of waterfowl, hard seeds, and other resources. Large sedentary villages along the lower Sacramento and San Joaquin Rivers and their tributaries and delta were

common. The size and density of these settlements suggest a further increase in population from Cosumnes times. Trade goods were plentiful and burials exhibit a marked stratification of society with wide differences in the amount and variety of funerary objects. Cremation of the dead appears, along with the flexed inhumations of the previous period (Ragir 1972). While ornamental or ritual artifacts, such as large, fragile projectile points and trimmed bird bone increase during this period, milling tools are rare or absent. Shell beads are found in large numbers, and there are numerous utilitarian artifacts of bones such as awls, needles, and barbed harpoon points. Polished charmstones are rare during this time, but ground stone pipes become more abundant. In addition, fired and unfired clay objects begin to appear.

ETHNOGRAPHY

Ethnographically, the Project Area is in the southwestern portion of the territory occupied by the Penutian-speaking Nisenan. The territory extended from the area surrounding the current City of Oroville on the north to a few miles south of the American River in the south. The Sacramento River bounded the territory on the west, and in the east, it extended to a general area located within a few miles of Lake Tahoe. As a language, Nisenan (meaning “from among us” or “of our side”) has three main dialects – Northern Hill, Southern Hill, and Valley Nisenan, with three or four subdialects (Kroeber 1925; Placer County 1992; Shipley 1978; Wilson and Towne 1978). The Valley Nisenan lived along the Sacramento River, primarily in large villages with populations of several hundred each. Between there and the foothills, the grassy plains were largely unsettled, used mainly as a foraging ground by both valley and hill groups (Placer County 1992). Individual and extended families “owned” hunting and gathering grounds, and trespassing was discouraged (Kroeber 1925; Wilson and Towne 1978). Residence was generally patrilocal, but couples actually had a choice in the matter (Wilson and Towne 1978).

Politically, the Nisenan were divided into “tribelets,” made up of a primary village and a series of outlying hamlets, presided over by a more-or-less hereditary chief (Kroeber 1925; Wilson and Towne 1978). Villages typically included family dwellings, acorn granaries, a sweathouse, and a dance house, owned by the chief. The chief had little authority to act on his or her own, but with the support of the shaman and the elders, the word of the chief became virtually the law (Wilson and Towne 1978).

Two common types of shamans or doctors were used by the Nisenan. The shamans were used for either curing patients or religious ceremonies. Both types of shamans used dance houses in their performances. The shaman would perform their dances in the spring. Before a shaman could cure a patient, they would dance around an outside fire to decide who the strongest shaman was or who had the loudest voice (Wilson and Towne 1978). The shamans that cured patients had limited contact with the spirits and could be either male or female.

Shamans had special charms and medicines in their possession for curing patients and Shamans were also known as the sucking doctors. In order for a shaman to cure a patient, they would suck the infected area or area of pain to remove any offending objects. This offending object, which could be dead fly, a clot of blood, or a stone, would be taken from the mouth, displayed quickly then buried immediately (Wilson and Towne 1978). Shamans would commonly take any medicine themselves

first to alleviate the fear of poisoning. This fear caused men to often prefer only women shamans with good hearts, as they were less likely to be poisoned as a result. Only if and when a patient was cured, the patient would then decide the amount of payment that would be given to a shaman (Wilson and Towne 1978). Religious shamans or oshpe had a deep connection with the spirits and gained control over them through dreams and esoteric experiences. Shamans helped represent the supernatural and could conjure up spirits of the deceased (Wilson and Towne 1978).

Subsistence activities centered on the gathering of acorns (tan bark oak and black oak were preferred), seeds, and other plant resources. The hunting of animals such as deer and rabbits, and fishing were also important parts of normal subsistence activities. Large predators, such as mountain lions were hunted for their meat and skins, and bears were hunted ceremonially. Although acorns were the staple of the Nisenan diet, they also harvested roots like wild onion and “Indian potato,” which were eaten raw, steamed, baked, or dried and processed into flour cakes to be stored for winter use (Wilson and Towne 1978). Wild garlic was used as soap/shampoo, and wild carrots were used medicinally (Littlejohn 1928). Seeds from grasses were parched, steam dried, or ground and made into a mush. Berries were collected, as were other native fruits and nuts. Game was prepared by roasting, baking, or drying. In addition, salt was obtained from a spring near modern-day Rocklin (Wilson and Towne 1978). Hunting of deer often took the form of communal drives, involving several villages, with killing done by the best marksmen from each village.

Trade was important with goods traveling from the coast and valleys up into the Sierra Nevada Mountains and beyond to the east, and vice versa. Coastal items like shell beads, salmon, salt, and Foothill pine nuts were traded for resources from the mountains and farther inland, such as bows and arrows, deer skins, and sugar pine nuts. In addition, obsidian was imported from the north (Wilson and Towne 1978).

The Spanish arrived on the central California coast in 1769 and by 1776 the Miwok territory bordering the Nisenan on the south had been explored by José Canizares. Gabriel Moraga crossed Nisenan territory in 1808 and a major battle was fought between the Miwok and the Spaniards in 1813 near the mouth of the Cosumnes River. Though the Nisenan appear to have escaped being removed to missions by the Spanish, they were not spared the ravages of European diseases. In 1833, an epidemic – probably malaria – raged through the Sacramento Valley, killing an estimated 75 percent of the native population. When John Sutter erected his fort at the future site of Sacramento in 1839, he had no problem getting the few Nisenan survivors to settle nearby. The discovery of gold in 1848 at Sutter’s Mill, near the Nisenan village of Colluma (now Coloma) on the South Fork of the American River, drew thousands of miners into the area, and led to widespread killing and the virtual destruction of traditional Nisenan culture. By the Great Depression, no Nisenan remained who could remember the days before the arrival of the Euro-Americans (Wilson and Towne 1978).

REGIONAL HISTORY

The first European to visit California was Spanish maritime explorer Juan Rodriguez Cabrillo in 1542. Cabrillo was sent north by the Viceroy of New Spain (Mexico) to look for the Northwest Passage. Cabrillo visited San Diego Bay, Catalina Island, San Pedro Bay, and the northern Channel Islands. The

3.5 CULTURAL AND TRIBAL RESOURCES

English adventurer Francis Drake visited the Miwok Native American group at Drake's Bay or Bodega Bay in 1579. Sebastian Vizcaíno explored the coast as far north as Monterey in 1602. He reported that Monterey was an excellent location for a port (Castillo 1978).

Colonization of California began with the Spanish Portolá land expedition. The expedition, led by Captain Gaspar de Portolá of the Spanish army and Father Junipero Serra, a Franciscan missionary, explored the California coast from San Diego to the Monterey Bay Area in 1769. As a result of this expedition, Spanish missions to convert the native population, presidios (forts), and pueblos (towns) were established. The Franciscan missionary friars established 21 missions in Alta California (the area north of Baja California) beginning with Mission San Diego in 1769 and ending with the mission in Sonoma established in 1823. The purpose of the missions and presidios was to establish Spanish economic, military, political, and religious control over the Alta California territory. The nearest missions were in the vicinity of San Francisco Bay and included Mission San Francisco de Asis (Dolores) established in 1776 on the San Francisco peninsula, Mission Santa Clara de Asis at the south end of San Francisco Bay in 1777, Mission San Jose in 1797, Mission San Rafael, established as an asistencia in 1817 and a full mission in 1823, and Mission San Francisco Solano in Sonoma in 1823 (Castillo 1978; California Spanish Missions 2011). Presidios were established at San Francisco and Monterey. The Spanish took little interest in the area and did not establish any missions or settlements in the Central Valley.

After Mexico became independent from Spain in 1821, what is now California became the Mexican province of Alta California with its capital at Monterey. In 1827, American trapper Jedediah Smith traveled along the Sacramento River and into the San Joaquin Valley to meet other trappers of his company who were camped there, but no permanent settlements were established by the fur trappers (Thompson and West 1880).

The Mexican government closed the missions in the 1830s and former mission lands, as well as previously unoccupied areas, were granted to retired soldiers and other Mexican citizens for use as cattle ranches. Much of the land along the coast and in the interior valleys became part of Mexican land grants or "ranchos" (Robinson 1948). During the Mexican period there were small towns at San Francisco (then known as Yerba Buena) and Monterey. The rancho owners lived in one of the towns or in an adobe house on the rancho. The Mexican Period includes the years 1821 to 1848.

The American period began when the Treaty of Guadalupe Hidalgo was signed between Mexico and the United States in 1848. As a result of the treaty, Alta California became part of the United States as the territory of California. Rapid population increase occasioned by the Gold Rush of 1849 allowed California to become a state in 1850. Most Mexican land grants were confirmed to the grantees by U.S. courts, but usually with more restricted boundaries, which were surveyed by the U.S. Surveyor General's office. Land outside the land grants became federal public land which was surveyed into sections, quarter-sections, and quarter-quarter sections. The federal public land could be purchased at a low fixed price per acre or could be obtained through homesteading (after 1862) (Robinson 1948).

SITE SPECIFIC HISTORICAL CONTEXT

Gold was discovered on the south fork of the American River in 1848 and within two or three months thereafter the fact was made known throughout California and the rush to the Placers began (Thompson and West 1882). Rich deposits in the mountains brought gold seekers through the Project Area but not much attention was paid to the local area until on the 16th of May 1848, gold was discovered in Woods Dry Diggings of Auburn Ravine. It was one of the earliest mining camps in California (Kyle 2002). Prior to 1848 Placer County had no history. Gold was really the incentive which brought people to and through the area, although no big gold deposits were ever written about in the Rocklin area. However, there was some gold mining on Secret Ravine Creek (Ruhkala 1974). The populations in the deep canyons of the Sierra grew quickly and following the miners were merchants who made their fortunes providing supplies to the miners. The rolling hills of the Project Area became cattle grazing areas and the cultivation of grains and crops began soon after to supply this market.

As the initial rush for gold in 1849 and 1850 slowed, and men were looking for business ventures, entrepreneurs starting looking at the Rocklin area as a source of granite for building. The earliest reported quarrying of granite in Rocklin was for Fort Mason in San Francisco in 1855. In 1860 and 1861 after seeing the granite boulders above ground in the Rocklin area, Mr. Hathaway decided to open a quarry because granite blocks were needed for the construction of the California State Capitol. The quarry was next to the huge outcropping of granite that still exists along the west side of Pacific Street across from where Ruhkala road joins Pacific Street (1.26 miles west of the Project Area). This early day quarry furnished some of the first granite for part of the base course of the California State Capitol (Ruhkala 1974). The local granite was found to be of a "superior quality to that in that it is entirely free of iron, and, therefore, never changes color from atmospheric effects, nor, where polished and placed in position in buildings, or as monuments, can time's corroding tooth mar the beauty of its glassy and faultless surface" (Thompson and West 1882). After the Hathaway quarry was operating, the John M. Taylor quarry opened in 1867. The first loads of granite were hauled by oxen drawn wagons down the road past the present city ball park crossing Antelope Creek and continuing on toward the present city of Roseville. In wet weather this road became impassable so a new road was built down the present Ruhkala Road continuing to Secret Ravine Creek at the present China Gardens (Ruhkala 1974); just west of the Project Area.

Transportation was needed to transport the goods to the mountain mines and all the towns that had sprung up around the American River. The track of the Central Pacific Railroad reached Junction (now known as Roseville), on April 25, 1864, and arrived in Rocklin in the following month and extended onto Newcastle in July, 1864 (Kyle 2002). The first loads, put on freight cars in Rocklin, were pieces of granite to be used for the construction of the tunnels and roadbed as it proceeded toward Newcastle. It also gave people a fast and easy method of travel and hastened the hauling of building granite to the cities where it was needed. Soon there were 62 separate quarry operations in the Rocklin area (Ruhkala 1974). Rocklin was selected as the site of the Central Pacific Railroad Roundhouse which was built in 1866 (1.25 miles west of the Project Area). It was built here because this was the so called "bottom of the hill." With the roundhouse came the wood sheds along the track for storing wood that was needed for the fire in the engine to make steam power. The wood

3.5 CULTURAL AND TRIBAL RESOURCES

burning engine, along with the gold miner, accounted for many of the bare areas today. Woodcutters were kept busy cutting wood which was stacked along the tracks in Rocklin; in the amount of 25,000 cords of wood (Ruhkala 1974).

Although homesteading in the Rocklin area had already begun, the history of Rocklin really began with the construction of the railroad which changed the face of the area. Water was not in ready supply due to the underlying impervious granite making the access to ground water difficult; in dry years there was no dependable water supply. With the coming of the railroad, Rocklin was able to ship water in on railroad cars. With this reputation came people and Rocklin soon became a destination. As early as 1868 the records show that there were excursion trains bringing people to the area for picnics. Also, in 1882, the Sacramento Union speaks of the Rocklin area being readied for public picnics. The picnic area was called the workman's grove. In 1893, a race track and a covered grand stand was built. It was a mile track and was used for harness racing and horse racing (Ruhkala 1974).

Fourteen thousand Chinese came to work on the Central Pacific Railroad. When the Railroad was completed in 1869, these Chinese moved to every area looking for work. A small group moved to the Rocklin area to mine for gold and raise vegetables to sell to the area residents. Many vegetables were raised in the China Gardens area on Secret Ravine Creek in Rocklin (Ruhkala 1974); very near the Project Area to the west and north. Some also lived in the area back of the roundhouse which was known as Chinatown Prior 1876.

The early day miners worked the creek (Secret Ravine Creek) and after the Central Pacific Railroad was completed in 1869, the Chinese reworked the gravel beds, especially the China Gardens which is at the end of the present China Gardens Road. Every depression has brought miners back to the creeks, especially in 1929 and 1930 when many people sluiced the gravel in Secret Ravine. They did quite well too: making \$1.00 to \$3.00 a day when wages averaged \$1.50 to \$2.00 per day (Ruhkala 1974). Evidence of this mining can be seen near the Project Area all along Secret Ravine Creek. Also in the later 1930s, gold dredges were used with one of the nearest dredges being at the north end of Racetrack Road. Another large gold dredge was on the Laird Property, back of the Lone Pine Ranch at the east end of Rocklin Road now owned by the Hiashida Brothers (Ruhkala 1974).

Land in the Project vicinity was originally used to grow grain crops used as feed for draft animals that hauled supplies to the gold mining areas to the east. By the end of the 19th century, land was subdivided into small parcels for family farms engaged in fruit, citrus, and grape production. The early settlers included many people of Irish descent who worked for the Railroad and the quarries. The Chinese also took their place in the area in the 1870s. The Finnish started arriving in numbers in the 1870s and continued for twenty years. The Spanish people came to Rocklin in the early 1900s. The Japanese also arrived in the early 1900s. Around the turn of the century, over 50% of the population were people of Finnish descent (Ruhkala 1974). In 1870, the census figures showed 542 people, classified as native-born 362 and foreign-born 180. They also break down the population of 542 as white-507, Chinese 32, Black 2, and Indian 1. The Indians must not have been counted because this area was the winter home of a large group of Indians. They followed the rivers and the ridges high up into the Sierra Nevada mountains, that lay to our east, for the summer and came back to this area for the winter. They had a fairly large burial ground east of Rocklin, not far from Secret

Ravine Creek (Ruhkala 1974). Evidence of Native American occupation has been found directly north and east of the Project Area.

By 1887, the Whitney Ranch produced large quantities of oranges that were being shipped all around the area and to other states. On April 3, 1889, a Railroad speed record was set for the Central Pacific when a 20 freight car train of oranges made it to Truckee from Rocklin in 4 hours and 40 minutes. They were being shipped to eastern markets. In the 1890s fruit orchards and grape vineyards were being planted in the areas to the north and east of Rocklin (Ruhkala 1974). This continued in the area for a long time. Rocklin also had some fairly large stock yards where cattle and sheep were shipped in the spring by rail to their summer ranges in the mountains and returned in the fall. The Whitney Ranch and The Johnson Ranch which is east of Roseville, shipped many thousands of sheep each year. Cattle were driven from beyond Folsom to Rocklin for shipping by railroad. These corrals were taken down about 1960 (Ruhkala 1974).

The Placer Herald of March 3, 1906, gave the bad news that the railroad was purchasing lands in Roseville for the new roundhouse and needed shops. All equipment was then moved to Roseville because there was a lot of cheap land and it was the junction of the Oregon line that went to the north. No one lost their job with the move to Roseville but they did move over 100 homes to Roseville. Roseville was a small unincorporated area in 1908 and Rocklin was the second largest city in Placer County. People moved to Roseville by the hundreds and homes in Rocklin became valueless so some people burned their houses for the insurance they carried. The population of Rocklin dropped substantially. Since the quarries stayed in operation, the population didn't drop to its low point until the 1920s when many of the quarries closed on account of lack of business, and the stone cutter's strike that took place in 1921 and 1922. In 1928 there were only seven quarries operating (Ruhkala 1974). In 1932 the train no longer stopped at the Rocklin station unless it was flagged down. In 1938 the railroad depot was torn down. This marked the end of railroading in Rocklin.

The Project Area remained primarily a rural farming and ranching area. In 1961 Placer College moved to Rocklin and changed its name to Sierra College; however, aerial photographs show that no significant modern development began in the Project Area until the 1980s and 1990s. A 1998 aerial photograph shows the Project Area and vicinity in its current state.

RESEARCH AND KNOWN CULTURAL RESOURCES

A summary of the record search, Native American consultation, and field assessment that was performed for the Project Area (North and South Villages) is included below.

Records Search – Previous Research

The records search results for the North Village and South Village are discussed separately.

NORTH VILLAGE

A records search for the North Village property was completed at the North Central Information Center (NCIC) of the California Historical Resources Information System (CHRIS) at California State University-Sacramento on July 1, 2016 (NCIC search #PLA-16-65). The purpose of the records search

3.5 CULTURAL AND TRIBAL RESOURCES

was to determine the extent of previous surveys within a 0.5-mile (800-meter) radius of the North Village property, and whether previously documented prehistoric or historic archaeological sites, architectural resources, or traditional cultural properties exist within the North Village area.

Twenty-six previous cultural resource investigations have been conducted within 0.5 mile of the North Village property, covering approximately 65 percent of the total area surrounding the property within the record search radius. The previous studies were conducted between 1979 and 2014 and vary in size from three acres to 330 acres.

The results of the records search indicate that the North Village property has been previously surveyed for cultural resources; however, the latest survey that included the North Village property was conducted in 1999; therefore, a pedestrian survey of the Area of Potential Effects (APE) was warranted.

The records search also determined that 33 previously recorded prehistoric and historic-era cultural resources are located within 0.5 mile of the North Village property. Of these, 17 are believed to be associated with Native American occupation of the vicinity; 13 are historic-era sites associated with early Euroamerican ranching and mining activities, and three are multicomponent sites containing both.

SOUTH VILLAGE

A records search for the South Village property was completed at the NCIC of the CHRIS at California State University-Sacramento on 01 July 2016 (NCIC search #PLA-16-66). The purpose of the records search was to determine the extent of previous surveys within a 0.5-mile (800-meter) radius of the South Village property, and whether previously documented prehistoric or historic archaeological sites, architectural resources, or traditional cultural properties exist within the South Village area.

Twenty-seven previous cultural resource investigations have been conducted within 0.5 mile of the South Village property, covering approximately 30 percent of the total area surrounding the property within the record search radius. These studies revealed the presence of prehistoric sites, including bedrock mortars, lithic scatters and habitation sites, and historical sites, including water conveyance systems and sites associated with historic mining activities. The previous studies were conducted between 1977 and 2014 and vary in size from less than one acre to 362 acres.

The results of the records search indicate that four of the 27 previous cultural resource investigations included portions of the Project Area. However, the latest survey that included the South Village area was conducted in 1980; therefore, a pedestrian survey of the APE was warranted.

The records search also determined that 17 previously recorded prehistoric and historic-era cultural resources are located within 0.5 mile of the South Village property. Of these, ten are believed to be associated with Native American occupation of the vicinity, three are historic-era sites, associated with early Euroamerican ranching and mining activities and four are multicomponent sites containing both.

Records Search – Other Historical Records

In addition to the official records and maps for archaeological sites and surveys in Placer County, the following historic references were also reviewed: Historic Property Data File for Placer County (OHP 2012); National Register Information System website (National Park Service [NPS] 2016); Office of Historic Preservation, California Historical Landmarks website (OHP 2016); California Historical Landmarks (OHP 1996 and updates); California Points of Historical Interest (OHP 1992 and updates); Directory of Properties in the Historical Resources Inventory (1999); Caltrans Local Bridge Survey (Caltrans 2015a); Caltrans State Bridge Survey (Caltrans 2015b); and Historic Spots in California (Kyle 2002). Other references examined include a RealQuest Property Search and historic General Land Office (GLO) land patent records (Bureau of Land Management [BLM] 2016).

NORTH VILLAGE

The Office of Historic Preservation's (OHP) Directory of Properties, Historic Property Data File (dated April 5, 2012) did not include any resources within 0.5 mile of the North Village area (OHP 2012). The National Register Information System (NPS 2016) failed to reveal any eligible or listed properties within the North Village area. The nearest National Register property is located 1.60 miles west of the North Village area: the California Granite Company at 5255 Pacific Street, Rocklin, California. Resources listed as California Historical Landmarks (OHP 1996) and on the OHP website (OHP 2016) were reviewed on August 3, 2016. The nearest listed landmark is No. 780-2, the First Transcontinental Railroad Terminal in Rocklin, on the southeast corner of Rocklin Road and First Street, Rocklin (1.72 miles west of the North Village area).

A review of Historic Spots in California (Kyle 2002) describes several historic mining camps along the American River such as Wood's Dry Diggings (Auburn), Spanish Corral (Ophir), Gold Hill, Secret Ravine (Newcastle, Penryn, Loomis), Roseville, and Rocklin, some located in the general area of the North Village area. Kyle also discusses the entry of the Central Pacific Railroad into the region and mentions the railroad terminal in Rocklin (Landmark 780-2).

California Points of Historical Interest (OHP 1991 and updates) failed to reveal any points in the North Village area. The nearest point is the Finnish Temperance Hall in Rocklin, California; 1.44 miles west of the North Village area.

Historic GLO land patent records from the BLM's patent information database (BLM 2016) revealed that the southeast quarter of the northwestern quarter of Section 21 was patented to the Central Pacific Railroad on February 18, 1875. The federal government granted public land to the railroads, which the railroad could then sell to finance railroad construction. The April 18, 1856 Platt map from the BLM's survey information database (BLM 2016) shows no improvements in Section 20. The only survey markings are the locations of dry ravines.

A RealQuest online property search for APN 045-150-023 revealed the property consists of 60.40 acres of public school land owned by Sierra Joint Community College received via a Grant Deed from an unknown seller on February 17, 1976. No other property history information was on record with RealQuest. A RealQuest online property search for APN 045-150-052 revealed the property consists of 2.5 acres of public school land owned by Sierra Joint Community College. No other property

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history information was on record with RealQuest. A RealQuest online property search for APN 045-150-048 revealed the property consists of 7.9 acres of public school land owned by Sierra Joint Community College. No other property history information was on record with RealQuest.

The Caltrans Bridge Local and State Inventories (Caltrans 2015a, Caltrans 2015b) did not list any historic bridges in or within 0.5 mile of the Project Area.

The Handbook of North American Indians (Wilson and Towne 1978) lists the nearest Native American village in the vicinity of the North Village area as Bakacha, located near Roseville and Auburn. The village of Pichiku is located south of Roseville and the villages of Tete and Piuhu are located further north on toward Auburn.

SOUTH VILLAGE

The OHP's Directory of Properties, Historic Property Data File (dated 5 April 2012) did not include any resources within 0.5 mile of the South Village area (OHP 2012). The National Register Information System (NPS 2016) failed to reveal any eligible or listed properties within the South Village area. The nearest National Register property is located 1.60 miles west of the South Village area: the California Granite Company at 5255 Pacific Street, Rocklin, California. Resources listed as California Historical Landmarks (OHP 1996) and on the OHP website (OHP 2016) were reviewed on August 3, 2016. The nearest listed landmark is No. 780-2, the First Transcontinental Railroad Terminal in Rocklin, on the southeast corner of Rocklin Road and First Street, Rocklin (1.72 miles west of the South Village area).

A review of Historic Spots in California (Kyle 2002) describes several historic mining camps along the American River such as Wood's Dry Diggings (Auburn), Spanish Corral (Ophir), Gold Hill, Secret Ravine (Newcastle, Penryn, Loomis), Roseville, and Rocklin, some located in the general area of the South Village area. Kyle also discusses the entry of the Central Pacific Railroad into the region and mentions the railroad terminal in Rocklin (Landmark 780-2). California Points of Historical Interest (OHP 1991 and updates) failed to reveal any points in the South Village area. The nearest point is the Finnish Temperance Hall in Rocklin, California, 1.44 miles west of the South Village area.

The April 18, 1856 Platt map from the BLM's survey information database (BLM 2016) shows no improvements in Section 20. The only survey markings are the locations of dry ravines. The only structures near the vicinity of the South Village were the "Thompsons House" in the southwest corner of Section 10, the "Crows House" in the southeast corner of Section 11, and "Howe G. Richards" in the northeastern portion of Section 18 in Clover Valley.

A RealQuest online property search for APN 045-131-001 (previously identified as APN 045-130-061) revealed the property consists of 22.50 acres of public school land owned by Sierra Junior College District received via a Quit Claim Deed from the Southfork Partnership on October 15, 1968. No other property history information was on record with RealQuest for this APN. A RealQuest online property search for APN 045-131-003 (previously identified as APN 045-130-062) revealed the property consists of 0.86 acre of Corporation of the President of the Sacramento California Latter Day Saints Church Tax Division received via a Grant Deed from an unknown seller on July 15, 1968.

As of 2016, the property is being used as a school. No other property history information was on record with RealQuest for this APN. A RealQuest online property search for APN 045-131-003 (previously identified as APN 045-130-063) revealed the property consists of 13.60 acres of public school land owned by Sierra Junior College District transferred via a Quit Claim Deed from the Southfork Partnership on September 18, 1968. No other property history information was on record with RealQuest.

The Caltrans Bridge Local and State Inventories (Caltrans 2015a, Caltrans 2015b) did not list any historic bridges in or within 0.5 mile of the Project Area.

The Handbook of North American Indians (Wilson and Towne 1978) lists the nearest Native American village in the vicinity of the South Village area as Bakacha, located near Roseville and Auburn. The village of Pichiku is located south of Roseville and the villages of Tete and Piuhu are located further north on toward Auburn.

Historical Research

Historic maps reviewed include:

- 1981 U.S. Geological Survey (USGS) Rocklin California, Sacramento Sheet (7.5 minute)
- 1968 USGS Rocklin California, Sacramento Sheet (7.5 minute)
- 1961 USGS Rocklin California, Sacramento Sheet (7.5 minute)
- 1955 USGS Rocklin California, Sacramento Sheet (7.5 minute)
- 1965 USGS Auburn California, Sacramento Sheet (1:62,500)
- 1959 USGS Auburn California, Sacramento Sheet (1:62,500)
- 1948 USGS Auburn California, Sacramento Sheet (1:62,500)
- 1944 USGS Auburn California, Sacramento Sheet (1:62,500)
- 1892 USGS California, Sacramento Sheet (1:125,000)
- 1900 USGS California, Sacramento Sheet (1:125,000)
- 1906 USGS California, Sacramento Sheet (1:125,000)
- 1908 USGS California, Sacramento Sheet (1:125,000)
- 1916 USGS California, Sacramento Sheet (1:125,000)
- 1892 USGS California, Sacramento Sheet (1:125,000)

Historic aerial photos taken in 1952, 1957, 1966, 1993, 1998, 1999, 2002, 2004, 2005, 2009, 2010, and 2012 were also reviewed for any indications of property usage and built environment.

In addition, the California NAHC was contacted on July 8, 2016 to request a search of the Sacred Lands Files for the APE (including the North and South Villages). This search determines whether or not Sacred Lands have been recorded by California Native American tribes within the APE. A search of the Sacred Lands File by the NAHC failed to indicate the presence of Native American cultural resources in the North or South Villages.

Further, the Placer County Historical Society was contacted on August 3, 2016 to solicit comments or obtain historical information that the repository might have regarding events, people, or

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resources of historical significance in the area. Inquiries did not turn up any information regarding the North or South Villages.

NORTH VILLAGE

The review of historical aerial photographs and maps of the North Village property provide information on the past land uses of the property. Based on this information, the North Village property was initially used for ranching and farming. Following is a summary of the review of historical maps and photographs.

- The 1892, 1900, 1906, 1908 1916 and 1929 USGS California, Sacramento Sheet (1:125,000) maps show Rocklin and Barton Roads; however, no improvements were mapped in the North Village area. The City of Rocklin is located to the west, bisected by the Central Pacific Railroad.
- The 1944 and 1948 USGS Auburn, CA (1:62,500) maps show that Sierra College has not been built. A road is located in the present location of Sierra College Boulevard on the northern side of and ending at Rocklin Road, and James Road is present. Two of the four structures currently in the northwestern portion of the North Village area are present.
- The 1959 and 1965 USGS Auburn, CA (1:62,500) maps show that Sierra College has not been built. A road is located in the present location of Sierra College Boulevard on the northern side of and ending at Rocklin Road, and James Road is present. Two of the four structures currently in the northwestern portion of the North Village area are present.
- The 1955, 1959 and 1961 USGS Rocklin, CA (7.5-minute) maps reveal that Sierra College has not been built. A road is located in the present location of Sierra College Boulevard on the northern side of and ending at Rocklin Road, and James Road is present. Two of the four structures currently in the northwestern portion of the North Village area are present.
- The 1968, 1981 USGS Rocklin, CA (7.5-minute) maps reveal the North Village area in its current state with four structures mapped in the northwestern portion of the study area. Sierra College is now present and Sierra College Boulevard continues south of Rocklin Road on its present alignment.
- A review of aerial photographs from 1952 and 1957 reveal the North Village area is covered entirely by orchards although the type is not discernable. To the east lay more orchards and possible row crops. Parcels to the south and north are in their natural state of grassland and riparian woodlands; however, the parcel to the east has been cleared of all trees. There are two loci of ground devoid of vegetation in the northern half of the North Village area on the west side. It is not clear as to what this activity is, although the ground has been cleared and a dirt road extends from the road (currently Sierra College Boulevard) directly east to one cleared area and from there, north to the second cleared area. Comparing the locations to the structures mapped on the topographic maps from 1944 through 1961 discussed above, it is possible these cleared areas coincide with the locations of those structures on the topographic maps.
- Changes have begun by the time of the 1966 aerial photograph. The orchards in the North Village area are no longer actively farmed, leaving remnants of the orchard on the landscape. Sierra College has been built to the west and the orchards to the east remain.

Parcels to the south and north remain in their natural state. Within the North Village area boundaries, structures have been built on the two cleared areas noted in the 1952 and 1957 aeriels. The structures appear to be residences. A dirt road extends from these structures to the southwest where another structure, likely a residence, has been built on the west side of the parcel in the southern half of the North Village property just outside the North Village area boundary, forming a notch in the boundary.

- By the time the aerial photograph in 1993 was taken, the orchards to the east of the North Village property have nearly reverted back to their natural state with the exception of a residence in the southwestern corner of the adjacent parcel. Development has begun on parcels to the south and west; however, to the north the land remains in its natural state of grassland and riparian woodland. The structures on the northwestern portion of the parcel, seen in the 1952 and 1957 aeriels, appear to have been removed, although the quality of the photographs is poor. A series of linear plow lines in a checkerboard pattern have been plowed across the parcel, which are likely meant to serve as fire breaks.
- All other aeriels photographs from 1999, 2002, 2004, 2005, 2006, 2007, 2009, 2010, and 2012 show the Property in its current state. The only change is in 2004 when three small structures (or possibly square containers) appear along the eastern side of Sierra College Boulevard just to the west of the two areas on the northwestern portion of the parcel that held structures in the 1950s. The photo resolution is poor so the type of structures is not discernable. In 2006 the small structures are gone, further suggesting they were containers. The 2007 and 2008 aeriels show this location is an active gravel mining area. By 2009, the mining appears to have ceased and three large structures are present. These structures may be temporary or movable because in the 2010 aerial, the large structures are gone and a smaller area for mining gravel exists and toward the end of 2010 gravel mining begins a little further south and the remaining area appears to be used for a construction staging area. By 2012, use of this area ceases and begins to revert back to its natural state and its present condition.

SOUTH VILLAGE

The review of historical aerial photographs and maps of the South Village property provide information on the past land uses of the property. Based on this information, the property was initially used for homestead and farming. Following is a summary of the review of historical maps and photographs.

- The 1892, 1900, 1906, 1908, and 1929 USGS California, Sacramento Sheet (1:125,000) maps show Rocklin and Barton Roads; however, no improvements were mapped in the South Village area. The City of Rocklin is located to the west, bisected by the Central Pacific Railroad.
- The 1907 GLO Plat map for Township 11 North, Range 7 East indicates a “dry ravine” in the northeastern, southeastern, and southwestern corners of Section 20. No other features are noted.
- The 1944, 1948 USGS Auburn, CA (1:62,500) maps show that Sierra College has not been built. A road is located in the present location of Sierra College Boulevard on the northern

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side of and ending at Rocklin Road. There are no structures mapped in the South Village area; however, one structure appears adjacent south to the southeastern corner of the South Village property.

- The 1955, 1959, 1961, and 1965 USGS Rocklin, CA (7.5-minute) maps reveal that Sierra College has not been built. A road is located in the present location of Sierra College Boulevard on the northern side of and ending at Rocklin Road. There is one structure in the northeastern portion of the South Village area and a second structure toward the center of northwestern quadrant of the South Village area.
- The 1959 and 1965 USGS Auburn, CA (1:62,500) maps show that Sierra College has not been built. A road is located in the present location of Sierra College Boulevard on the northern side of and ending at Rocklin Road. There is one structure in the northeastern portion of the South Village area and a second structure toward the center of northwestern quadrant of the property.
- The 1968 USGS Rocklin, CA (7.5-minute) map reveals the South Village area still has one structure in the northeastern portion of the South Village area and a second structure toward the center of northwestern quadrant of the South Village area as before (it is depicted much bigger). Sierra College is now present and Sierra College Boulevard continues south of Rocklin Road on its present alignment.
- The 1981 USGS Rocklin, CA (7.5-minute) map reveals the structure in the northeastern portion of the South Village area remains. The second structure toward the center of northwestern quadrant of the South Village property has disappeared and another structure has now appeared along Rocklin Road in the northwestern corner of the northeastern quarter of the property.
- A review of aerial photograph from 1952 reveals the South Village area had been cleared of trees except for some along the creek channels crossing the parcel. A residence and two outbuildings, one possibly a barn, are located in the center of northwestern quadrant of the South Village property. It is difficult to discern from the poor photograph, but it appears few crops were cultivated on the parcel other than field of row crops in the northeastern quadrant of the South Village property.
- Aerial photographs from 1957 show the row crops have been cleared and all trees along the creek channels except a few southwest of the South Village area. The 1966 aerial photograph shows the same; however, one outbuilding behind the residence has been removed.
- The aerial photograph from 1993 is difficult to see clearly, but the residence and outbuildings have all been removed, vegetation has grown back on the stream channels, and a large rectangular area with thick walls appears adjacent to and north of the creek channel. This wall includes the area currently used as a public park. Another linear wall appears on the southern bank of the creek channel opposite the rectangular walled area. In addition, a new building and fenced area in the location of the current California Latter Day Saints Institute building appears along Rocklin Road in the northeastern corner of the South Village property. The 1998 and 1999 aerial photos also exhibit the same features; however, the thickness of both wall structures has diminished and in 1999 a circular play structure appears in the location of the current structure in the public park.

- The 2002 aerial photograph shows all the features existing in the 1990s with the addition of a paved parking lot adjacent to the school building and a gravel parking lot consistent with the current graveled overflow parking for Sierra College. A play structure and curved wall has been built around a grass area in the public park. The remainder of the South Village area has returned to natural grasses and vegetation along the creeks continues to spread across the parcel.
- The 2003, 2004, and 2005 aerials contain the same features as 2002 with the addition of a rectangular area undergoing construction adjacent to and south of to the overflow parking and along El Don Drive. The southern and eastern sides of this area have been paved. By 2010, the construction area has become a graveled parking lot and the area adjacent to the east has been cleared and graveled. By 2014, the South Village area is the same as its current status.

Field Assessment

The field methods and results are discussed below.

NORTH VILLAGE

On July 6 and 7, 2016, the entire North Village property was subjected to an intensive pedestrian survey under the guidance of the Secretary of the Interior's Standards for the Identification of Historic Properties (NPS 1983) using 15-meter transects. Additionally, on October 2, 2020, the 1.4-acre Otani Parcel containing an existing residence was subjected to an intensive pedestrian survey under the guidance of the Secretary of the Interior's Standards for the Identification of Historic Properties (NPS 1983) using transects spaced 10 to 15 meters apart. A total of two person-days was expended in the field for each survey. At that time, the ground surface was examined for indications of surface or subsurface cultural resources. The general morphological characteristics of the ground surface were inspected for indications of subsurface deposits that may be manifested on the surface, such as circular depressions or ditches. Whenever possible, the locations of subsurface exposures caused by such factors as rodent activity, water or soil erosion, or vegetation disturbances were examined for artifacts or for indications of buried deposits. No subsurface investigations or artifact collections were undertaken during the pedestrian survey.

All cultural resources encountered during the survey were recorded using Department of Parks and Recreation 523-series forms approved by the California OHP. The resources were photographed, mapped using a handheld Global Positioning System receiver, and sketched as necessary to document their presence. Isolates were recorded with a Primary Record and Location Map, while sites were recorded with a Primary Record, Archaeological Site Record, Location Map, Sketch Map, and any other pertinent forms. Any cultural resource that contained at least three artifacts in a ten-square-meter area or consisted of one or more features was considered a site. Any indications of cultural presence in the North Village property that failed to meet the definition of a site were recorded as isolates or were noted on a location map.

Surface visibility for the field survey was fair; zero to 20 percent of the surface was visible due to grass and vegetation cover. One previously recorded mining resource is located on the North Village

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property. Additionally, two new sites were recorded during the field survey: a concrete irrigation system with refuse pile, and water storage features and domestic refuse.

Archival research indicates that the northern half of Section 21 was granted by the federal government to the Central Pacific Railroad Company in 1875. Land granted to the railroads was sold by the railroad to help finance railroad construction. The 1892, 1900, 1906, 1908 1916 and 1929 USGS California, Sacramento (1:125,000) maps show no improvements in the Project Area. A 1938 historical air photo and the 1944 USGS Auburn quad show buildings and orchards in the Project Area along what is now Sierra College Boulevard.

The area south of Secret Ravine within Section 16 is depicted as placer areas, nontillable granite outcrops, medium to heavy brush, sierra gray sandy loam, scattered oak and pine, and heavy brush. This area is located directly north of the North Village property.

According to handwritten Haley Soil Maps, which date to the 1930s to 1950s and are referenced at the Placer County Archives and Research Center, the eastern half of the northwestern quarter of Section 21 (80 acres) was owned by S & T Otani in December 1935 and later the T.O. Farms Company during the 1930s. The land is located north of a “county dirt road” that corresponds to today’s Rocklin Road and east of a “Road 40’ wide deeded to Placer County” that corresponds today’s Sierra College Boulevard. According to the map, the 80-acre parcel was primarily used as orchards and contained eight acres of mature pears, eight acres of mature cherries, five acres of mature vineyard, and 27.5 acres of plums and peaches. It also included 1.5 acres of cultivated land, 0.8 acre of very light brush, 26.2 acres of four cords per acre of oak trees surrounded by medium brush at the northern end of the parcel, and one acre of uncultivated land. The improvements listed included a house, two sheds, and a barn located north of the Otani Parcel. These were all noted as being situated on an area of Sierra sandy loam soil. The Haley Soil Maps that date to the 1930s to 1950s do not depict the single-family residence but the maps confirm that the property was owned by the Otani family.

According to Official Records Book 346, 80 acres of land in Section 21 (which correspond to the North Village property) were deeded to Shigio Otani and Teruhisa Otani from T. O. Farms on December 30, 1935. There is no record indicating when the parcel was purchased by T. O. Farms. According to the deed record, Tomehashi Otani (the father of Shigo and Terushisa Otani) was the President of the T. O. Farms Company and Thomas Takahashi, who owned other farm land near the North Village property according to the Haley soil maps, was the Secretary of the company. Tomehashi Otani helped construct Sierra College Boulevard to help the transportation of fruit crops from his orchards to the Loomis fruit sheds (Sutphen 2002). The Assessor’s tax record confirms that in 1935 the land was owned by Shigio and Terushia Otani. By 1954, the land had been transferred to Robert and Ida Otani. The North Village property was transferred and assessed numerous times in the 1960s and 1970s. The parcel was sold to two separate families; the family names include Maguire and Finegold. No additional information was found indicating who owned the land prior to or after the Otani family.

According to the assessor tax records on file at the Placer County Archives and Research Center for APN 045-150-023, the Otani residence was first assessed in 1949 and had a land value of \$3,460,

building improvements valued at \$4,120, and personal property noted as “H \$150 and Eq. \$550.” The letter “H.” may stand for horses and “Eq.” may stand for equipment.

According to the Assessor’s tax record, the land was not assessed again until 1954 when the value of the building and land remained similar to that in 1949. In 1959 the land value increased to \$9,000. Building improvements increased to \$8,300 in 1963, then decreased to \$2,000 the following year while the land was valued at \$19,000 by 1964. The land was last assessed in 1973 and was valued at \$95,000 with \$2,500 building improvements.

According to the 1940 U. S. Census for Placer County, the Otani household contained Tomehashi Otani and his wife Sawaye and their three children: Shigio, age 27, Tarushisa, age 25, and Grace, age 17. Tomeshasi is listed as a fruit farmer and the children are listed as laborers or sorters. According to the Japanese American relocation records, the Otani family was first evacuated to the Marysville Assembly Center and then was held at the Tule Lake Relocation Center under the War Relocation Authority during World War II (The National Archives 2015). The Tule Lake Relocation Center was 26,000 acres located in Siskiyou County in northern California south of Klamath Falls, Oregon. The Tule Lake Relocation Center held over 18,000 people. Out of the 18,000 people, 1,800 were relocated from Placer County. The Relocation Center opened on May 27, 1942 and on July 31, 1943 the Relocation Center was designated as a segregation center for disloyal internees (Japanese American National Museum 1998). On March 20, 1946, the Tule Lake Relocation Center officially closed (Japanese American National Museum 1998). It is likely that the Otani family were taken from their farm and held at the Relocation Center between 1942 and 1946.

Additionally, as a result of field survey, one single-family residence has been recorded within the North Village. The following includes a resource description and property history.

The historic-age residence is a 1,725 square foot single-story house located at 5385 Sierra College Boulevard. According to County Assessor property data, the house was constructed in 1963. This residence is a three-bedroom, three-bathroom house that was built in the Ranch style of architecture. The residence has a low-pitched, side-gable roof with rectangular wooden shingles. Two chimneys are located at the center of the house with the larger one encased in brick with a metal cap and the smaller one encased in metal with a metal cap. There is a slight eave overhang that is open with exposed rafters. The exterior of the residence is covered with horizontal aluminum siding and brick wainscoting rising one quarter of the way from the raised concrete foundation with crawl space.

The western-facing façade contains the front entry. The front entry contains a small recessed entry with a small overhang from the roof. There is a wooden door with an aluminum screen and a rectangular glass panel to its left. To the left of the glass panel is a decorative light. The western façade also contains a side door that is attached to the north facing garage. The four windows located on the western façade of the house are dual pane with an aluminum shade. On the eastern-facing façade of the residence, there are four square and four rectangular windows with tall vertical panes. On the northeastern corner of the residence is a door that connects the garage to the backyard. The eastern-facing façade also contains an extended porch that is supported by five wooden unelaborated square columns. On the southern side of the porch is a wooden screen. The

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porch is covered by a low-pitched roof with wooden rectangular shingles and an aluminum gutter. Wooden boards line the floor of the porch. On the southern end of the eastern side is a large sliding glass door with a screen. The residence rests on a concrete slab foundation with vents lining around all sides of the residence to show a recessed crawlspace.

Directly east of the residence is a gated swimming pool and wooden pool house. The northern end of the parcel has a modern wooden shed and wooden open-air carport. The northeastern corner has a wooden pumphouse and concrete well. On the eastern lawn is a concrete walkway with a lamp post that overlooks Sierra College Boulevard.

The following is a summary of the construction, use history of the building, and a history of the family that owned the residence, based on archival research. The property has been owned by one family over the course of its 57-year history. According to the building permits listed in the *Auburn Journal* newspaper in 1962, Robert T. Otani filed a building permit for a dwelling valued at \$18,712 that was to be located 2.5 miles east of Rocklin (Auburn Journal 1962). Robert Otani was born in 1914 in Loomis and served in the military during World War II (Sacramento Bee 2006). After the war, Robert worked in the poultry industry, farming, and for the Placer County Print Shop. Robert married Ida Nishiguchi in 1951 and the couple had two children. Robert passed away in 2006 at the age of 92. Ida Otani Nishiguchi and Robert were married for 55 years. Ida was born in 1922 in Utah and attended Westminster College in Salt Lake City (Sacramento Bee 2020). Her family was subjected to the Japanese internment camps during World War II. After graduating from college, Ida was employed with Reno Newspapers, Inc., Aerojet Corporation, and lastly Sierra College for 23 years, running registration in the Admissions department and secretary of Athletics (Sacramento Bee 2020). Ida passed away in April 2020 at 97 years old.

The residence first appears on topographic maps dating to 1967. Maps prior to 1967 show orchards within the property that correspond to the location of the residence. According to aerial photographs, the residence was constructed between 1961 and 1966. Aerial photographs taken in 1949, 1952, 1958, and 1961 were reviewed and show that the residence had not yet been constructed but the property contained orchards. Sierra College Boulevard and Rocklin Road are present on the aerial photographs. Aerial photographs in 1958 shows clearing for the route for Interstate 80 and by 1961 the interstate and the Sierra College Campus have been constructed west of the North Village site. Aerial photographs taken in 1966 show the residence.

According to Official Records Book 346, 80 acres of land in Section 21 (which corresponds to the Sierra College North Project Area and the Otani Parcel) were deeded to Shigio Otani and Teruhisa Otani from T.O. Farms on December 30, 1935. According to the deed record, Tomehashi Otani (the father of Shigo and Teruhisa Otani) was the president of the T.O. Farms Company and Thomas Takahashi, who owned other farmland near the North Village site (Haley Soil Maps), was the secretary of the company. Tomehashi Otani helped construct Sierra College Boulevard to help the transportation of fruit crops from his orchards to the Loomis fruit sheds.

The Assessor's tax record confirms that in 1935 the land was owned by Shigio and Teruhisa Otani. By 1954, the land had been transferred to Robert and Ida Otani. In 1963, Robert and Ida Otani built the residence a few years after Sierra College built their Rocklin Road location, just west of the North

Village site. Ida worked for Sierra College beginning in 1961 for 23 years (Sierra College 2016). Prior to moving to Rocklin, Ida worked at the Auburn campus for four months before the Rocklin campus was built.

SOUTH VILLAGE

On July 6, 2016, the entire South Village property was subjected to an intensive pedestrian survey under the guidance of the Secretary of the Interior's Standards for the Identification of Historic Properties (NPS 1983) using 15-meter transects. A total of one-half person-day was expended in the field. At that time, the ground surface was examined for indications of surface or subsurface cultural resources. The general morphological characteristics of the ground surface were inspected for indications of subsurface deposits that may be manifested on the surface, such as circular depressions or ditches. Whenever possible, the locations of subsurface exposures caused by such factors as rodent activity, water or soil erosion, or vegetation disturbances were examined for artifacts or for indications of buried deposits. No subsurface investigations or artifact collections were undertaken during the pedestrian survey.

The South Village property was surveyed utilizing transects spaced at 15-meter intervals where surface conditions permitted. Visibility varied between 10 and 70 percent for the majority of the accessible areas. Approximately 40 percent of the South Village property was accessible. However, some areas could not be surveyed. The portion of the South Village property along the northeastern creek side was inaccessible due to thick carpet of blackberry bushes. This situation was also present in the southeastern corner of the South Village property and just below the eastern edge of the overflow parking area in the northern half of the parcel. Areas adjacent to the creek channels were also inaccessible due to vegetation.

Much of the northwestern quarter of the South Village property was accessible but the surface was covered by gravel placed to act as an overflow parking area. The graveled areas were surveyed for any evidence of the ground surface under the gravel. A paved parking lot was also present in the northeastern portion of the South Village property next to the California Latter Day Saints Institute building.

No cultural resources were identified within the South Village property.

Testing and Evaluation Results

Four cultural resources were identified in the North Village property:

- mining features (previously identified and recorded)
- irrigation features and refuse (newly identified)
- water storage features and refuse (newly identified)
- single-family residence (newly identified)

No cultural resources were identified within the South Village property. These resources were subject to a combination of testing and archival research. The single-family residence in the North

3.5 CULTURAL AND TRIBAL RESOURCES

Village property was evaluated using California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility criteria. The results are set forth below.

MINING FEATURES

According to the Cultural Resources Inventory and Evaluation Report for Sierra College, College Station (A/B North Parcel), the previously-recorded mining features are not eligible for the NRHP under any criteria and is not a historic property as defined by regulations implementing Section 106 of the NHPA (36 CFR Part 800). This resource is also not eligible for the CRHR under any criteria and is not a historical resource as defined by CEQA regulations (CCR Title 14, Section 15064.5(a)).

IRRIGATION FEATURES AND REFUSE

According to the Cultural Resources Inventory and Evaluation Report for Sierra College, College Station (A/B North Parcel), the newly recorded irrigation features and refuse are not eligible for the NRHP under any criteria and is not a historic property as defined by regulations implementing Section 106 of the NHPA (36 CFR Part 800). This resource is also not eligible for the CRHR under any criteria and is not a historical resource as defined by CEQA regulations (CCR Title 14, Section 15064.5(a)).

WATER STORAGE FEATURES AND REFUSE

According to the Cultural Resources Inventory and Evaluation Report for Sierra College, College Station (A/B North Parcel), the newly recorded water storage features and refuse are not eligible for the NRHP under any criteria and is not a historic property as defined by regulations implementing Section 106 of the NHPA (36 CFR Part 800). This resource is also not eligible for the CRHR under any criteria and is not a historical resource as defined by CEQA regulations (CCR Title 14, Section 15064.5(a)).

SINGLE-FAMILY RESIDENCE

According to the Cultural Resources Evaluation Addendum for the Otani Parcel of the Sierra College North Project, the newly recorded single-family residence is not eligible for the NRHP under any criteria and is not a historic property as defined by regulations implementing Section 106 of the NHPA (36 CFR Part 800). This resource is also not eligible for the CRHR under any criteria and is not a historical resource as defined by CEQA regulations (CCR Title 14, Section 15064.5(a)).

Tribal Consultation

In accordance with AB 52, the City of Rocklin contacted the Colfax-Todds Valley Consolidated Tribe, United Auburn Indian Community (UAIC) of the Auburn Rancheria, Shingle Springs Band of Miwok Indians, and Tsi Akim Maidu (January 2017) and provided the tribes with information regarding the proposed Project. The letters request that the tribes supply any information they might have concerning prehistoric sites or traditional use areas within the Project Area. To date, two tribal groups have responded to the tribal consultation letters: UAIC of the Auburn Rancheria (response

letter dated March 3, 2017), and Shingle Springs Band of Miwok Indians (response letter dated March 3, 2017). The other tribal groups did not respond to the City's consultation letters.

UAIC OF THE AUBURN RANCHERIA

The UAIC of the Auburn Rancheria response letter requested the following: consultation with the City on the proposed Project; copies of the archaeological reports and environmental documents for the Project; presence of a UAIC of the Auburn Rancheria tribal representative to observe and participate in all cultural resource surveys; and a meeting or site visit with the City. The City provided copies of the archaeological reports to the UAIC of the Auburn Rancheria. Additionally, a field visit meeting between the UAIC of the Auburn Rancheria and the City of Rocklin was held. The field visit included the following attendees: David Mohlenbrok (City of Rocklin), Bret Finning (City of Rocklin), Lisa Westwood (Archaeologist from ECORP Consulting), and Charles Hutcheson (UAIC).

On January 10, 2018, a SB-18 field visit including the above attendees was conducted on the Sierra Villages South Parcel C2 portion of the proposed South Village site. This field visit occurred in response to the UAIC's October 18, 2017 e-mail, in which the UAIC representative specifically requested to visit only this portion of the overall Project, presumably due to the presence of a creek and potential cultural resources at this location based on historical UAIC information and records, as well as review of the Project's cultural resources reports that were previously provided to the UAIC.

During the site visit, it was discussed that due to the City's policies, the creek and associated riparian areas would be protected in perpetuity as open space, and a map depicting the preliminary locations of the proposed open space was provided to the UAIC. Charles Hutcheson (UAIC) indicated that the direction from other UAIC members was to go out and observe areas along the creek, so the attendees walked the South Village site along both sides of the creek. With the understanding that the creek and associated areas along the creek were going to be protected as open space as part of the Project, Charles Hutcheson indicated that their concerns about development impacting potential resources was minimized as a result of the proposed open space designations. In terms of potential cultural resources observed during the site visit, nothing specific was noted, and Charles Hutcheson indicated that he did not have any specific concerns after concluding the site visit; however, he noted that he would share the information with others at the UAIC who may want to have their own site visit or may have their own concerns. The City requested that Charles get back to the City in two to three weeks if there was anything specific that was of concern and/or needed to be discussed.

On January 29, 2018, a follow-up e-mail was sent by the City of Rocklin to Charles Hutcheson to see if he had been able to discuss the site visit with others at the UAIC. Charles indicated that he had spoken to others at the UAIC and they were wondering what the plans were for accessing the portion of the Project Area that has been, with the exception of crossing the creek, "orphaned" from the rest of the Project Area.

On February 28, 2018, the City sent an e-mail to Charles indicating that they did not have details from the applicant regarding how that area was to be accessed, but advised that a bridge crossing

3.5 CULTURAL AND TRIBAL RESOURCES

would be likely. On March 2, 2018, Charles indicated that he was waiting for the UAIC's Preservation leadership's guidance on how to proceed.

On June 24, 2019, a bridge crossing exhibit was provided to the City who subsequently forwarded the exhibit to members of the UAIC (Charles Hutcheson was no longer employed by the UAIC). On August 20, 2019, a follow-up e-mail from the City was sent to the UAIC members that were provided the bridge crossing exhibit and a response was received on August 27, 2019 that Anna Starkey, the UAIC's Cultural Regulatory Specialist, was getting caught up on the previous consultation efforts and site visit.

On October 23, 2019, Anna Starkey indicated in an e-mail to the City that once the UAIC's preferred mitigation measures have been incorporated into the environmental documents, then consultation can be closed. Between November 2019 and January 2020, the UAIC and the City coordinated on the fine-tuning of the language within the UAIC's preferred mitigation measures, and on February 5, 2020, Anna indicated she had no further comments. The final mitigation measure language was then forwarded to De Novo Planning Group for incorporation into the EIR.

SHINGLE SPRINGS BAND OF MIWOK INDIANS

The Shingle Springs Band of Miwok Indians response letter noted that the tribe is not aware of any known cultural resources on the North Village or South Village site; however, the Shingle Springs Band of Miwok Indians requested continued consultation regarding this Project, including all completed record searches and surveys done for the Project Area, including environmental, archaeological, and cultural reports. The City provided copies of the archaeological reports to the Shingle Springs Band of Miwok Indians. To date, the Shingle Springs Band of Miwok Indians did not respond to the City's provided reports.

3.5.2 REGULATORY SETTING

FEDERAL

National Historic Preservation Act

The National Historic Preservation Act was enacted in 1966 as a means to protect cultural resources that are eligible to be listed on the National Register of Historic Places (NRHP). The law sets forth criterion that is used to evaluate the eligibility of cultural resources. The NRHP is composed of districts, sites, buildings, structures, objects, architecture, archaeology, engineering, and culture that are significant to American History.

Virtually any physical evidence of past human activity can be considered a cultural resource. Although not all such resources are considered to be significant and eligible for listing, they often provide the only means of reconstructing the human history of a given site or region, particularly where there is no written history of that area or that period. Consequently, their significance is judged largely in terms of their historical or archaeological interpretive values. Along with research values, cultural resources can be significant, in part, for their aesthetic, educational, cultural and religious values.

STATE

California Register of Historic Resources

The CRHR was established in 1992 and codified in the Public Resource Code §5020, 5024 and 21085. The law creates several categories of properties that may be eligible for the CRHR. Certain properties are included in the program automatically, including: properties listed in the NRHP; properties eligible for listing in the NRHP; and certain classes of State Historical Landmarks. Determining the CRHR eligibility of historic and prehistoric properties is guided by CCR §§15064.5(b) and Public Resources Code (PRC) §§21083.2 and 21084.1. NRHP eligibility is based on similar criteria outlined in Section 106 of the NHPA (16 U.S. Code [USC] 470).

Cultural resources, under CRHR and NRHP guidelines, are defined as buildings, sites, structures, or objects that may have historical, architectural, archaeological, cultural, or scientific importance. A cultural resource may be eligible for listing on the CRHR and/or NRHP if it:

- is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- is associated with the lives of persons important in our past;
- embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual or possesses high artistic values; or
- has yielded, or may be likely to yield, information important in prehistory or history.

If a prehistoric or historic period cultural resource does not meet any of the four CRHR criteria, but does meet the definition of a “unique” site as outlined in PRC §21083.2, it may still be treated as a significant resource if it is: an archaeological artifact, object or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- it contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information,
- it has a special and particular quality such as being the oldest of its type or the best available example of its type, or
- it is directly associated with a scientifically recognized important prehistoric or historic event.

California Environmental Quality Act

CEQA Guidelines §15064.5 provides guidance for determining the significance of impacts to archaeological and historical resources. Demolition or material alteration of a historical resource, including archaeological sites, is generally considered a significant impact. Determining the CRHR eligibility of historic and prehistoric properties is guided by CCR §§15064.5(b) and Public Resources Code (PRC) §§21083.2 and 21084.1. NRHP eligibility is based on similar criteria outlined in Section 106 of the NHPA (16 U.S. Code [USC] 470).

CEQA also provides for the protection of Native American human remains (CCR §15064.5[d]). Native American human remains are also protected under the Native American Graves Protection and Repatriation Act of 1990 (25 USC 3001 et seq.), which requires federal agencies and certain recipients of federal funds to document Native American human remains and cultural items within their collections, notify Native American groups of their holdings, and provide an opportunity for repatriation of these materials. This act also requires plans for dealing with potential future collections of Native American human remains and associated funerary objects, sacred objects, and objects of cultural patrimony that might be uncovered as a result of development projects overseen or funded by the federal government.

Assembly Bill 52

Assembly Bill (AB) 52, approved in September 2014, creates a formal role for California Native American tribes by creating a formal consultation process and establishing that a substantial adverse change to a tribal cultural resource has a significant effect on the environment. Tribal cultural resources are defined as:

- 1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - A) Included or determined to be eligible for inclusion in the CRHR
 - B) Included in a local register of historical resources as defined in PRC Section 5020.1(k)
- 2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in PRC Section 5024.1 (c). In applying the criteria set forth in PRC Section 5024.1 (c) the lead agency shall consider the significance of the resource to a California Native American tribe.

A cultural landscape that meets the criteria above is also a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. In addition, a historical resource described in PRC Section 21084.1, a unique archaeological resource as defined in PRC Section 21083.2(g), or a “non-unique archaeological resource” as defined in PRC Section 21083.2(h) may also be a tribal cultural resource if it conforms with above criteria.

AB 52 requires a lead agency, prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed Project if: (1) the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed Projects in the geographic area that is traditionally and culturally affiliated with the tribe, and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation.

Assembly Bill 978

In 2001, AB 978 expanded the reach of Native American Graves Protection and Repatriation Act of 1990 and established a state commission with statutory powers to assure that federal and state laws

regarding the repatriation of Native American human remains and items of patrimony are fully complied with. In addition, AB 978 also included non-federally recognized tribes for repatriation.

LOCAL

City of Rocklin General Plan

The City of Rocklin General Plan contains the following goal and policies that are relevant to cultural and tribal resources:

OPEN SPACE, CONSERVATION, AND RECREATION ELEMENT

Goal for the Conservation and Protection of Historic, Geologic, and Cultural Resources: Conserve and protect unique community features such as geologic, historic and culturally significant sites.

Policy OCR-62: Preserve historically significant resources in place if feasible, or provide mitigation (avoidance, excavation, documentation, curation, data recovery or other appropriate measures) prior to further disturbance.

Policy OCR-63: Encourage preservation and incorporation of existing rock quarries and major rock outcroppings and geologically unique areas in future development projects.

Policy OCR-64: Encourage reuse rather than demolition/replacement of historic structures where feasible.

Policy OCR-65: Preserve significant archaeological resources (including Native American remains) and paleontological resources in place if feasible, or provide mitigation (avoidance, excavation, documentation, curation, data recovery, or other appropriate measures) prior to further disturbance.

Rocklin General Plan EIR

In August 2012, the City of Rocklin adopted a new General Plan and certified the associated General Plan EIR (State Clearinghouse (SCH) # 2008072115) -- a Program EIR pursuant to CEQA Guidelines Section 15168. Later environmental documents (EIRs, mitigated negative declarations, or negative declarations) can incorporate by reference materials from a program EIR regarding regional influences, secondary impacts, cumulative impacts, broad alternatives, and other factors (CEQA Guidelines Section 15168[d][2]). These later documents need only focus on new impacts that have not been considered before (CEQA Guidelines Section 15168[d][3]). As noted in Chapter 1.0, Introduction, the General Plan EIR assumed full development and buildout of the Project Area. While the components of the Project are not consistent with the land uses under the General Plan EIR, the development footprint of the Project is the same; therefore, the physical impacts of developing the Project Area would be similar as under the General Plan EIR, as the area of impact is fully defined consistent with the General Plan EIR.

As a "program EIR" under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur to historical and cultural resources (including human remains)

3.5 CULTURAL AND TRIBAL RESOURCES

within the Planning area as a result of the future urban development that was contemplated by the General Plan. These impacts included potential destruction or damage to any historical and cultural resources (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.8-1 through 4.8-21). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use and Open Space, Recreation and Conservation Elements, and include goals and policies that encourage the preservation and protection of historical and cultural resources and the proper treatment and handling of such resources when they are discovered.

The General Plan EIR concluded that despite these goals and policies, significant cultural resources impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will contribute to cumulative impacts to historic character. Findings of fact and a statement of overriding considerations were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

Historically significant structures and sites as well as the potential for the discovery of unknown archaeological or cultural resources as a result of development activities are discussed in the Rocklin General Plan. Policies and mitigation measures have been included in the General Plan to encourage the preservation of historically significant known and unknown areas.

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for cultural resources impacts incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

3.5.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed Project is considered to have a significant impact on cultural resources if it will:

- Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5;
- Cause a substantial adverse change in the significance of archaeological resource pursuant to CEQA Guidelines §15064.5;
- Disturb any human remains, including those interred outside of formal cemeteries;
- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - 1) listed or eligible for listing in the California Register of Historical Resources, or on a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

- 2) a resource determined by a lead agency, in its discretion and supported by substantial evidence, to be significant according to the historical register criteria in Public Resources Code section 5024.1 (c), and considering the significance of the resource to a California Native American tribe.

It is noted that impacts related to paleontological resources are discussed in Section 3.6, Geology and Soils, of this EIR.

IMPACTS AND MITIGATION MEASURES

Impact 3.5-1: Project implementation would not cause a substantial adverse change to a significant historical resource, as defined in CEQA Guidelines §15064.5 (Less than Significant)

The Project Area is located in an area known to have historical resources. Four cultural resources were identified in the North Village property:

- mining features (previously identified and recorded)
- irrigation features and refuse (newly identified)
- water storage features and refuse (newly identified)
- single-family residence (newly identified)

All four resources within the North Village property were identified and subsequently evaluated using a combination of archaeological testing and archival research. All four were found to be not eligible for the NRHP and CRHR, and as such, they are not historic properties as defined by regulations implementing Section 106 of the NHPA (36 CFR Part 800) and are not historical resources as defined by CEQA regulations (CCR Title 14, Section 15064.5(a)).

No cultural resources were identified within the South Village property as a result of the records search and field survey. Based on this information, no historic properties on the South Village property will be affected by the proposed Project.

Given that the four resources within the North Village property were found to be not eligible for the NRHP and CRHR, and not historic properties, and no cultural resources were identified within the South Village property, implementation of the proposed project would have a **less than significant** impact relative to historic resources.

Impact 3.5-2: Project implementation has the potential to cause a substantial adverse change to a significant tribal cultural resource, as defined in Public Resources Code §21074 (Less than Significant with Mitigation)

The Project Area is located in a highly sensitive area for buried prehistoric sites. The alluvial depositional environment, pattern of sites commonly occurring along water sources, and close proximity of several known sites to the Project Area contribute to this probability. In addition, the

3.5 CULTURAL AND TRIBAL RESOURCES

archival record states that Native Americans were established in the vicinity before non-natives began settling the area.

Although the Cultural Resources Inventory Report, Sierra College, College Station (South Parcel, C1), Cultural Resources Inventory Report, Sierra College, College Station (South Parcel, C2), Cultural Resources Inventory and Evaluation Report, Sierra College, College Station (A/B North Parcel) and Cultural Resources Evaluation Addendum for the Otani Parcel of the Sierra College North Project did not indicate that historic or tribal cultural resources are located within the Project boundaries, ground disturbing activities have the potential to reveal buried deposits not observed on the surface during previous surveys. Mitigation Measure 3.5-1 requires work to halt if subsurface deposits believed to be cultural, historical, paleontological, archaeological, or human in origin are discovered during construction. Once work is halted, a qualified archaeologist would evaluate the significance of the find. If the find does not represent a cultural resource, work may resume. If the find does represent a cultural resource from any time period or cultural affiliation, various steps would follow (including but not limited to notification procedures, treatment measures, and historic eligibility determinations). If the find includes human remains, reasonable protection measures would be taken to protect the discovery from disturbance, and proper notification procedures would be followed.

While no tribal cultural resources have been found in the Project Area during records searches and field surveys, as with most projects in the region that involve ground-disturbing activities, there is the potential for discovery of a previously unknown historical resource or tribal cultural resource. Compliance with Mitigation Measure 3.5-1 would ensure that potential impacts to currently unknown and undiscovered historical and/or tribal cultural resources would be reduced to a ***less than significant*** level.

MITIGATION MEASURE(S)

Mitigation Measure 3.5-1: *If subsurface deposits believed to be cultural, historical, paleontological, archaeological, tribal, and/or human in origin are discovered during construction and/or ground disturbance, all work must halt within a 100-foot radius of the discovery. A Native American Representative from traditionally and culturally affiliated Native American Tribes that requested consultation shall be immediately contacted and invited to assess the significance of the find and make recommendations for further evaluation and treatment, as necessary. If deemed necessary by the City, a qualified cultural resources specialist meeting the Secretary of Interior's Standards and Qualifications for Archaeology, may also assess the significance of the find in joint consultation with Native American Representatives to ensure that Tribal values are considered. Work at the discovery location cannot resume until it is determined by the City, in consultation with culturally affiliated tribes, that the find is not a tribal cultural resource, or that the find is a tribal cultural resource and all necessary investigation and evaluation of the discovery under the requirements of the CEQA, including AB 52, has been satisfied. The qualified cultural resources specialist shall have the authority to modify the no-work radius as appropriate, using professional judgement.*

The following notifications shall apply, depending on the nature of the find:

- *If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.*
- *If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the permitting lead agency, and applicable landowner. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be eligible for inclusion in the NRHP or CRHR. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not eligible for the NRHP or CRHR; or 2) that the treatment measures have been completed to their satisfaction.*
- *If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Placer County Coroner (per §7050.5 of the Health and Safety Code). The provisions of §7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, then the Coroner will notify the Native American Heritage Commission, which then will designate a Native American Most Likely Descendant (MLD) for the project (§5097.98 of the Public Resources Code). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, then the NAHC can mediate (§5097.94 of the Public Resources Code). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (Section 5097.98 of the Public Resources Code). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agency, through consultation as appropriate, determines that the treatment measures have been completed to their satisfaction.*
- *If the find includes paleontological resources, work shall not continue at the discovery site until a qualified paleontologist evaluates the find and makes a determination regarding the significance of the resource and identifies recommendations for conservation of the resource, including preserving in place or relocating on the Project site, if feasible, or collecting the resource to the extent feasible and documenting the find with the University of California Museum of Paleontology.*

Impact 3.5-3: Project implementation has the potential to cause a substantial adverse change to a significant archaeological resource, as defined in CEQA Guidelines §15064.5 (Less than Significant with Mitigation)

3.5 CULTURAL AND TRIBAL RESOURCES

The Project Area is located in an area known to have cultural resources. Due to location of the South Village site on the floodplain of Secret Ravine Creek, identification of buried artifacts during a metal detection survey in 1999 (Lindström and Bennett 1999), mention of a possible bedrock mortar along Secret Ravine Creek (Lindström and Bennett 1998), and the known presence of a large number of prehistoric sites nearby, there exists a potential for buried pre-historical and/or historical-era archaeological sites in the Project Area.

Although the Cultural Resources Inventory Report, Sierra College, College Station (South Parcel, C1), Cultural Resources Inventory Report, Sierra College, College Station (South Parcel, C2), and Cultural Resources Inventory and Evaluation Report, Sierra College, College Station (A/B North Parcel) and Cultural Resources Evaluation Addendum for the Otani Parcel of the Sierra College North Project did not indicate that significant archaeological resources are located within the Project Area boundaries, ground disturbing activities have the potential to reveal buried deposits not observed on the surface during previous surveys. As noted above, Mitigation Measure 3.5-1 requires work to halt if subsurface deposits believed to be cultural, historical, paleontological, archaeological, or human in origin are discovered during construction. Once work is halted, a qualified archaeologist in joint consultation with Native American Representatives, would evaluate the significance of the find and the procedures in this mitigation measure would be followed.

As with most projects in the region that involve ground-disturbing activities, there is the potential for discovery of previously unknown significant archeological resources. Compliance with Mitigation Measure 3.5-1 would ensure that potential impacts to archaeological resources would be reduced to a *less-than-significant* level.

MITIGATION MEASURE(S)

Implement Mitigation Measure 3.5-1.

Impact 3.5-4: Project implementation has the potential to disturb human remains, including those interred outside of formal cemeteries (Less than Significant with Mitigation)

Indications suggest that humans have occupied Placer County for over 10,000 years and it is not always possible to predict where human remains may occur outside of formal cemeteries. Therefore, excavation and construction activities, regardless of depth, may yield human remains that may not be interred in marked, formal cemeteries/burials.

Under CEQA, human remains are protected under the definition of archaeological materials as being “any evidence of human activity.” Additionally, Public Resources Code Section 5097 has specific stop-work and notification procedures to follow in the event that human remains are inadvertently discovered during Project implementation.

While no human remains were found during field surveys of the Project Area, implementation of the Mitigation Measure 3.5-1 would ensure that all construction activities which inadvertently discover human remains implement state-required consultation methods to determine the

disposition and historical significance of any discovered human remains. As noted above, Mitigation Measure 3.5-1 requires work to halt if subsurface deposits believed to be cultural, historical, paleontological, archaeological, or human in origin are discovered during construction. Once work is halted, a qualified archaeologist in joint consultation with Native American Representatives, would evaluate the significance of the find and the procedures in this mitigation measure would be followed. Compliance with Mitigation Measure 3.5-1 would ensure that potential impacts to human remains, including those interred outside of formal cemeteries, would be reduced to a ***less-than-significant*** level.

MITIGATION MEASURE(S)

Implement Mitigation Measure 3.5-1.

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The purpose of this section is to disclose and analyze the potential impacts associated with the geology of the Project region and general vicinity, and to analyze issues such as the potential exposure of people and property to geologic hazards, landform alteration, and erosion. This section is based in part on the following technical studies:

- *City of Rocklin General Plan* (City of Rocklin, October 2012);
- *City of Rocklin General Plan EIR* (City of Rocklin, August 2011);
- *City of Rocklin Municipal Code* (City of Rocklin, January 2019);
- *Wallace-Kuhl & Associates (WKA) Geotechnical Engineering Report - Rocklin College Square* (June 23, 2016);
- *United States Department of Agriculture Custom Soils Reports* (United States Department of Agriculture Natural Resources Conservation Service, 2016);
- *California Geological Survey (CGS) Information Warehouse: Regulatory Maps* (California Department of Conservation, 2020);
- *Placer County Local Hazard Mitigation Plan* (Placer County, March 2016).

The Geotechnical Engineering Report and Custom Soils Reports prepared for the proposed Project are included in Appendix E.

Comments were received during the public review period or scoping meeting for the Notice of Preparation regarding this topic from Denise Gaddis. Each of the applicable comments related to this topic are addressed within this section.

3.6.1 ENVIRONMENTAL SETTING

REGIONAL GEOLOGY

Great Valley Geomorphic Province

The Project Area is located in the Great Valley geomorphic province, which consists of the central part of California between the Coast Range and the Sierra Nevada. The Great Valley is an alluvial plain that is approximately 50 miles wide and 400 miles long where sediment has been deposited almost continually for roughly 160 million years. The proposed Project would be located in the northern part of the Great Valley, which is drained by the Sacramento River (California Geological Survey [CGS] 2002).

The Geologic Map of the Sacramento Quadrangle, dated 1981, prepared by the California Division of Mines and Geology, reveals the Project Area to be underlain by Mesozoic granodiorite rocks, commonly referred to as the Rocklin and Penryn Plutons. These granitic rock units are a large-scale intrusive body that is part of a series of magmatic intrusions that helped to form portions of the Sierra Nevada Mountains. The rock is typified as a light gray, coarse-grained igneous rock composed of minerals such as quartz, feldspar, hornblende, biotite and may contain occasional xenoliths (an inclusion of a pre-existing rock fragment within the magma) of various sizes and shapes, as well as quartz veins. The Rocklin and Penryn Plutons cover an area of approximately 150 square miles,

3.6 GEOLOGY AND SOILS

extending from Folsom north to near the Auburn area. This massive bedrock unit likely extends to depths of thousands of feet beneath the surface.

Alluvial soils exist within the South site, which represents depositional processes that have taken place along the creek and drainage swale. The soils are typically thin and consist of a mixture of sand, silt, gravel and cobbles. The mapped geologic conditions are consistent with the lithologic data obtained from the current subsurface investigations performed at the site.

Topography

Topography across the sites is described as gently rolling terrain. Surface elevations across the North and South sites range from about +380 and +300 feet relative to mean sea level (respectively), based on review of the USGS 7.5 Minute Topographic Map of the Rocklin, California Quadrangle (2012).

SITE GEOLOGY

Soil Survey

A Custom Soil Survey was completed for the Project Area using the Natural Resources Conservation Service (NRCS) Web Soil Survey program. The NRCS Soils Map is included on Figure 3.2-2 and the custom soils reports prepared for the Project Area are provided in Appendix E. Tables 3.6-1 and 3.6-2 below identify the type and range of soils found in the North and South Village sites.

TABLE 3.6-1: PROJECT SITE SOILS NORTH SITE

MAP UNIT SYMBOL	NAME	PERCENT OF AOI
106	Andregg coarse sandy loam, 2 to 9 percent slopes	83.7%
107	Andregg coarse sandy loam, 9 to 15 percent slopes	16.3%
Totals for Area of Interest		100.0%

SOURCE: NRCS CUSTOM SOIL SURVEY 2016.

TABLE 3.6-2: PROJECT SITE SOILS SOUTH SITE

MAP UNIT SYMBOL	NAME	PERCENT OF AOI
106	Andregg coarse sandy loam, 2 to 9 percent slopes	96.3%
194	Xerofluvents, frequently flooded	3.7%
Totals for Area of Interest		100.0%

SOURCE: NRCS CUSTOM SOIL SURVEY 2016.

NORTH SITE

Andregg coarse sandy loam. This soil occurs at elevations of 200 to 1,000 feet. It is moderately deep, gently rolling, and well drained, underlain by weathered granitic bedrock. Permeability is moderately rapid and surface runoff is medium with a moderate erosion hazard.

SOUTH SITE

Andregg coarse sandy loam. This soil occurs at elevations of 200 to 1,000 feet. It is moderately deep, gently rolling, and well drained, underlain by weathered granitic bedrock. Permeability is moderately rapid and surface runoff is medium with a moderate erosion hazard.

Xerofluevents frequently flooded. This soil type is generally found adjacent to streams and consists of narrow stringers of somewhat poorly drained alluvium. Areas containing this soil type are subject to frequent flooding and channelization and therefore, are not general considered suitable for urban uses due to their flood hazard.

Geotechnical Assessment

A Geotechnical Engineering Report (WLK, 2016) was prepared for the proposed Project. According to the report, the subject sites were observed to have granitic outcroppings and larger sized boulders greater than 12 inches in diameter, located above grade. The upper six to eight inches of surface soil across the properties was generally in a relatively loose and disturbed condition. The surface and near-surface soils encountered at the test pit and boring locations generally consist of brown, silty sands and weathered granodioritic rock. The weathered rock is similar to a strong sandy soil and is commonly referred to as “decomposed granite”. Upon excavation, these materials break down primarily into silty fine to coarse sand. The weathered rock becomes less weathered and harder to excavate with increasing depth. Practical refusal to drilling was encountered in 10 of the 11 borings at depths of approximately 3.5 to 12 feet below existing site grades. Practical refusal within test pit excavations was encountered in nine of the 11 test pits at depths of approximately two to nine feet below existing site grades. The sidewalls of all test pits were observed to be in a stable condition; caving or sloughing of the excavation sidewalls was not observed.

The approximate locations of the borings and test pits are shown in Appendix E on Figures 2A and 2B. For specific information regarding the subsurface conditions at a specific location, please refer to the Logs of Soil Borings (Figures 3 through 13) and the Logs of Test Pits (Figures 14 through 16) located in Appendix E.

Groundwater

According to the *Geotechnical Engineering Report*, permanent groundwater was not encountered at the boring and test pit locations. Perched groundwater was encountered at a depth of approximately 11.5 feet below existing grade. The perched water was located directly above unweathered granitic rock, which was encountered at approximately 12 feet below grade at the location of one of the borings. The *Geotechnical Engineering Report* noted it is relatively common to encounter perched water (and seeps) above the impervious granitic rock, which prohibits the vertical percolation and traps surface water within the upper soils.

There are no known Department of Water Resources (DWR) monitoring wells within one mile of the Project site. Due to the presence of relatively shallow hard granitic rock, true groundwater levels are difficult to obtain. According to the Sacramento Valley Groundwater Elevations, Spring 2003, prepared by the County of Sacramento, Public Works Agency, Department of Water Resources,

regional groundwater within the vicinity of the site is shown at an approximate elevation +100 feet msl, or over 200 feet below existing site grades.

An additional site visit was performed as part of the *Geotechnical Engineering Report* to view the seeps. The seeps appear to be located within localized ‘saddles’ where these areas were observed to have localized low spots with isolated vegetative growth. Seep 4, as labeled on the Wetland Delineation Map included within Appendix E, was the only seep where standing water was observed. Water was not observed at the other seep locations indicated on the map during the field exploration in May 2016 or the site visit in June 2016.

Based on groundwater measurements and review of available historical water levels, the *Geotechnical Engineering Report* concluded that it is likely that perched groundwater resulting from rainfall, surface run-off, or seepage may be encountered during site excavations, especially during the winter and early spring months.

FAULTS AND SEISMICITY

Faults

A fault is a fracture in the crust of the earth along which rocks on one side have moved relative to those on the other side. A fault trace is the line on the earth's surface defining the fault. Displacement of the earth's crust along faults releases energy in the form of earthquakes and in some cases in fault creep. Most faults are the result of repeated displacements over a long period of time.

Surface rupture occurs when movement on a fault deep within the earth breaks through to the surface. Surface ruptures have been known to extend up to 50 miles with displacements of an inch to 20 feet. Fault rupture almost always follows preexisting faults, which are zones of weakness. Rupture may occur suddenly during an earthquake or slowly in the form of fault creep. Sudden displacements are more damaging to structures because they are accompanied by shaking.

The State of California designates faults as active, potentially active, and inactive depending on how recent the movement that can be substantiated for a fault. Table 3.6-2 presents the California fault activity rating system.

TABLE 3.6-3: FAULT ACTIVITY RATING

<i>FAULT ACTIVITY RATING</i>	<i>GEOLOGIC PERIOD OF LAST RUPTURE</i>	<i>TIME INTERVAL</i>
Active (A)	Holocene	Within last 11,000 Years
Potentially Active (PA)	Quaternary	11,000-1.6 Million Years
Inactive (I)	Pre-Quaternary	Greater than 1.6 Million Years

No known faults traverse through the Project Area. However, the site does lie within a seismically active region, as California has numerous faults that are considered active. Generally, a fault is considered active if it has ruptured within the Holocene epoch (11,000 years before present). Mapped, potentially active Quaternary faults within the vicinity of the Project Area are located

within the Foothill Fault System approximately 10 miles to the east. Figure 3.6-1 shows faults within the general vicinity of the Project Area.

Seismicity

The amount of energy available to a fault is determined by considering the slip-rate of the fault, its area (fault length multiplied by down-dip width), maximum magnitude, and the rigidity of the displaced rocks. These factors are combined to calculate the moment (energy) release on a fault. The total seismic energy release for a fault source is sometimes partitioned between two different recurrence models, the characteristic and truncated Gutenberg-Richter (G-R) magnitude-frequency distributions. These models incorporate our knowledge of the range of magnitudes and relative frequency of different magnitudes for a particular fault. The partition of moment and the weights for multiple models are given in the following summary.

Earthquakes are generally expressed in terms of intensity and magnitude. Intensity is based on the observed effects of ground shaking on people, buildings, and natural features. By comparison, magnitude is based on the amplitude of the earthquake waves recorded on instruments, which have a common calibration. The Richter scale, a logarithmic scale ranging from 0.1 to 9.0, with 9.0 being the strongest, measures the magnitude of an earthquake relative to ground shaking. Table 3.6-3 provides a description and a comparison of intensity and magnitude.

The Office of Planning and Research has placed the Rocklin area in Seismic Activity Intensity Zone II, which indicates that the maximum intensity of an earthquake would be VII or VIII on the Modified Mercalli Intensity Scale. An earthquake of such magnitude would result in “slight damage in specially designed structures; considerable in ordinary substantial buildings, with partial collapse; great in poorly built structures.” The Uniform Building Code places all of California in the zone of greatest earthquake severity because recent studies indicate high potential for severe ground shaking.

TABLE 3.6-4: MODIFIED MERCALLI INTENSITY SCALE FOR EARTHQUAKES

<i>RICHTER MAGNITUDE</i>	<i>MODIFIED MERCALLI SCALE</i>	<i>EFFECTS OF INTENSITY</i>
0.1 – 0.9	I	Earthquake shaking not felt
1.0 – 2.9	II	Shaking felt by those at rest.
3.0 – 3.9	III	Felt by most people indoors, some can estimate duration of shaking.
4.0 – 4.5	IV	Felt by most people indoors. Hanging objects rattle, wooden walls and frames creak.
4.6 – 4.9	V	Felt by everyone indoors, the duration of shaking can be estimated by most people. Standing autos rock. Crockery clashes, dishes rattle and glasses clink. Doors open, close and swing.
5.0 – 5.5	VI	Felt by all who estimate duration of shaking. Sleepers awaken, liquids spill, objects are displaced, and weak materials crack.
5.6 – 6.4	VII	People frightened and walls unsteady. Pictures and books thrown, dishes and glass are broken. Weak chimneys break. Plaster, loose bricks and parapets fall.
6.5 – 6.9	VIII	Difficult to stand. Waves on ponds, cohesionless soils slump. Stucco and masonry walls fall. Chimneys, stacks, towers, and elevated tanks twist and fall.

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7.0 - 7.4	IX	General fright as people are thrown down, hard to drive. Trees broken, damage to foundations and frames. Reservoirs damaged, underground pipes broken.
7.5 - 7.9	X	General panic. Ground cracks, masonry and frame buildings destroyed. Bridges destroyed, railroads bent slightly. Dams, dikes and embankments damaged.
8.0 - 8.4	XI	Large landslides, water thrown, general destruction of buildings. Pipelines destroyed, railroads bent.
8.5 +	XII	Total nearby damage, rock masses displaced. Lines of sight/level distorted. Objects thrown into air.

SEISMIC HAZARDS

Seismic Ground Shaking

The potential for seismic ground shaking is expected in California, including within the Project Area. As a result of the foreseeable seismicity in California, the State requires special design considerations for all structural improvements in accordance with the seismic design provisions in the California Building Code. These seismic design provisions require enhanced structural integrity based on several risk parameters. The principal fault zones nearest the area are those of the Foothills Fault System (FFS) approximately 10 miles to the east. These faults are not known to have ruptured during historic times, but are considered as potentially active.

Fault Rupture

A fault rupture occurs when the surface of the earth breaks as a result of an earthquake, although this does not happen with all earthquakes. These ruptures generally occur in a weak area of an existing fault. Ruptures can be sudden (i.e., earthquake) or slow (i.e., fault creep).

The California legislature passed the Alquist-Priolo Special Studies Zone Act in 1972 to address seismic hazards associated with faults and to establish criteria for developments for areas with identified seismic hazard zones. The California Geologic Survey (CGS) evaluates faults with available geologic and seismologic data and determines if a fault should be zoned as active, potentially active, or inactive. If CGS determines a fault to be active, then it is typically incorporated into a Special Studies Zone in accordance with the Alquist-Priolo Earthquake Hazard Act. Alquist-Priolo Special Study Zones are usually one-quarter mile or less in width and require site-specific evaluation of fault location and require a structure setback if the fault is found traversing a Project site.

Two of the closest known earthquake fault zones classified as active by the California Geological Survey include the West Tahoe Fault in the Emerald Bay and Echo Lake Quadrangle zones near South Lake Tahoe. Together these Earthquake Fault Zones are in two 60-square-mile "quadrangles" along traces of the West Tahoe Fault, which scientists believe is capable of generating a quake in the magnitude 7 range (Department of Conservation 2015). The Project Area is not within an Alquist-Priolo Zone.

Liquefaction

Liquefaction typically requires a significant sudden decrease of shearing resistance in cohesionless soils and a sudden increase in water pressure, which is typically associated with an earthquake of high magnitude. The potential for liquefaction is highest when groundwater levels are high, and loose, fine, sandy soils occur at depths of less than 50 feet.

The site is underlain by Mesozoic granodiorite rock, commonly referred to as the Rocklin and Penryn Plutons which does not meet the criteria for delineation as a seismic hazard zone susceptible to liquefaction pursuant to the guidelines of California Geological Survey Special Publication 118 Recommended Criteria for Delineating Seismic Hazards Zones in California. Furthermore, groundwater at the site is indicated to be greater than 50 feet below existing site grade. Additionally, the *Geotechnical Engineering Report* notes that, based on the fine-grained silt and clay anticipated in the Quaternary Basin deposits and the relatively dense nature of the Upper and Lower Modesto formations, the risk of liquefaction is considered low.

Therefore, based upon the known geologic, groundwater, soil and rock conditions, it is anticipated that the potential for liquefaction occurring at the site is negligible.

Lateral Spreading

Lateral spreading typically results when ground shaking moves soil toward an area where the soil integrity is weak or unsupported, and it typically occurs on the surface of a slope, although it does not occur strictly on steep slopes. Oftentimes, lateral spreading is directly associated with areas of liquefaction. Areas in the region that are susceptible to this hazard are located along creeks or open water bodies. While there are no open bodies of water within an appropriate distance from the Project Area, Secret Ravine Creek does bisect the South Village site. As described previously the risk associated with liquefaction is also low. For this reason, the probability of lateral spreading occurring on the Project Area is generally low. The greatest potential for lateral spreading in the Project Area is likely in sloped areas along the creek corridor of the South Village site.

Landslides

Landslides include rockfalls, deep slope failure, and shallow slope failure. Factors such as the geological conditions, drainage, slope, vegetation, and others directly affect the potential for landslides. One of the most common causes of landslides is construction activity that is associated with road building (i.e., cut and fill) on steep slopes. The Northern site is comprised of gently rolling terrain at elevations ranging from 330 to 380 feet above mean sea level. The Southern site is comprised of rolling terrain at elevations ranging from 290 to 310 feet above mean sea level. The Project Area generally consists of gentle slopes, for this reason, the probability of landslides occurring is low.

NON-SEISMIC HAZARDS

Expansive Soils

Expansive soils can undergo significant volume change with changes in moisture content. They shrink and harden when dried and expand and soften when wet. If structures are underlain by expansive soils, it is important that foundation systems be capable of tolerating or resisting any potentially damaging soil movements. In addition, it is important to limit moisture changes in the surficial soils by using positive drainage away from buildings as well as limiting landscaping watering. According to the *Geotechnical Engineering Report*, based on the results of the field investigation and laboratory testing, the surface and near surface soils consist primarily of granular soils that are considered to be relatively non-expansive. Figure 3.6-2 identifies the expansive soil potential in the Project Area.

Erosion

Erosion naturally occurs on the surface of the earth as surface materials (i.e., rock, soil, debris, etc.) are loosened, dissolved, or worn away, and transported from one place to another by gravity. Two common types of soil erosion include wind erosion and water erosion. The steepness of a slope is an important factor that affects soil erosion. Erosion potential in soils is influenced primarily by loose soil texture and steep slopes. Loose soils can be eroded by water or wind forces, whereas soils with high clay content are generally susceptible only to water erosion.

Erosion factor K indicates the susceptibility of a soil to sheet and rill erosion by water. Factor K is one of six factors used in the Universal Soil Loss Equation (USLE) and the Revised Universal Soil Loss Equation (RUSLE) to predict the average annual rate of soil loss by sheet and rill erosion in tons per acre per year. Values of K range from 0.02 to 0.69. Other factors being equal, the higher the value, the more susceptible the soil is to sheet and rill erosion by water.

According to the soil data included in the USDA web *Soil Survey*, the Project Area soils range from 0.17 to 0.32 representing a low to moderate potential for sheet and rill erosion by water. The potential for erosion generally increases as a result of human activity, primarily through the development of facilities and impervious surfaces and the removal of vegetative cover. Topography across the sites is described as gently rolling terrain.

Subsidence

Land subsidence is the gradual settling or sinking of an area with little or no horizontal motion due to changes taking place underground. It is a natural process, although it can also occur (and is greatly accelerated) as a result of human activities. Common causes of land subsidence from human activity include: pumping water, oil, and gas from underground reservoirs; dissolution of limestone aquifers (sinkholes); collapse of underground mines; drainage of organic soils; and initial wetting of dry soils. The potential for failure from subsidence is highest in areas where there are relatively soft and recent alluvial deposits, where creek banks are relatively high, and where there is a high groundwater table.

As previously discussed, the surface and near surface soils on the North and South Village sites consist of brown, silty sands and weathered granodioritic rocks, which are considered to possess low subsidence potential.

Soil Corrosion Potential

The California Department of Transportation Corrosion and Structural Concrete Field Investigation Branch 2012, *Corrosion Guidelines (Version 2.0)*, considers a site to be corrosive to foundation elements if one or more of the following conditions exists for the representative soil and/or water samples taken: has a chloride concentration greater than or equal to 500 parts per million (ppm), sulfate concentration greater than or equal to 2000 ppm, or the pH is 5.5 or less.

As part of the *Geotechnical Engineering Report*, a sample of near-surface soil was tested to determine pH, chloride and sulfate concentrations, and minimum resistivity to evaluate the potential for corrosive attack upon buried concrete. Based on the above criterion and the low pH values identified during laboratory soils testing, the on-site soils have the potential to be corrosive to buried steel reinforcement.

3.6.2 REGULATORY SETTING

FEDERAL

Uniform Building Code (UBC)

The purpose of the Uniform Building Code (UBC) is to provide minimum standards to preserve the public peace, health, and safety by regulating the design, construction, quality of materials, certain equipment, location, grading, use, occupancy, and maintenance of all buildings and structures. UBC standards address foundation design, shear wall strength, and other structurally related conditions.

STATE

The State of California has established a variety of regulations and requirements related to seismic safety and structural integrity, including the California Building Code, the Alquist-Priolo Earthquake Fault Zoning Act and the Seismic Hazards Mapping Act.

California Building Code

California building standards are published in the California Code of Regulations (CCR), title 24, known as the California Building Code (CBC). Under state law, all building standards must be centralized in Title 24 or they are not enforceable. The CBC incorporates the Uniform Building Code, a widely adopted model building code in the United States. Through the CBC, the state provides a minimum standard for building design and construction. The CBC contains specific requirements for seismic safety, excavation, foundations, retaining walls and site demolition. It also regulates grading activities, including drainage and erosion control.

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 sets forth the policies and criteria of the State Mining and Geology Board, which governs the exercise of governments' responsibilities to prohibit the location of developments and structures for human occupancy across the trace of active faults. The policies and criteria are limited to potential hazards resulting from surface faulting or fault creep within Earthquake Fault Zones, as delineated on maps officially issued by the State Geologist. Working definitions include:

- Fault – a fracture or zone of closely associated fractures along which rocks on one side have been displaced with respect to those on the other side;
- Fault Zone – a zone of related faults, which commonly are braided and sub parallel, but may be branching and divergent. A fault zone has a significant width (with respect to the scale at which the fault is being considered, portrayed, or investigated), ranging from a few feet to several miles;
- Sufficiently Active Fault – a fault that has evidence of Holocene surface displacement along one or more of its segments or branches (last 11,000 years); and
- Well-Defined Fault – a fault whose trace is clearly detectable by a trained geologist as a physical feature at or just below the ground surface. The geologist should be able to locate the fault in the field with sufficient precision and confidence to indicate that the required site-specific investigations would meet with some success.

“Sufficiently Active” and “Well Defined” are the two criteria used by the State to determine if a fault should be zoned under the Alquist-Priolo Act.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act, passed in 1990, addresses non-surface fault rupture earthquake hazards, including liquefaction and seismically-induced landslides. Under the Act, seismic hazard zones are to be mapped by the State Geologist to assist local governments in land use planning. The program and actions mandated by the Seismic Hazards Mapping Act closely resemble those of the Alquist-Priolo Earthquake Fault Zoning Act (which addresses only surface fault-rupture hazards) and are outlined below:

The State Geologist is required to delineate the various “seismic hazard zones.”

- Cities and Counties, or other local permitting authority, must regulate certain development “projects” within the zones. They must withhold the development permits for a site within a zone until the geologic and soil conditions of the site are investigated and appropriate mitigation measures, if any, are incorporated into development plans.
- The State Mining and Geology Board provides additional regulations, policies, and criteria, to guide cities and counties in their implementation of the law. The Board also provides

guidelines for preparation of the Seismic Hazard Zone Maps and for evaluating and mitigating seismic hazards.

- Sellers (and their agents) of real property within a mapped hazard zone must disclose that the property lies within such a zone at the time of sale.

National Pollutant Discharge Elimination System (NPDES)

National Pollutant Discharge Elimination System (NPDES) permits are required for discharges of pollutants to navigable waters of the United States, which includes any discharge to surface waters, including lakes, rivers, streams, bays, the ocean, dry stream beds, wetlands, and storm sewers that are tributary to any surface water body. NPDES permits are issued under the Federal Clean Water Act, Title IV, Permits and Licenses, Section 402 (33 USC 466 et seq.)

The Regional Water Quality Control Board (RWQCB) issues these permits in lieu of direct issuance by the Environmental Protection Agency, subject to review and approval by the Environmental Protection Agency Regional Administrator. The terms of these NPDES permits implement pertinent provisions of the Federal Clean Water Act and the Act's implementing regulations, including pre-treatment, sludge management, effluent limitations for specific industries, and anti-degradation. In general, the discharge of pollutants is to be eliminated or reduced as much as practicable so as to achieve the Clean Water Act's goal of "fishable and swimmable" navigable (surface) waters. Technically, all NPDES permits issued by the RWQCB are also Waste Discharge Requirements issued under the authority of the California Water Code.

These NPDES permits regulate discharges from publicly owned treatment works, industrial discharges, stormwater runoff, dewatering operations, and groundwater cleanup discharges. NPDES permits are issued for five years or less, and are therefore to be updated regularly. The rapid and dramatic population and urban growth in the Central Valley Region has caused a significant increase in NPDES permit applications for new waste discharges. To expedite the permit issuance process, the RWQCB has adopted several general NPDES permits, each of which regulates numerous discharges of similar types of wastes. The SWRCB issues general permits for stormwater runoff from construction sites statewide. Stormwater discharges from industrial and construction activities in the Central Valley Region can be covered under these general permits, which are administered jointly by the SWRCB and RWQCB.

Water Quality Control Plan for the Central Valley Region

The Water Quality Control Plan for the Central Valley Region (Basin Plan) includes a summary of beneficial water uses, water quality objectives needed to protect the identified beneficial uses, and implementation measures. The Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term "water quality standards," as used in the Federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality that must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions by the RWQCB and others that are necessary to achieve and maintain the water quality standards.

The RWQCB regulates waste discharges to minimize and control their effects on the quality of the region's ground and surface water. Permits are issued under a number of programs and authorities. The terms and conditions of these discharge permits are enforced through a variety of technical, administrative, and legal means. Water quality problems in the region are listed in the Basin Plan, along with the causes, where they are known. For water bodies with quality below the levels necessary to allow all the beneficial uses of the water to be met, plans for improving water quality are included. The Basin Plan reflects, incorporates, and implements applicable portions of a number of national and statewide water quality plans and policies, including the California Water Code and the Clean Water Act.

LOCAL

City of Rocklin General Plan

The City of Rocklin General Plan Community Safety Element contains the following goals and policies that are relevant to geotechnical aspects of the proposed Project:

OPEN SPACE, CONSERVATION & RECREATION ELEMENT

Goal for the Conservation, Development, and Utilization of Natural Resources: Conserve and protect natural resources while permitting their managed use, consistent with City, State and Federal requirements.

Policy OCR-49: Minimize the degradation of water quality through use of erosion control plans and Best Management Practices.

Policy OCR-50: Maintain a grading ordinance that minimizes erosion and siltation of creeks and other watercourses.

Policy OCR-51: Evaluate development along stream channels to ensure that it does not create any of the following effects in a significant manner: reduced stream capacity, increased erosion or deterioration of the channel.

COMMUNITY SAFETY ELEMENT

Goal for Community Safety: To minimize danger from hazards and to protect residents and visitors from earthquake, fire, flood, other natural disasters, and human-created hazards such as train derailment, industrial accidents, acts of war or terrorism, and accidental release of harmful materials.

Policy S-1: Require engineering analysis of new development proposals in areas with possible soil instability, flooding, earthquake faults, or other hazards, and to prohibit development that cannot mitigate the applicable hazard.

Policy S-20: Provide for seismic safety and structural integrity in residential, commercial, industrial and public facilities through Building Code enforcement.

Policy S-21: Require site-specific geotechnical studies of development proposals in areas subject to landslide potential, erosion, and/or slope instability.

Rocklin General Plan EIR

In August 2012, the City of Rocklin adopted a new General Plan and certified the associated General Plan EIR (State Clearinghouse (SCH) # 2008072115) -- a Program EIR pursuant to CEQA Guidelines Section 15168. Later environmental documents (EIRs, mitigated negative declarations, or negative declarations) can incorporate by reference materials from a program EIR regarding regional influences, secondary impacts, cumulative impacts, broad alternatives, and other factors (CEQA Guidelines Section 15168[d][2]). These later documents need only focus on new impacts that have not been considered before (CEQA Guidelines Section 15168[d][3]). As noted in Chapter 1.0, Introduction, the General Plan EIR assumed full development and buildout of the Project Area. While the components of the Project are not consistent with the land uses under the General Plan EIR, the development footprint of the Project is the same; therefore, the physical impacts of developing the Project Area would be similar as under the General Plan EIR, as the area of impact is fully defined consistent with the General Plan EIR.

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts of local soils and geology on development that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included seismic hazards such as groundshaking and liquefaction, erosion, soil stability, and wastewater conflicts (City of Rocklin General Plan Update Draft EIR, 2011 pages 4.6-1 through 4.6-27). The analysis found that while development and buildout of the General Plan can result in geological impacts, these impacts would be reduced to a less than significant level through the application of development standards contained in the City’s Improvement Standards and Standard Specifications and in the Rocklin Municipal Code, the application of General Plan goals and policies that would assist in minimizing or avoiding geologic hazards and compliance with local, state and federal standards related to geologic conditions.

These goals, policies and standards include, but are not limited to, erosion control measures in the City’s Improvement Standards and Standard Specifications, the City’s Grading and Erosion and Sediment Control Ordinance, the City’s Stormwater Runoff Pollution Control Ordinance, and goals and policies in the General Plan Community Safety Element requiring soils and geotechnical reports for all new development, enforcement of the building code, and limiting development of severe slopes.

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for geology and soils impacts incorporated as goals and policies in the Rocklin General Plan will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City ordinances, rules and regulations.

As such, the Project will be subject to the City of Rocklin Municipal Code, including, but not limited to, the provisions of the Chapter 8.30 (Stormwater Runoff Pollution Control Ordinance), Chapter

15.04 (California Building Code), and Chapter 15.28 (Grading and Erosion and Sediment Control Ordinance). These Municipal Code Chapters are outlined below. Additionally, in accordance with Policy S-1 of the City of Rocklin General Plan Community Safety Element and Rocklin Municipal Code (Section 15.28.140), a *Geotechnical Engineering Report* (see Appendix E) was prepared to explore the existing soil, rock and groundwater conditions at the Project Area, and to provide geotechnical engineering conclusions and recommendations to ensure that the Project design is compatible with the soils and geology of the Project Area.

City of Rocklin Municipal Code

City of Rocklin Municipal Code Chapter 8.30 (Stormwater Runoff Pollution Control) is to protect water resources and to improve water quality; to cause the use of management practices by the City and its citizens that will reduce the adverse effects of polluted runoff discharges on waters of the state; to secure benefits from the use of stormwater as a resource; and to ensure the city is compliant with applicable state and federal law.

City of Rocklin Municipal Code Chapter 15.04 adopts the California Building Code (CBC) and other related construction standards (e.g., Mechanical Code, Plumbing Code, Electrical Code, and Fire Code) that apply seismic requirements and control grading activities. The purpose of this code is to provide minimum standards to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures within the jurisdiction and certain equipment specifically regulated therein. Standards also address foundation design and shear wall strength.

The CBC requires that structures be designed and constructed to withstand ground shaking related forces in areas prone to, or associated with, high ground shaking probabilities. Ground shaking can result in significant structural damage or structural failure in the absence of appropriate seismic design. All development projects associated with the General Plan are subject to CBC standards, which require a seismic evaluation and particular seismic design criteria to reduce ground-shaking effects.

Chapter 15.28 of the City of Rocklin Municipal Code, Grading and Erosion and Sedimentation Control, regulates grading on all property within the City of Rocklin to safeguard life, limb, health, property, and public welfare; to avoid pollution of watercourses with nutrients, sediments, or other earthen materials generated or caused by surface runoff on or across the permit area; to comply with the City's National Pollutant Discharge Elimination System permit issued by the California Regional Water Quality Control Board; and to ensure that the intended use of a graded site is consistent with the City of Rocklin General Plan, provisions of the CBC as adopted by the City relating to grading activities, City of Rocklin improvement standards, and any applicable specific plan or other land use entitlements. In addition, this chapter establishes rules and regulations to control grading and erosion control activities, including fills and embankments; establishes the administrative procedure for issuance of permits; and provides for approval of plans and inspection of grading activities and erosion control plans for all graded sites.

3.6.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed Project will have a significant impact on geology, soils, and minerals if it will:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
 - Strong seismic ground shaking.
 - Seismic-related ground failure, including liquefaction.
 - Landslides.
- Result in substantial soil erosion or the loss of topsoil.
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.
- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

IMPACTS AND MITIGATION MEASURES

Impact 3.6-1: The proposed Project may cause potential substantial adverse effects, including the risk of loss, injury, or death involving: rupture of a known earthquake fault, strong seismic ground shaking, seismic related ground failure, or landslides (Less than Significant with Mitigation)

The following discussions are based primarily on the *Geotechnical Engineering Report* prepared by Wallace-Kuhl & Associates for the Project, which is included in Appendix E of this DEIR.

GROUND RUPTURE

The California Geologic Survey (CGS) evaluates faults and determines if a fault should be zoned as active, potentially active, or inactive. All active faults are incorporated into a Special Studies Zone, also referred to as an Alquist-Priolo Special Study Zone. According to the California Earthquake Hazards Zone Application, neither the North Village site or South Village site are located in an

3.6 GEOLOGY AND SOILS

earthquake fault zone as designated by the Alquist-Priolo Earthquake Fault Zone Act. The principal fault zones nearest the Project Area are the Melones Fault Zone and the Bear Mountain Fault Zone, both of which are part of the Foothills Fault System.¹ The Foothill Fault system is located near Folsom Lake, and not within the boundaries of the City of Rocklin. Therefore, because no faults are located on the North Village or South Village sites, the potential for ground rupture (cracking or breaking of the ground during an earthquake) would be less than significant.

GROUND SHAKING

The Foothill Fault System has been identified in previous studies as potentially posing a seismic hazard to the area, including ground shaking, and seismic ground failure. Additionally, the Placer County Local Hazard Mitigation Plan, notes that western Placer County may experience ground shaking from distant major to great earthquakes on faults from the west and east. For example, to the west, the San Andreas fault was the source of an 8.0 estimated Richter magnitude San Francisco earthquake in 1906 that caused damage in Sacramento, including to the State Capitol (Placer County, March 2016). The *Geotechnical Engineering Report* found that seismic ground shaking on the North Village and South Village sites are expected during the life of the project. Thus, development of the Project Area has the potential to expose people and structures to substantial adverse effects from seismic ground shaking, resulting in a potentially significant impact.

To reduce the impact of seismic ground shaking on the development, the Project would be required to be constructed using standard engineering and seismic safety design techniques of the California Building Code. Seismic design provisions of current building codes generally prescribe minimum lateral forces, applied statically to the structure, combined with the gravity forces of dead-and-live loads. The code-prescribed lateral forces are generally considered to be substantially smaller than the comparable forces that would be associated with a major earthquake. Therefore, structures would be able to: (1) resist minor earthquakes without damage, (2) resist moderate earthquakes without structural damage but with some nonstructural damage, and (3) resist major earthquakes without collapse but with some structural as well as nonstructural damage.

In addition, development of the Project Area would be completed in conformance with the recommendations of the *Geotechnical Engineering Report* required by Mitigation Measure 3.6-1 below, as reviewed and approved by the City of Rocklin Community Development Department's Building and Engineering Divisions.

LIQUEFICATION

Based on soil borings conducted as part of the *Geotechnical Engineering Report*, both sites are underlain by Mesozoic granodiorite rock. Mesozoic granodiorite rock is commonly referred to as the Rocklin and Penryn Plutons which does not meet the criteria for delineation as a seismic hazard zone susceptible to liquefaction pursuant to the guidelines of California Geological Survey Special Publication 118 *Recommended Criteria for Delineating Seismic Hazards Zones in California*. Additionally, according to the CGS Information Warehouse: Regulatory Maps, neither site is located

¹ *Placer County Local-Hazard Mitigation Plan* (Placer County, March 2016).

within a Landslide and Liquefaction Zone. Furthermore, groundwater at the site was found to be greater than 50 feet below existing site grade. Therefore, based upon the known geologic, groundwater, and soil and rock conditions, the *Geotechnical Engineering Report* determined the potential for liquefaction on site to be negligible resulting in a less than significant impact.

LANDSLIDES

The Project Area generally consist of gentle slopes and are underlain by Mesozoic granodiorite rock, for this reason, the probability of landslides occurring is low. Additionally, according to the CGS Information Warehouse: Regulatory Maps, neither site is located within a Landslide and Liquefaction Zone. As a result, the probability of landslides causing substantial adverse effects on people or structures is less than significant.

CONCLUSION

According to the Placer County Local-Hazard Mitigation Plan, the City of Rocklin is located in an area that has a relatively low risk of seismic activity. However, the City, as with virtually all sites within the State of California, is subject to minor ground shaking and potentially secondary hazards, such as liquefaction. In accordance with Policy S-1 of the City of Rocklin General Plan and Rocklin Municipal Code Section 15.28.140, a *Geotechnical Engineering Report* was prepared to explore the existing soil, rock and groundwater conditions at the Project Area, and to provide geotechnical engineering conclusions and recommendations regarding the design and construction of the North Village and South Village sites. The report found that the Project is feasible from a geotechnical standpoint, provided that grading and construction are designed and performed in compliance with the recommendations of the *Geotechnical Engineering Report*. These recommendations have been incorporated into Mitigation Measure 3.6-1.

Additionally, the City of Rocklin has adopted CBC (Municipal Code Chapter 15.04), with amendments, which prescribes regulations for the erection, construction, enlargement, alteration, repair, improving, removal, conversion, demolition, occupancy, equipment, use, height, area and maintenance of all buildings and structures. The CBC includes standards related to soils and foundations, structural design, building materials, and structural testing and inspections to minimize hazards during a seismic event. The Project would be required to comply with the applicable regulations in the CBC, which would reduce potential impacts associated with strong seismic ground shaking, as well as the *Geotechnical Engineering Report* prepared for the Project, which would be confirmed upon completion of grading and earthwork operations. The City of Rocklin's Building and Engineering Divisions of the Community Development Department would review Project construction plans for compliance with the *Geotechnical Engineering Report* (see Mitigation Measure 3.6-1), CBC, and the Rocklin Municipal Code. Thus, compliance with the City's established regulatory framework and standard engineering practices and design criteria, which would be verified through the City's construction plan review process, would ensure potential impacts associated with strong seismic ground shaking at the Project site would be reduced to a ***less than significant*** impact relative to this topic.

MITIGATION MEASURE(S)

Mitigation Measure 3.6-1: *Prior to issuance of a grading permit or Improvement Plans for each phase of the Project, the project applicant shall submit to the City of Rocklin Community Development Departments Building, and Engineering Divisions, grading and improvement plans that incorporate all recommendations from the Geotechnical Engineering Report Rocklin College Square (WKA No. 10958.02) prepared by Wallace-Kuhl & Associates (dated June 23, 2016) (see Appendix E) for review and approval. The recommendations included in the Geotechnical Engineering Report relate to the following topics:*

- *Grading practices; and Site Clearing*
- *Compaction specifications and subgrade preparation for onsite soils*
- *Engineered Fill Construction Including Expansive/Unstable Fill*
- *Subdrains*
- *Utility Construction and Trench Backfill*
- *Structural foundations and Foundation Design*
- *Interior Floor Slab Support*
- *Floor Slab Moisture Penetration Resistance*
- *Exterior Flatwork (Non-Pavement Areas)*
- *Retaining Walls*
- *Surface Drainage*
- *Corrosive soils*
- *Pavement Design*
- *Geotechnical Engineering Observation and Testing During Construction*

SIGNIFICANCE AFTER MITIGATION

Compliance with Mitigation Measure 3.6-1 and seismic design provisions of current CBC would reduce significant impacts under the proposed Project associated with risks to people and structures caused by seismic hazards to a ***less-than-significant*** level.

Impact 3.6-2: Implementation and construction of the proposed Project may result in substantial soil erosion or the loss of topsoil (Less than Significant with Mitigation)

There is the potential for erosion associated with construction activities or through the operational phase of a Project. The potential for erosion generally increases as a result of human activity, primarily through the development of facilities and impervious surfaces and the removal of vegetative cover.

Topography across the sites is described as gently rolling terrain. Grading, excavation, removal of vegetation cover, and loading activities associated with construction activities could temporarily increase runoff, erosion, and sedimentation. Construction activities also could result in soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas. Additionally, there is the potential for erosion

associated with stormwater runoff throughout the operational phase of the Project. The potential for erosion is associated with the design of the improvements, structures, and landscaping.

The proposed Project would be subject to the provisions of the City's Grading and Erosion and Sediment Control Ordinance (Chapter 15.28 of the Rocklin Municipal Code, Grading and Erosion Sediment Control). The purpose of this Ordinance includes the regulation of grading activity on all property within the City of Rocklin. This Chapter (15.28) establishes rules and regulations to control grading and erosion control activities, including fills and embankments; establishes the administrative procedure for issuance of permits; and provides for approval of plans and inspection of grading construction and erosion control plans for all graded sites. In addition, the proposed Project would be required to prepare an erosion and sediment control plan through the application of the City's Improvement Standards and Standard Specifications that are a part of the City's development review process. Erosion and sediment control plans are reviewed against the Placer County Stormwater Management Manual and the Regional Water Quality Control Board's Erosion and Sediment Control Field Manual. The erosion and sediment control plan would include the implementation of Best Management Practices. Additionally, the Project is subject to the city's Stormwater Runoff Pollution Control Ordinance (Rocklin Municipal Code, Chapter 8.30), which aims to reduce the adverse effects of polluted runoff discharges on waters of the state.

The overall design of the drainage infrastructure would be required to comply with the *City of Rocklin Post-Construction Manual* (City of Rocklin, June 2015), which ensures that stormwater runoff from the Project Area is treated per the standards in the California Stormwater Best Management Practice New Development and Redevelopment Handbook and Section E.12 of the Phase II Small MS4 General Permit. Mitigation Measure 3.9-3 found in Section 3.9, Hydrology and Water Quality, of this DEIR requires the applicant prepare a Stormwater Control Plan for the Project that identifies stormwater control measures consistent with the adopted guidelines and requirements set forth in the *City of Rocklin Post-Construction Manual*.

To ensure Project construction activities are covered under CGP Order No. 2009-0009-DWQ, the Project would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) containing Best Management Practices (BMPs) to reduce erosion and sediments to meet water quality standards. Mitigation Measure 3.9-1 found in Section 3.9, Hydrology and Water Quality, of this DEIR requires the preparation of a storm water pollution prevention plan (SWPPP) that includes best management practices for grading, and preservation of topsoil for review and approval by the City of Rocklin and RWQCB. The Project applicant will submit the SWPPP with a Notice of Intent to the RWQCB to obtain a General Permit. The RWQCB is an agency responsible for reviewing the SWPPP with the Notice of Intent, prior to issuance of a General Permit for the discharge of storm water during construction activities.

With the implementation of City's Grading and Erosion and Sediment Control Ordinance, and Stormwater Runoff Pollution Control Ordinance, along with the following mitigation measures the proposed Project would have a ***less than significant*** impact relative to this topic.

MITIGATION MEASURE(S)

Refer to **Mitigation Measure 3.9-1.**

Refer to **Mitigation Measure 3.9-3.**

SIGNIFICANCE AFTER MITIGATION

Compliance with the City's Grading and Erosion and Sedimentation Control Ordinance (Rocklin Municipal Code, Chapter 15.28), the Stormwater Runoff Pollution Control Ordinance (Rocklin Municipal Code, Chapter 8.30), the City's Improvement Standards, and Mitigation Measures 3.9-1 and 3.9-3 would require the implementation of best management practices to reduce erosion from stormwater runoff and the introduction of pollutants into the local storm drainage system. These standards along with Mitigation Measures 3.9-1 and 3.9-3 mitigation measures would reduce potential impacts related to erosion and the loss of topsoil to a *less than significant* level.

Impact 3.6-3: The proposed Project would be located on a geologic unit or soil that is unstable, or that would become unstable as a result of project implementation, and potentially result in landslide, lateral spreading, subsidence, liquefaction or collapse (Less than Significant with Mitigation)

As discussed in Impact 3.6-1, the Project Area generally consist of gentle slopes and are underlain by Mesozoic granodiorite rock. Mesozoic granodiorite rock is commonly referred to as the Rocklin and Penryn Plutons which does not meet the criteria for delineation as a seismic hazard zone susceptible to liquefaction pursuant to the guidelines of California Geological Survey Special Publication 118 *Recommended Criteria for Delineating Seismic Hazards Zones in California*. Additionally, according to the CGS Information Warehouse: Regulatory Maps, neither site is located within a Landslide and Liquefaction Zone. Therefore, the probability of a landslide or liquefaction on the Project Area is low.

LATERAL SPREADING

Lateral spreading is directly associated with areas of liquefaction. As described previously, based on the fine-grained silt and clay anticipated in the Quaternary Basin deposits and the relatively dense nature of the Upper and Lower Modesto formations, the risk of liquefaction is considered low. For this reason, generally the probability of lateral spreading occurring on the Project Area is considered low. Therefore, special site preparation or foundation designs to mitigate expansive soils are not considered necessary for development of this site.

SUBSIDENCE

Although subsidence has not been identified on the Project Area, as noted in the *Geotechnical Engineering Report*, considering the variable density of the near-surface soils and the shallow depth to weathered rock observed in the explorations, it may be necessary to sub-excavate and re-compact portions of the building pads to provide uniform support for the planned structures. Structures that span surficial soils, engineered fill, and weathered rock may provide relatively

uniform bearing capacity. Excavations that span from unweathered rock to any other material should not be allowed. However, the *Geological Engineering Report* also concludes that permanent regional groundwater would not be a significant factor in design or construction of the project and that standard sump pit and pumping procedures would be adequate to control any localized seepage that may be encountered during construction.

SOIL CORROSION POTENTIAL

According to the *Geotechnical Engineering Report*, the on-site soils have the potential to be corrosive to buried steel reinforcement. The *Geotechnical Engineering Report* identifies a potential remedy for the low pH soils would be to increase the thickness of concrete cover over the reinforcing steel, provide a corrosion resistant mix design, and/or use epoxy coated reinforcing steel. However, a corrosion engineer would be required to adequately determine the soil corrosion potential at the site. Therefore, this is a potentially significant impact.

CONCLUSION

As discussed above, the Project has a low probability of landslide, liquefaction, or lateral spreading to occur on the Project Area. Additionally, the *Geotechnical Engineering Report* concluded that permanent regional groundwater would not be a significant factor in design or construction of the project and impacts related to subsidence would be less than significant. As discussed in Impact 3.6-1, the City of Rocklin has adopted the CBC (Municipal Code Chapter 15.04), which includes standards related to soils and foundations, structural design, building materials, and structural testing and inspections to minimize hazards during a seismic event. The Project would be required to comply with the applicable regulations in the CBC, as well as the *Geotechnical Engineering Report* prepared for the Project (Mitigation Measure 3.6-1). Implementation of the City's existing regulatory framework and this mitigation measure would ensure that all on-site fill soils are properly compacted and comply with the applicable safety requirements established by the CBC to reduce risks associated with unstable soils and excavations and fills, and that any issues associated with unstable soils are addressed at the design level.

Given that the existing Geotechnical Engineering Report notes the Project Area has the potential to be corrosive to buried steel reinforcement, Mitigation Measure 3.6-2 would require the preparation of a soil corrosion analysis by a state registered professional Corrosion Engineer. The recommendations and specific engineering measures identified to reduce on-site soil corrosion shall be incorporated into the Project design and final plans. Overall, implementation of Mitigation Measures 3.6-1 and 3.6-2 would result in the proposed Project having a ***less than significant*** impact relative to this topic.

MITIGATION MEASURE(S)

Refer to Mitigation Measure 3.6-1.

Mitigation Measure 3.6-2: Prior to issuance of improvement plans and building permits for each phase of the Project, the Project applicant shall submit to the City of Rocklin Community Development Department's Building, and Engineering Divisions, for review and approval, a Soil

Corrosion Analysis prepared by a state registered professional Corrosion Engineer. Any recommendations determined to be required by the Soil Corrosion Analysis shall be incorporated into the Project design plans and specifications, including grading and foundation plans, for approval by the Building, and Engineering Divisions.

SIGNIFICANCE AFTER MITIGATION

Implementation of Mitigation Measures 3.6-2 would ensure that all recommendations provided by the Soil Corrosion Analysis are adhered to and that any revisions based on design specific details would be required. Additionally, implementation of Mitigation Measure 3.6-1 would ensure that all onsite fill soils are properly compacted and comply with the applicable safety requirements established by the CBC to reduce risks associated with unstable soils and excavations and fills. Implementation of the mitigation measures would reduce impacts to a ***less than significant*** level.

Impact 3.6-4: The proposed Project would be located on expansive soil creating substantial risks to life or property (Less than Significant)

According to the *Geotechnical Engineering Report*, the surface and near-surface soils consist primarily of granular soils that are considered to be relatively non-expansive. Additionally, Figure 3.6-2 identifies the North Village and South Village sites as having low soil expansion potential, with the exception of a small portion of the South Village site in the southeast corner of the site with a moderate soil expansion potential. Compliance with the City's established regulatory framework and standard engineering practices and design criteria, which would be verified through the City's construction plan review process, and implementation of Mitigation Measures 3.6-1 would reduce risk from expansive soils by ensuring any fill materials would also be suitable for development. Therefore, implementation of the proposed Project would have a ***less than significant*** impact relative to this topic.

Impact 3.6-4: Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water (no impact)

Sewer service is available to the Project site and the proposed Project will be served by public sewer. Septic tanks or alternative wastewater disposal systems would not be necessary; therefore, impacts associated with the disposal of wastewater are not anticipated, and thus, there would be **no impact** relative to this environmental topic.

Impact 3.6-5: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (Less than Significant)

The field surveys conducted for the proposed Project did not reveal any surface evidence of paleontological resources on the Project site. The Project site is not expected to contain subsurface paleontological resources, although it is possible.

Damage to or destruction of a paleontological resource would be considered a potentially significant impact under local, state, or federal criteria. Although the Cultural Resources Inventory Report has

not indicated sensitivity for paleontological resources within the Project boundaries, ground disturbing activities have the potential to reveal previously unknown significant paleontological resources, resulting in a potentially significant impact to paleontological resources or unique geologic features. Implementation of the mitigation measures found in Section 3.5, Cultural and Tribal Resources, of this EIR would ensure steps would be taken to reduce impacts to paleontological resources in the event that they are discovered during construction. Mitigation Measure 3.5-1 requires that if subsurface deposits believed to be cultural, historical, paleontological, archaeological, or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery and in joint consultation with a Native American Representative, a qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist, must be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. If the find is determined to include paleontological resources, work must be halted at the discovery site until a qualified paleontologist evaluates the find and makes a determination regarding significance of the resource and identifies recommendations for conservation of the resource. Implementation of this mitigation measure would reduce this impact to a ***less-than-significant*** level.

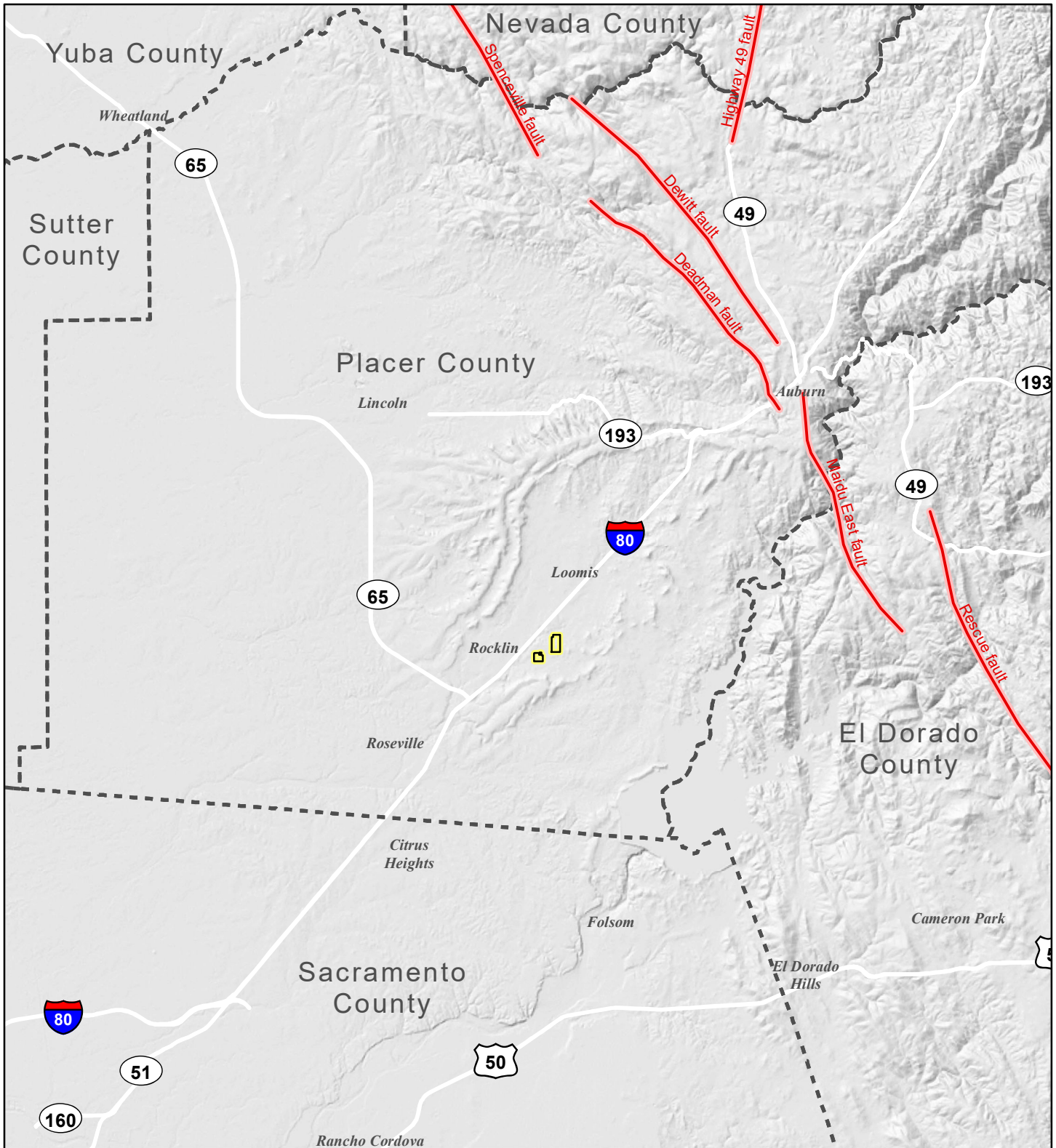
MITIGATION MEASURE(S)

Refer to Mitigation Measure 3.5-1.





SIGNIFICANCE AFTER MITIGATION

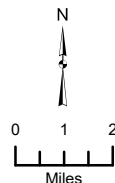
Compliance with Mitigation Measure 3.5-1 would ensure that potential impacts to currently unknown and undiscovered historical and/or archaeological resources would be reduced to less than significant. The mitigation measure ensures steps would be taken to reduce any potential impacts to paleontological resources in the event that they are discovered during construction. This mitigation measure would reduce this impact to a ***less-than-significant*** level.

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Legend

-  Project Locations
-  County Boundary
-  Quaternary Fault
-  Foothills Fault System

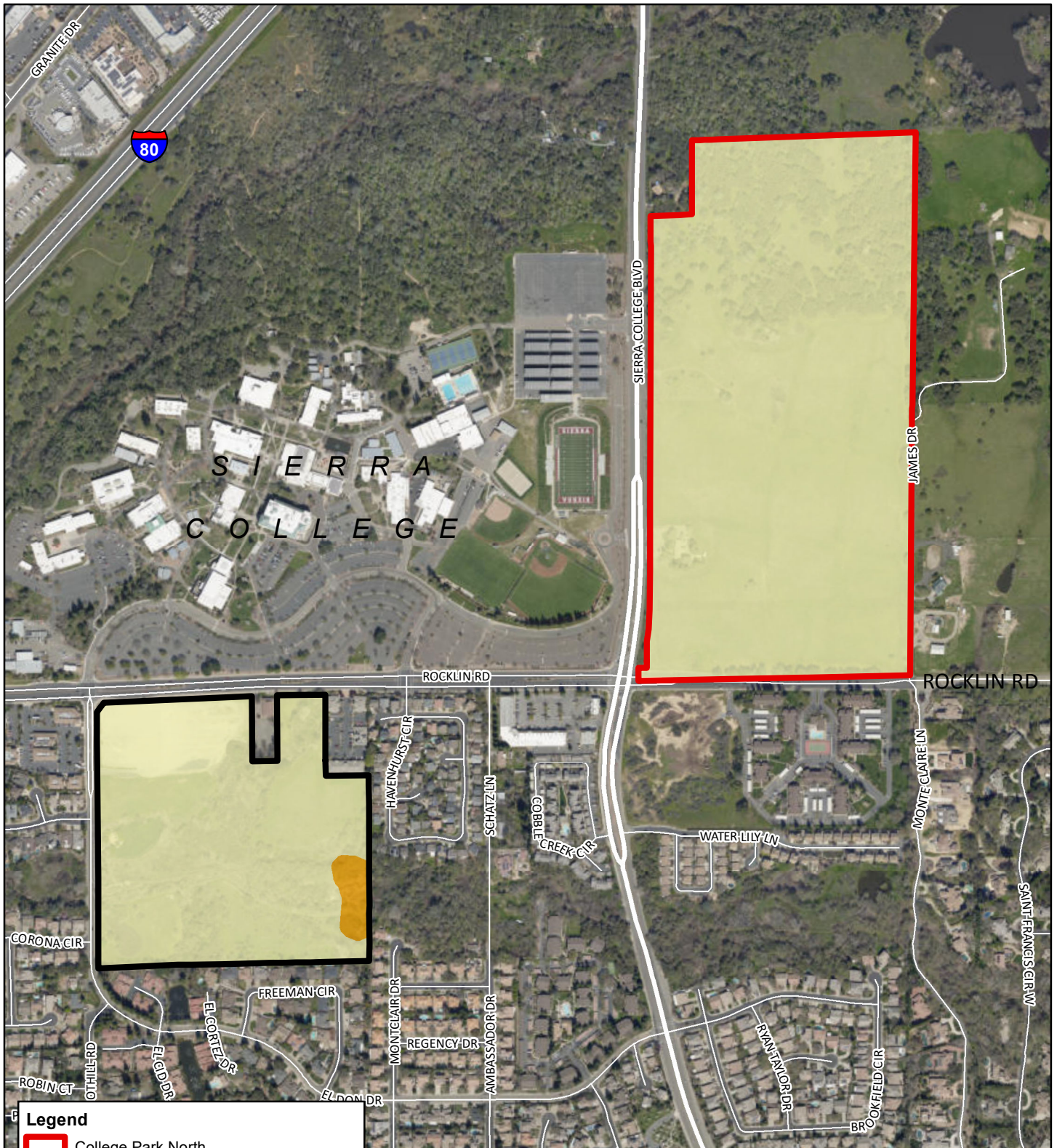


COLLEGE PARK

Figure 3.6-1. Known Faults in Project Area

Sources: USGS, CGS, Placer County GIS. Map date: April 29, 2021.

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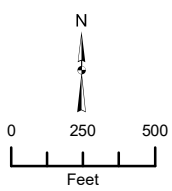
Legend

- College Park North
- College Park South

Shrink-Swell Potential* (Linear Extensibility)

- Low (0 - 3)
- Moderate (3 - 6)
- High (6 - 9)
- Very High (9 - 30)
- Not rated

*Shrink-Swell Potential is determined by linear extensibility. Linear extensibility refers to the change in length of an unconfined clod as moisture content is decreased from a moist to a dry state. Soils are considered to have low potential when the linear extensibility is less than 3%, moderate if 3-6%, high if 6-9%, and very high if greater than 9%.



COLLEGE PARK

Figure 3.6-2. Expansive Soils

Sources: USDA NRCS Web Soil Survey, Placer County, California, Western Part (CA620) 4-29-2021; ArcGIS Online World Imagery Map Service; Placer County GIS. Map date: April 29, 2021.

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This section provides a background discussion of greenhouse gases and climate change linkages and effects of global climate change. This section is organized with an existing setting, regulatory setting, approach/methodology, and impact analysis. The analysis and discussion of the greenhouse gases (GHGs), climate change, and energy conservation impacts in this section focuses on the proposed Project's consistency with local, regional, and statewide climate change planning efforts and discusses the context of these planning efforts as they relate to the proposed Project. Disclosure and discussion of the proposed Project's estimated energy usage and greenhouse gas emissions are provided. This section is based in part on the following documents, reports, and studies:

- *Air Quality and Land Use Handbook: A Community Health Perspective* (California Air Resources Board, 2005);
- *California Emissions Estimator Model* (CalEEMod), v.2020.4.0 (California Air Pollution Control Officers Association [CAPCOA], 2017); and
- *California Environmental Quality Act Thresholds of Significance* (PCAPCD, 2016).

Two comments were received during the public review period or scoping meeting for the Notice of Preparation regarding this topic, from Save East Rocklin (March 4, 2019), and from Denise Gaddis (March 1, 2019). These comments are addressed within this section. Full comments received are included in Appendix A.

3.7.1 ENVIRONMENTAL SETTING

GREENHOUSE GASES AND CLIMATE CHANGE LINKAGES

Various gases in the Earth's atmosphere, classified as atmospheric GHGs, play a critical role in determining the Earth's surface temperature. Solar radiation enters the Earth's atmosphere from space, and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation.

Naturally occurring GHGs include water vapor (H₂O), carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and ozone (O₃). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also GHGs, but they are, for the most part, solely a product of industrial activities. Although the direct GHGs CO₂, CH₄, and N₂O occur naturally in the atmosphere, human activities have changed their atmospheric concentrations. From the pre-industrial era (i.e., ending about 1750) to 2011, concentrations of these three GHGs have increased globally by 40, 150, and 20 percent, respectively (IPCC, 2013).

GHGs, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), ozone (O₃), water vapor, nitrous oxide (N₂O), and chlorofluorocarbons (CFCs).

3.7 GREENHOUSE GASES, CLIMATE CHANGE, AND ENERGY

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. In California, the transportation sector is the largest emitter of GHGs, followed by the industrial and electricity generation sectors (California Energy Commission, 2020).

As the name implies, global climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern, respectively. California produced 425 million gross metric tons of carbon dioxide equivalents (MMT CO_2e) in 2018 (California Air Resources Board, 2020a).

Carbon dioxide equivalents are a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2017, accounting for 41% of total GHG emissions in the state. This category was followed by the industrial sector (24%), the electricity generation sector (including both in-state and out-of-state sources) (15%), the agriculture sector (8%), the residential energy consumption sector (7%), and the commercial energy consumption sector (5%) (California Air Resources Board, 2020b).

EFFECTS OF GLOBAL CLIMATE CHANGE

The effects of increasing global temperature are far-reaching and extremely difficult to quantify. The scientific community continues to study the effects of global climate change. In general, increases in the ambient global temperature as a result of increased GHGs are anticipated to result in rising sea levels, which could threaten coastal areas through accelerated coastal erosion, threats to levees and inland water systems and disruption to coastal wetlands and habitat.

If the temperature of the ocean warms, it is anticipated that the winter snow season would be shortened. Snowpack in the Sierra Nevada provides both water supply (runoff) and storage (within the snowpack before melting), which is a major source of supply for the State. The snowpack portion of the supply could potentially decline by 50% to 75% by the end of the 21st century (National Resources Defense Council, 2014). This phenomenon could lead to significant challenges in securing an adequate water supply for a growing state population. Further, the increased ocean temperature could result in increased moisture flux into the State; however, since this would likely increasingly come in the form of rain rather than snow in the high elevations, increased precipitation could lead to increased potential and severity of flood events, placing more pressure on California's levee/flood control system.

Sea level has risen approximately seven inches during the last century and it is predicted to rise an additional 22 to 35 inches by 2100, depending on the future GHG emissions levels (California Environmental Protection Agency, 2010). If this occurs, resultant effects could include increased

coastal flooding, saltwater intrusion and disruption of wetlands. As the existing climate throughout California changes over time, mass migration of species, or failure of species to migrate in time to adapt to the perturbations in climate, could also result. Under the emissions scenarios of the Climate Scenarios report (California Environmental Protection Agency, 2010), the impacts of global warming in California are anticipated to include, but are not limited to, the following:

Public Health

Higher temperatures are expected to increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation are projected to increase from 25% to 35% under the lower warming range and from 75% to 85% under the medium warming range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances depending on wind conditions. The Climate Scenarios report indicates that large wildfires could become up to 55% more frequent if GHG emissions are not significantly reduced.

In addition, under the higher warming scenario, there could be up to 100 more days per year with temperatures above 90°F in Los Angeles and 95°F in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures will increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

Water Resources

A vast network of man-made reservoirs and aqueducts capture and transport water throughout the State from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snow pack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snow pack, increasing the risk of summer water shortages.

The State's water supplies are also at risk from rising sea levels. An influx of saltwater would degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta, a major State fresh water supply. Global warming is also projected to seriously affect agricultural areas, with California farmers projected to lose as much as 25% of the water supply they need; decrease the potential for hydropower production within the State (although the effects on hydropower are uncertain); and seriously harm winter tourism. Under the lower warming range, the snow dependent winter recreational season at lower elevations could be reduced by as much as one month. If temperatures reach the higher warming range and precipitation declines, there might be many years with insufficient snow for skiing, snowboarding, and other snow dependent recreational activities.

If GHG emissions continue unabated, more precipitation will fall as rain instead of snow, and the snow that does fall will melt earlier, reducing the Sierra Nevada spring snow pack by as much as 70% to 90%. Under the lower warming scenario, snow pack losses are expected to be only half as large as those expected if temperatures were to rise to the higher warming range. How much snow pack will be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections, the loss of snow pack would pose challenges to water managers, hamper hydropower generation, and nearly eliminate all skiing and other snow-related recreational activities.

Agriculture

Increased GHG emissions are expected to cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products statewide. Although higher carbon dioxide levels can stimulate plant production and increase plant water-use efficiency, California's farmers will face greater water demand for crops and a less reliable water supply as temperatures rise.

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures are likely to worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits and nuts, and milk.

Crop growth and development will be affected, as will the intensity and frequency of pest and disease outbreaks. Rising temperatures will likely aggravate ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.

In addition, continued global warming will likely shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion is expected in many species while range contractions are less likely in rapidly evolving species with significant populations already established. Should range contractions occur, it is likely that new or different weed species will fill the emerging gaps. Continued global warming is also likely to alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates.

Forests and Landscapes

Global warming is expected to alter the distribution and character of natural vegetation thereby resulting in a possible increased risk of large wildfires. If temperatures rise into the medium warming range, the risk of large wildfires in California could increase by as much as 55%, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors, including precipitation, winds, temperature, and landscape and vegetation conditions, future risks will not be uniform throughout the State. For example, if precipitation increases as temperatures rise, wildfires in southern California are expected to increase by approximately 30% toward the end of the century. In contrast, precipitation decreases could increase wildfires in northern California by up to 90%.

Moreover, continued global warming will alter natural ecosystems and biological diversity within the State. For example, alpine and sub-alpine ecosystems are expected to decline by as much as 60% to 80% by the end of the century as a result of increasing temperatures. The productivity of the State's forests is also expected to decrease as a result of global warming.

Rising Sea Levels

Rising sea levels, more intense coastal storms, and warmer water temperatures will increasingly threaten the State's coastal regions. Under the higher warming scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Elevations of this magnitude would inundate coastal areas with saltwater, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats.

ENERGY CONSUMPTION

Energy in California is consumed from a wide variety of sources. Fossil fuels (including gasoline and diesel fuel, natural gas, and energy used to generate electricity) are the most widely used form of energy in the State. However, renewable sources of energy (such as solar and wind) are growing in proportion to California's overall energy mix. A large driver of renewable sources of energy in California is the State's current Renewable Portfolio Standard (RPS), which requires the State to derive at least 33% of electricity generated from renewable resources by 2020, 60 percent by 2030, and to achieve zero-carbon emissions by 2045 (as passed in September 2018, under AB 100).

Overall, in 2018, California's per capita energy usage was ranked fourth-lowest in the nation (U.S. EIA, 2020b). California's per capita rate of energy usage has remained relatively constant since the 1970s. Many State regulations since the 1970s, including new building energy efficiency standards, vehicle fleet efficiency measures, as well as growing public awareness, have helped to keep per capita energy usage in the State under control.

The consumption of non-renewable energy (i.e., fossil fuels) associated with the operation of passenger, public transit, and commercial vehicles, results in GHG emissions that contribute to global climate change. Alternative fuels such as natural gas, ethanol, and electricity (unless derived from solar, wind, nuclear, or other energy sources that do not produce carbon emissions) also result in GHG emissions and contribute to global climate change.

Electricity Consumption

California relies on a regional power system composed of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. In 2016, more than one-fourth of the electricity supply comes from facilities outside of the State. Much of the power delivered to California from states in the Pacific Northwest was generated by wind. States in the Southwest delivered power generated at coal-fired power plants, at natural gas-fired power plants, and from nuclear generating stations (U.S. EIA, 2020a). In 2016, approximately 50 percent of California's utility-scale net electricity generation was fueled by natural gas. In addition, about 25 percent of the State's utility-scale net electricity generation came from non-hydroelectric renewable technologies, such as solar, wind, geothermal, and biomass. Another 14 percent of the State's utility-scale net electricity

generation came from hydroelectric generation, and nuclear energy powered an additional 11 percent. The amount of electricity generated from coal is negligible (approximately 0.2 percent) (U.S. EIA, 2020a). The percentage of renewable resources as a proportion of California's overall energy portfolio is increasing over time, as directed the State's Renewable Portfolio Standard (RPS).

According to the California Energy Commission (CEC), total statewide electricity consumption increased from 166,979 gigawatt-hours (GWh) in 1980 to 228,038 GWh in 1990, which is an estimated annual growth rate of 3.66 percent. The statewide electricity consumption in 1997 was 246,225 GWh, reflecting an annual growth rate of 1.14 percent between 1990 and 1997 (U.S. EIA, 2020b). Statewide consumption was 274,985 GWh in 2010, an annual growth rate of 0.9 percent between 1997 and 2010.

Natural Gas/Propane

The State produces approximately 12 percent of its natural gas, while obtaining 22 percent from Canada and 65 percent from the Rockies and the Southwest (California Energy Commission, 2012). In 2006, California produced 325.6 billion cubic feet of natural gas (California Energy Commission, 2012).

Oil

The primary energy source for the United States is oil, which is refined to produce fuels like gasoline, diesel, and jet fuel. Oil is a finite, nonrenewable energy source. World consumption of petroleum products has grown steadily in the last several decades. As of 2016, world consumption of oil had reached 96 million barrels per day. The United States, with approximately five percent of the world's population, accounts for approximately 19 percent of world oil consumption, or approximately 18.6 million barrels per day (U.S. EIA, 2020c). The transportation sector relies heavily on oil. In California, petroleum-based fuels currently provide approximately 96 percent of the State's transportation energy needs.

3.7.2 REGULATORY SETTING

FEDERAL

Clean Air Act

The Federal Clean Air Act (FCAA) was first signed into law in 1970. In 1977, and again in 1990, the law was substantially amended. The FCAA is the foundation for a national air pollution control effort, and it is composed of the following basic elements: NAAQS for criteria air pollutants, hazardous air pollutant standards, State attainment plans, National Ambient Air Quality Standards (NAAQS), motor vehicle emissions standards, stationary source emissions standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.

The EPA is responsible for administering the FCAA. The FCAA requires the EPA to set NAAQS for several problem air pollutants based on human health and welfare criteria. Two types of NAAQS were established: primary standards, which protect public health, and secondary standards, which protect the public welfare from non-health-related adverse effects such as visibility reduction.

On April 2, 2007, in the court case of *Massachusetts et al. vs. the USEPA et al.* (549 U.S. 497), the U.S. Supreme Court found that GHGs are air pollutants covered by the federal Clean Air Act (42 USC §§ 7401-7671q). The Supreme Court held that the Administrator of the United States Environmental Protection Agency must determine whether or not emissions of GHGs from new motor vehicles cause or contribute to air pollution, which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. In making these decisions, the Administrator is required to follow the language of Section 202(a) of the Clean Air Act. On December 7, 2009, the Administrator signed two distinct findings regarding GHGs under Section 202(a) of the Clean Air Act:

- **Endangerment Finding:** The Administrator finds that the current and projected concentrations of the six key well-mixed GHGs (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator finds that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution, which threatens public health and welfare.

These findings do not themselves impose any requirements on industry or other entities. However, this action was a prerequisite for implementing GHG emission standards for vehicles. In collaboration with the National Highway Traffic Safety Administration (NHTSA) and CARB, the USEPA developed emission standards for light-duty vehicles (2012-2025 model years), and heavy-duty vehicles (2014-2027 model years).

Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 sought to ensure that all vehicles sold in the U.S. would meet certain fuel economy goals. Through this Act, Congress established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the Act, the National Highway Traffic and Safety Administration, which is part of the U.S. Department of Transportation (USDOT), is responsible for establishing additional vehicle standards and for revising existing standards.

Since 1990, the fuel economy standard for new passenger cars has been 27.5 mpg. Since 1996, the fuel economy standard for new light trucks (gross vehicle weight of 8,500 pounds or less) has been 20.7 mpg. Heavy-duty vehicles (i.e., vehicles and trucks over 8,500 pounds gross vehicle weight) are not currently subject to fuel economy standards. Compliance with federal fuel economy standards is determined on the basis of each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the U.S. The Corporate Average Fuel Economy (CAFE) program, which is administered by the EPA, was created to determine vehicle manufacturers' compliance with the fuel economy standards. The EPA calculates a CAFE value for each manufacturer based on city and highway fuel economy test results and vehicle sales. Based on the information generated under the CAFE program, the USDOT is authorized to assess penalties for noncompliance.

Energy Policy Act of 1992 (EPAct)

The Energy Policy Act of 1992 (EPAct) was passed to reduce the country's dependence on foreign petroleum and improve air quality. EPAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EPAct requires certain federal, State, and local government and private fleets to purchase a percentage of light duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are included in EPAct. Federal tax deductions will be allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs.

Energy Policy Act of 2005

The Energy Policy Act of 2005 was signed into law on August 8, 2005. Generally, the act provides for renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for a clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

Federal Climate Change Policy

According to the EPA, "the United States government has established a comprehensive policy to address climate change" that includes slowing the growth of emissions; strengthening science, technology, and institutions; and enhancing international cooperation. To implement this policy, "the Federal government is using voluntary and incentive-based programs to reduce emissions and has established programs to promote climate technology and science." The EPA administers multiple programs that encourage voluntary GHG reductions, including "ENERGY STAR", "Climate Leaders", and Methane Voluntary Programs. However, as of this writing, there are no adopted federal plans, policies, regulations, or laws directly regulating GHG emissions.

Mandatory Greenhouse Gas Reporting Rule

On September 22, 2009, EPA issued a final rule for mandatory reporting of GHGs from large GHG emissions sources in the United States. In general, this national reporting requirement will provide EPA with accurate and timely GHG emissions data from facilities that emit 25,000 metric tons or more of CO₂ per year. This publicly available data will allow the reporters to track their own emissions, compare them to similar facilities, and aid in identifying cost effective opportunities to reduce emissions in the future. Reporting is at the facility level, except that certain suppliers of fossil fuels and industrial GHGs along with vehicle and engine manufacturers will report at the corporate level. An estimated 85% of the total U.S. GHG emissions, from approximately 10,000 facilities, are covered by this final rule.

STATE

The California Legislature has enacted a series of statutes in recent years addressing the need to reduce GHG emissions all across the State. These statutes can be categorized into four broad categories: (i) statutes setting numerical statewide targets for GHG reductions, and authorizing

CARB to enact regulations to achieve such targets; (ii) statutes setting separate targets for increasing the use of renewable energy for the generation of electricity throughout the State; (iii) statutes addressing the carbon intensity of vehicle fuels, which prompted the adoption of regulations by CARB; and (iv) statutes intended to facilitate land use planning consistent with statewide climate objectives. The discussion below will address each of these key sets of statutes, as well as CARB “Scoping Plans” intended to achieve GHG reductions under the first set of statutes and recent building code requirements intended to reduce energy consumption.

Statutes Setting Statewide GHG Reduction Targets

ASSEMBLY BILL 32 (GLOBAL WARMING SOLUTIONS ACT)

In September 2006, the California State Legislature enacted the California Global Warming Solutions Act of 2006 (Health & Saf. Code, § 38500 et seq.), also known as Assembly Bill (AB) 32 (Stats. 2006, ch. 488). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction will be accomplished through an enforceable statewide cap on GHG emissions that was phased in starting in 2012. To effectively implement the cap, AB 32 directs the California Air Resources Board (CARB) to develop and implement regulations to reduce statewide GHG emissions from stationary sources.

SENATE BILL 32

Effective January 1, 2017, SB 32 (Stats. 2016, ch. 249) added a new section 38566 to the Health and Safety Code. It provides that “[i]n adopting rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions authorized by [Division 25.5 of the Health and Safety Code], [CARB] shall ensure that statewide greenhouse gas emissions are reduced to at least 40 percent below the statewide greenhouse gas emissions limit no later than December 31, 2030.” In other words, SB 32 requires California, by the year 2030, to reduce its statewide GHG emissions so that they are 40 percent below those that occurred in 1990.

Between AB 32 (2006) and SB 32 (2016), the Legislature has codified some of the ambitious GHG reduction targets included within certain high-profile Executive Orders issued by the last two Governors. The 2020 statewide GHG reduction target in AB 32 was consistent with the second of three statewide emissions reduction targets set forth in former Governor Arnold Schwarzenegger’s 2005 Executive Order known as S-3-05, which is expressly mentioned in AB 32. (See Health & Saf. Code, § 38501, subd. (i).) That Executive Branch document included the following GHG emission reduction targets: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; by 2050, reduce GHG emissions to 80 percent below 1990 levels. To meet the targets, the Governor directed several State agencies to cooperate in the development of a climate action plan. The Secretary of Cal-EPA leads the Climate Action Team, whose goal is to implement global warming emission reduction programs identified in the Climate Action Plan and to report on the progress made toward meeting the emission reduction targets established in the executive order.

In April 2015, Governor Brown issued another Executive Order, B-30-15, which created a “new interim statewide GHG emission reduction target to reduce GHG emissions to 40 percent below

1990 levels by 2030 is established in order to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050.” SB 32 codified this target.

In September 2018, the Governor issued Executive Order B-55-18, which established a statewide goal to “achieve carbon neutrality as soon as possible, and no later than 2045, and maintain and achieve negative emissions thereafter.” The order directs the CARB to work with other State agencies to identify and recommend measures to achieve those goals.

Notably, the Legislature has not yet set a 2045 or 2050 target in the manner done for 2020 and 2030 through AB 32 and SB 32, though references to a 2050 target can be found in statutes outside the Health and Safety Code. In the 2015 legislative session, the Legislature passed Senate Bill 350 (SB 350) (Stats. 2015, ch. 547) (discussed in more detail below). This legislation added to the Public Utilities Code language that essentially puts into statute the 2050 GHG reduction target already identified in Executive Order S-3-05, albeit in the limited context of new state policies (i) increasing the overall share of electricity that must be produced through renewable energy sources and (ii) directing certain State agencies to begin planning for the widespread electrification of the California vehicle fleet. Section 740.12(a)(1)(D) of the Public Utilities Code now states that “[t]he Legislature finds and declares [that] ... [r]educing emissions of [GHGs] to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050 will require widespread transportation electrification.” Furthermore, Section 740.12(b) now states that the California Public Utilities Commission (PUC), in consultation with CARB and the California Energy Commission (CEC), must “direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, ... and reduce emissions of greenhouse gases to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050.”

Statute Setting Target for the Use of Renewable Energy for the Generation of Electricity

CALIFORNIA RENEWABLES PORTFOLIO STANDARD

In September 2002, the Legislature enacted Senate Bill 1078 (Stats. 2002, ch. 516), which established the Renewables Portfolio Standard program, requiring retail sellers of electricity, including electrical corporations, community choice aggregators, and electric service providers, to purchase a specified minimum percentage of electricity generated by eligible renewable energy resources such as wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. (See Pub. Utilities Code, § 399.11 et seq. [subsequently amended].) The legislation set a target by which 20 percent of the State’s electricity would be generated by renewable sources. (Pub. Utility Code, § 399.11, subd (a) [subsequently amended].) As described in the Legislative Counsel’s Digest, Senate Bill 1078 required “[e]ach electrical corporation ... to increase its total procurement of eligible renewable energy resources by at least one percent per year so that 20 percent of its retail sales are procured from eligible renewable energy resources. If an electrical corporation fails to procure sufficient eligible renewable energy resources in a given year to meet an annual target, the electrical corporation would be required to procure additional eligible renewable resources in subsequent years to compensate for the shortfall, if funds are made available as described. An electrical

corporation with at least 20 percent of retail sales procured from eligible renewable energy resources in any year would not be required to increase its procurement in the following year.”

In September 2006, the Legislature enacted Senate Bill 107 (Stats. 2006, ch. 464), which modified the Renewables Portfolio Standard to require that at least 20 percent of electricity retail sales be served by renewable energy resources by year 2010. (Pub. Utility Code, § 399.11, subd (a) [subsequently amended].)

In April 2011, the Legislature, in a special session, enacted Senate Bill X1-2 (Stats. 2011, 1st Ex. Sess., ch. 1), which set even more aggressive statutory targets for renewable electricity, culminating in the requirement that 33 percent of the State’s electricity come from renewables by 2020. This legislation applies to all electricity retailers in the State, including publicly owned utilities, investor-owned utilities, electricity service providers, and community choice aggregators. All of these entities must meet renewable energy goals of 20 percent of retail sales from renewables by the end of 2013, 25 percent by the end of 2016, and 33 percent by the end of 2020. (See Pub. Utility Code, § 399.11 et seq. [subsequently amended].)

In 2015, the Legislature enacted Senate Bill 350 (SB 350) (Stats. 2015, ch. 547) (discussed above). It increases the Renewable Portfolio Standard to require 50 percent of electricity generated to be from renewables by 2030. (Pub. Utility Code, § 399.11, subd (a); see also § 399.30, subd. (c)(2).) Of equal significance, Senate Bill 350 also embodies a policy encouraging a substantial increase in the use of electric vehicles. As noted earlier, Section 740.12(b) of the Public Utilities Code now states that the PUC, in consultation with CARB and the CEC, must “direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, ... and reduce emissions of greenhouse gases to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050.”

In March 2012, Governor Brown had issued an Executive Order, B-16-12, which embodied a similar vision of a future in which zero-emission vehicles (ZEV) will play a big part in helping the State meet its GHG reduction targets. Executive Order B-16-12 directed State government to accelerate the market for in California through fleet replacement and electric vehicle infrastructure. The Executive Order set the following targets:

- By 2015, all major cities in California will have adequate infrastructure and be “ZEV ready”;
- By 2020, the State will have established adequate infrastructure to support 1 million ZEVs in California;
- By 2025, there will be 1.5 million ZEVs on the road in California; and
- By 2050, virtually all personal transportation in the State will be based on ZEVs, and GHG emissions from the transportation sector will be reduced by 80 percent below 1990 levels.

In 2018, the Legislature enacted, and the Governor signed, Senate Bill 100 (Stats. 2018, ch. 312), which revises the above-described deadlines and targets so that the State will have to achieve a 50% renewable resources target by December 31, 2026 (instead of by 2030) and achieve a 60% target by December 31, 2030. The legislation also establishes a State policy that eligible renewable energy

resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers and 100% of electricity procured to serve all State agencies by December 31, 2045.

In summary, California has set a statutory goal of requiring that, by the year 2030, 60 percent of the electricity generated in California should be from renewable sources, with increased generation capacity intended to allow the mass conversion of the statewide vehicle fleet from petroleum-fueled vehicles to electrical vehicles and/or other ZEVs. By 2045, all electricity must come from renewable resources and other carbon-free resources. Former Governor Brown had an even more ambitious goal for the State of achieving carbon neutrality as soon as possible and by no later than 2045. The Legislature is thus looking to California drivers to buy electric cars, powered by green energy, to help the State meet its aggressive statutory goal, created by SB 32, of reducing statewide GHG emissions by 2030 to 40 percent below 1990 levels. Another key prong to this strategy is to make petroleum-based fuels less carbon-intensive. A number of statutes in recent years have addressed that strategy. These are discussed immediately below.

Statutes and CARB Regulations Addressing the Carbon Intensity of Petroleum-Based Transportation Fuels

ASSEMBLY BILL 1493, PAVLEY CLEAN CARS STANDARDS

In July 2002, the Legislature enacted Assembly Bill 1493 (“Pavley Bill”) (Stats. 2002, ch. 200), which directed the CARB to develop and adopt regulations that achieve the maximum feasible reduction of GHGs emitted by passenger vehicles and light-duty trucks beginning with model year 2009. (See Health & Saf. Code, § 43018.5.) In September 2004, pursuant to this directive, CARB approved regulations to reduce GHG emissions from new motor vehicles beginning with the 2009 model year. These regulations created what are commonly known as the “Pavley standards.” In September 2009, CARB adopted amendments to the Pavley standards to reduce GHG emissions from new motor vehicles through the 2016 model year. These regulations created what are commonly known as the “Pavley II standards.” (See California Code of Regulations, Title 13, §§ 1900, 1961, and 1961.1 et seq.)

In January 2012, CARB adopted an Advanced Clean Cars (ACC) program aimed at reducing both smog-causing pollutants and GHG emissions for vehicles model years 2017-2025. This historic program, developed in coordination with the USEPA and NHTSA, combined the control of smog-causing (criteria) pollutants and GHG emissions into a single coordinated set of requirements for model years 2015 through 2025. The regulations focus on substantially increasing the number of plug-in hybrid cars and zero-emission vehicles in the vehicle fleet and on making fuels such as electricity and hydrogen readily available for these vehicle technologies. The components of the ACC program are the Low-Emission Vehicle (LEV) regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the Zero-Emission Vehicle (ZEV) regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles in the 2018 through 2025 model years. (See California Code of Regulations, Title 13, §§ 1900, 1961, 1961.1, 1961.2, 1961.3, 1965, 1968.2, 1968.5, 1976, 1978, 2037, 2038, 2062, 2112, 2139, 2140, 2145, 2147, 2235, and 2317 et seq.)

It is expected that the Pavley regulations will reduce GHG emissions from California passenger vehicles by about 34 percent below 2016 levels by 2025, all while improving fuel efficiency and reducing motorists' costs.

Cap and Trade Program

On October 20, 2011, in a related action, CARB adopted the final cap-and-trade program for California. (See California Code of Regulations, Title 17, §§ 95801-96022.) The California cap-and-trade program will create a market-based system with an overall emissions limit for affected sectors. The program is intended to regulate more than 85 percent of California's emissions and staggers compliance requirements according to the following schedule: (1) electricity generation and large industrial sources (2012); (2) fuel combustion and transportation (2015).

According to 2012 guidance published by CARB, "[t]he Cap-and-Trade Program will reduce GHG emissions from major sources (covered entities) by setting a firm cap on statewide GHG emissions while employing market mechanisms to cost-effectively achieve the emission-reduction goals. The statewide cap for GHG emissions from major sources, which is measured in metric tons of carbon dioxide equivalent (MTCO_{2e}), will commence in 2013 and decline over time, achieving GHG emission reductions throughout the program's duration. Each covered entity will be required to surrender one permit to emit (the majority of which will be allowances, entities are also allowed to use a limited number of CARB offset credits) for each ton of GHG emissions they emit. Some covered entities will be allocated some allowances and will be able to buy additional allowances at auction, purchase allowances from others, or purchase offset credits."

The guidance goes on to say that "[s]tarting in 2012, major GHG-emitting sources, such as electricity generation (including imports), and large stationary sources (e.g., refineries, cement production facilities, oil and gas production facilities, glass manufacturing facilities, and food processing plants) that emit more than 25,000 MTCO_{2e} per year will have to comply with the Cap-and-Trade Program. The program expands in 2015 to include fuel distributors (natural gas and propane fuel providers and transportation fuel providers) to address emissions from transportation fuels, and from combustion of other fossil fuels not directly covered at large sources in the program's initial phase." In early April 2017, the Third District Court of Appeal upheld the lawfulness of the cap-and-trade program as a "fee" rather than a "tax." (See *California Chamber of Commerce et al. v. State Air Resources Board et al.* (2017) 10 Cal.App.5th 604.)

In early 2017, the Legislature enacted, and the Governor signed, AB 398 (Stats. 2017, ch. 135), which extended the life of the existing Cap and Trade Program through December 2030.

Statute Intended to Facilitate Land Use Planning Consistent with Statewide Climate Objectives

CALIFORNIA SENATE BILL 375 (SUSTAINABLE COMMUNITIES STRATEGY)

This 2008 legislation built on AB 32 by setting forth a mechanism for coordinating land use and transportation on a regional level for the purpose of reducing GHGs. The focus is to reduce miles traveled by passenger vehicles and light trucks. CARB is required to set GHG reduction targets for

each metropolitan region for the years 2020 and 2035. Each of California's metropolitan planning organizations then prepares a Sustainable Communities Strategy that demonstrates how the region will meet its GHG reduction target through integrated land use, housing, and transportation planning. Once adopted by the metropolitan planning organizations, the Sustainable Communities Strategy is to be incorporated into that region's federally enforceable regional transportation plan. If a metropolitan planning organization is unable to meet the targets through the Sustainable Communities Strategy, then an alternative planning strategy must be developed which demonstrates how targets could be achieved, even if meeting the targets is deemed to be infeasible.

Climate Change Scoping Plans

AB 32 SCOPING PLAN

In December 2008, CARB adopted the Climate Change Scoping Plan, which contains the main strategies California will implement to achieve reduction of approximately 118 million metric tons (MMT) CO₂e, or approximately 22 percent from the State's projected 2020 emission level of 545 MMT of CO₂e under a business-as-usual scenario. This is a reduction of 47 MMT CO₂e, or almost 10 percent, from 2008 emissions. CARB's original 2020 projection was 596 MMT CO₂e, but this revised 2020 projection takes into account the economic downturn that occurred in 2008. The Scoping Plan also includes CARB recommended GHG reductions for each emissions sector of the State GHG inventory. CARB estimates the largest reductions in GHG emissions would be by implementing the following measures and standards:

- improved emissions standards for light-duty vehicles (26.1 MMT CO₂e);
- the Low Carbon Fuel Standard (15.0 MMT CO₂e);
- energy efficiency measures in buildings and appliances (11.9 MMT CO₂e); and
- renewable portfolio and electricity standards for electricity production (23.4 MMT CO₂e).

In 2011, CARB adopted a cap-and-trade regulation. The cap-and-trade program covers major sources of GHG emissions in the State such as refineries, power plants, industrial facilities, and transportation fuels. The cap-and-trade program includes an enforceable emissions cap that will decline over time. The State distributes allowances, which are tradable permits, equal to the emissions allowed under the cap. Sources under the cap are required to surrender allowances and offsets equal to their emissions at the end of each compliance period. Enforceable compliance obligations started in 2013. The program applies to facilities that comprise 85 percent of the State's GHG emissions.

With regard to land use planning, the Scoping Plan expects that reductions of approximately 3.0 MMT CO₂e will be achieved through implementation of Senate Bill (SB) 375, which is discussed further below.

2014 SCOPING PLAN UPDATE

In response to comments on the 2008 Scoping Plan, and AB 32's requirement to update the Scoping Plan every five years, CARB revised and reapproved the Scoping Plan, and prepared the First Update to the 2008 Scoping Plan in 2014 (2014 Scoping Plan). The 2014 Scoping Plan contains the main

strategies California will implement to achieve a reduction of 80 MMT of CO₂e emissions, or approximately 16 percent, from the State's projected 2020 emission level of 507 MMT of CO₂e under the business-as-usual scenario defined in the 2014 Scoping Plan. The 2014 Scoping Plan also includes a breakdown of the amount of GHG reductions CARB recommends for each emissions sector of the State's GHG inventory. Several strategies to reduce GHG emissions are included: the Low Carbon Fuel Standard, the Pavley Rule, the ACC program, the Renewable Portfolio Standard, and the Sustainable Communities Strategy.

2017 SB 32 SCOPING PLAN

With the passage of SB 32, the Legislature also passed companion legislation AB 197, which provides additional direction for developing the scoping plan. In response to these two pieces of legislation, CARB adopted an updated Scoping Plan in December 2017. The document represents a second update to the scoping plan to reflect the 2030 target of reducing statewide GHG emissions by 40 percent below 1990 levels codified by SB 32. The GHG reduction strategies in the plan that CARB will implement to meet the target include:

- SB 350 - achieve 50 percent Renewables Portfolio Standard (RPS) by 2030 and doubling of energy efficiency savings by 2030;
- Low Carbon Fuel Standard - increased stringency (reducing carbon intensity 18 percent by 2030, up from 10 percent in 2020);
- Mobile Source Strategy (Cleaner Technology and Fuels Scenario) - maintaining existing GHG standards for light- and heavy-duty vehicles, put 4.2 million zero-emission vehicles on the roads, and increase zero-emission buses, delivery and other trucks;
- Sustainable Freight Action Plan - improve freight system efficiency, maximize use of near-zero emission vehicles and equipment powered by renewable energy, and deploy over 100,000 zero-emission trucks and equipment by 2030;
- Short-Lived Climate Pollutant Reduction Strategy - reduce emissions of methane and hydrofluorocarbons 40 percent below 2013 levels by 2030 and reduce emissions of black carbon 50 percent below 2013 levels by 2030;
- SB 375 Sustainable Communities Strategies - increased stringency of 2035 targets;
- Post-2020 Cap-and-Trade Program - declining caps, continued linkage with Québec, and linkage to Ontario, Canada;
- 20 percent reduction in GHG emissions from the refinery sector; and
- By 2018, develop an Integrated Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

Building Code Requirements Intended to Reduce GHG Emissions

CALIFORNIA ENERGY CODE

The California Energy Code (California Code of Regulations, Title 24, Part 6), which is incorporated into the Building Energy Efficiency Standards, was first established in 1978 in response to a legislative mandate to reduce California's energy consumption. Although these standards were not originally intended to reduce GHG emissions, increased energy efficiency results in decreased GHG emissions

3.7 GREENHOUSE GASES, CLIMATE CHANGE, AND ENERGY

because energy efficient buildings require less electricity and thus less consumption of fossil fuels, which emit GHGs. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The current 2019 Building Energy Efficiency Standards, commonly referred to as the “Title 24” standards, include changes from the previous standards that were adopted, to do the following:

- Provide California with an adequate, reasonably priced, and environmentally sound supply of energy.
- Respond to Assembly Bill 32, the Global Warming Solutions Act of 2006, which mandates that California must reduce its GHG emissions to 1990 levels by 2020.
- Pursue California energy policy that energy efficiency is the resource of first choice for meeting California's energy needs.
- Act on the California Energy Commission's Integrated Energy Policy Report, which finds that standards are the most cost-effective means to achieve energy efficiency, states an expectation that the Building Energy Efficiency Standards will continue to be upgraded over time to reduce electricity and peak demand, and recognizes the role of the Building Energy Efficiency Standards in reducing energy related to meeting California's water needs and in reducing GHG emissions.
- Meet the West Coast Governors' Global Warming Initiative commitment to include aggressive energy efficiency measures into updates of State building codes.
- Meet Executive Order S-20-04, the Green Building Initiative, to improve the energy efficiency of non-residential buildings through aggressive standards.

The most recent Title 24 standards are the 2019 Title 24 standards. The 2019 Building Energy Efficiency Standards improve upon the 2016 Energy Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. Buildings permitted on or after January 1, 2020, must comply with the 2019 Standards. The California Energy Commission updates the standards every three years.

Single-family homes built with the 2019 standards will use about 7 percent less energy due to energy efficiency measures versus those built under the 2016 standards. Once rooftop solar electricity generation is factored in, homes built under the 2019 standards will use about 53 percent less energy than those under the 2016 standards. This will reduce greenhouse gas emissions by 700,000 metric tons over three years, equivalent to taking 115,000 fossil fuel cars off the road. Nonresidential buildings will use about 30 percent less energy due mainly to lighting upgrades.

CALIFORNIA GREEN BUILDING STANDARDS CODE

The purpose of the California Green Building Standards Code (California Code of Regulations Title 24, Part 11) is to improve public health and safety and to promote the general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: 1) planning and design; 2) energy efficiency; 3) water efficiency and conservation; 4) material conservation and resource efficiency; and 5) environmental quality. The California Green Building Standards, which became effective on January 1, 2011, instituted

mandatory minimum environmental performance standards for all ground-up new construction of commercial, low-rise residential uses, and State-owned buildings, as well as schools and hospitals. The mandatory standards require the following:

- 20 percent mandatory reduction in indoor water use relative to baseline levels;
- 50 percent construction/demolition waste must be diverted from landfills;
- Mandatory inspections of energy systems to ensure optimal working efficiency; and
- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particle boards.

The voluntary standards require the following:

- **Tier I:** 15 percent improvement in energy requirements, stricter water conservation requirements for specific fixtures, 65 percent reduction in construction waste, 10 percent recycled content, 20 percent permeable paving, 20 percent cement reduction, and cool/solar reflective roof.
- **Tier II:** 30 percent improvement in energy requirements, stricter water conservation requirements for specific fixtures, 75 percent reduction in construction waste, 15 percent recycled content, 30 percent permeable paving, 30 percent cement reduction, and cool/solar reflective roof.

CEQA Direction

In 2008, the Schwarzenegger administration, through the Office of Planning and Research (OPR), issued Guidance regarding assessing significance of GHGs in California Environmental Quality Act (CEQA) documents; that Guidance stated that the adoption of appropriate significance thresholds was a matter of discretion for the lead agency. The OPR Guidance states:

“[T]he global nature of climate change warrants investigation of a statewide threshold of significance for GHG emissions. To this end, OPR has asked the CARB technical staff to recommend a method for setting thresholds which will encourage consistency and uniformity in the CEQA analysis of GHG emissions throughout the state. Until such time as state guidance is available on thresholds of significance for GHG emissions, we recommend the following approach to your CEQA analysis.”

Determine Significance

- When assessing a project’s GHG emissions, lead agencies must describe the existing environmental conditions or setting, without the proposed Project, which normally constitutes the baseline physical conditions for determining whether a project’s impacts are significant.
- As with any environmental impact, lead agencies must determine what constitutes a significant impact. In the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a “significant impact,” individual lead agencies may

undertake a project-by-project analysis, consistent with available guidance and current CEQA practice.

- The potential effects of a project may be individually limited but cumulatively considerable. Lead agencies should not dismiss a proposed project's direct and/or indirect climate change impacts without careful consideration, supported by substantial evidence. Documentation of available information and analysis should be provided for any project that may significantly contribute new GHG emissions, either individually or cumulatively, directly or indirectly (e.g., transportation impacts).
- Although climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment. CEQA authorizes reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated GHG emissions to a less than significant level as a means to avoid or substantially reduce the cumulative impact of a project.

The OPR Guidance did not require Executive Order S-3-05 to be used as a significance threshold under CEQA. Rather, OPR recognized that, until the CARB establishes a statewide standard, selecting an appropriate threshold was within the discretion of the lead agency.

In 2010, the California Natural Resources Agency added section 15064.4 to the CEQA Guidelines, providing new legal requirements for how agencies should address GHG-related impacts in their CEQA documents. As amended in early 2019, section 15064.4 provides as follows:

(a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:

- (1) Quantify greenhouse gas emissions resulting from a project; and/or
- (2) Rely on a qualitative analysis or performance-based standards.

(b) In determining the significance of a project's greenhouse gas emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the proposed Project's emissions to the effects of climate change. A project's incremental contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national or global emissions. The agency's analysis should consider a timeframe that is appropriate for the proposed Project. The agency's analysis also must reasonably reflect evolving scientific knowledge and state regulatory schemes. A lead agency should consider

the following factors, among others, when determining the significance of impacts from greenhouse gas emissions on the environment:

(1) The extent to which the proposed Project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;

(2) Whether the proposed Project emissions exceed a threshold of significance that the lead agency determines applies to the proposed Project.

(3) The extent to which the proposed Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions (see, e.g., section 15183.5(b)). Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the proposed Project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the proposed Project. In determining the significance of impacts, the lead agency may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the proposed Project's incremental contribution to climate change and its conclusion that the proposed Project's incremental contribution is not cumulatively considerable.

(c) A lead agency may use a model or methodology to estimate greenhouse gas emissions resulting from a project. The lead agency has discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account the proposed Project's incremental contribution to climate change. The lead agency must support its selection of a model or methodology with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use.

Section 15126.4, subdivision (c), provides guidance on how to formulate mitigation measures addressing GHG-related impacts:

Consistent with section 15126.4(a), lead agencies shall consider feasible means, supported by substantial evidence and subject to monitoring or reporting, of mitigating the significant effects of greenhouse gas emissions. Measures to mitigate the significant effects of greenhouse gas emissions may include, among others:

(1) Measures in an existing plan or mitigation program for the reduction of emissions that are required as part of the lead agency's decision;

- (2) Reductions in emissions resulting from a project through implementation of project features, project design, or other measures, such as those described in Appendix F;
- (3) Off-site measures, including offsets that are not otherwise required, to mitigate a project's emissions;
- (4) Measures that sequester greenhouse gases;
- (5) In the case of the adoption of a plan, such as a general plan, long range development plan, or plans for the reduction of greenhouse gas emissions, mitigation may include the identification of specific measures that may be implemented on a project-by-project basis. Mitigation may also include the incorporation of specific measures or policies found in an adopted ordinance or regulation that reduces the cumulative effect of emissions.

California Supreme Court Decisions

THE "NEWHALL RANCH" CASE

On November 30, 2015, the California Supreme Court released its opinion on *Center for Biological Diversity v. California Department of Fish and Wildlife* (2015) 62 Cal.4th 204 (hereafter referred to as the Newhall Ranch Case).

Because of the importance of the Supreme Court as the top body within the California Judiciary, and because of the relative lack of judicial guidance regarding how GHG issues should be addressed in CEQA documents, the opinion provides very important legal guidance to agencies charged with preparing EIRs.

The case involved a challenge to an EIR prepared by the California Department of Fish and Wildlife (CDFW) for the Newhall Ranch development project in Los Angeles County, which consists of approximately 20,000 dwelling units as well as commercial and business uses, schools, golf courses, parks and other community facilities in the City of Santa Clarita.

In relation to GHG analysis, the Newhall Ranch Case illustrates the difficulty of complying with statewide GHG reduction targets at the local level using CEQA to determine whether an individual project's GHG emissions will create a significant environmental impact triggering an EIR, mitigation, and/or statement of overriding consideration. The EIR utilized compliance with AB 32's GHG reduction goals as a threshold of significance and modelled its analysis on the CARB's business-as-usual (BAU) emissions projections from the 2008 Scoping Plan. The EIR quantified the proposed Project's annual emissions at buildout and projected emissions in 2020 under a BAU scenario, in which no additional regulatory actions were taken to reduce emissions. Since the Scoping Plan determined a reduction of 29 percent from BAU was needed to meet AB 32's 2020 reduction goal, the EIR concluded that the proposed Project would have a less-than-significant impact because the proposed Project's annual GHG emissions were projected to be 31 percent below its BAU estimate.

The Supreme Court concluded that the threshold of significance used by the EIR was permissible; however, the BAU analysis lacked substantial evidence to demonstrate that the required percentage reduction from BAU is the same for an individual project as for the entire State. The court expressed skepticism that a percentage reduction goal applicable to the State as a whole would apply without change to an individual development project, regardless of its size or location. Therefore, the Supreme Court determined that the EIR's GHG analysis was not sufficient to support the conclusion that GHG impacts would be less than significant.

In addition, the Supreme Court provided the following guidance regarding potential alternative approaches to GHG impact assessment at the project level for lead agencies:

1. The lead agency determination of what level of GHG emission reduction from business-as-usual projection that a new land development at the proposed location would need to achieve to comply with statewide goals in the Scoping Plan requires an examination of data behind the Scoping Plan's business-as-usual emission projections. The lead agency must provide substantial evidence and account for the disconnect between the Scoping Plan, which dealt with the State as a whole, and an analysis of an individual project's land use emissions (the same issues with CEQA compliance addressed in this case);
2. The lead agency may use a project's compliance with performance-based standards – such as high building energy efficiency – adopted to fulfill a statewide plan to reduce or mitigate GHG emissions to assess consistency with AB 32 to the extent that the project features comply with or exceed the regulation (See Guidelines Section 15064.4(a)(2), (b)(3); see also Guidelines Section 15064(h)(3)). A significance analysis would then need to account for the additional GHG emissions – such as transportation emissions – beyond the regulated activity. Transportation emissions are in part a function of the location, size, and density or intensity of a project, and thus can be affected by local governments' land use decision making. Additionally, the lead agency may use a programmatic effort including a general plan, long range development plan, or a separate plan to reduce GHG emissions (such as Climate Action Plan or a SB 375 metropolitan regional transportation impact Sustainable Communities Strategy) that accounts for specific geographical GHG emission reductions to streamline or tier project level CEQA analysis pursuant to Guidelines 15183.5(a)-(b) for land use and Public Resources Code Section 21155.2 and 21159.28 and Guidelines Section 15183.5(c) for transportation.
3. The lead agency may rely on existing numerical thresholds of significance for GHG emissions (such as the Bay Area Air Quality Management District's proposed threshold of significance of 1,100 MT CO₂E in annual emission for CEQA GHG emission analysis on new land use projects). The use of a numerical value provides what is "normally" considered significant but does not relieve a lead agency from independently determining the significance of the impact for the individual project (See Guidelines Section 15064.7).

THE SANDAG CASE

In *Cleveland National Forest Foundation v. San Diego Association of Governments* (2017) 3 Cal.5th 497 (*SANDAG*), the Supreme Court addressed the extent to which, if any, an EIR for a Regional Transportation Plan (RTP) with a Sustainable Communities Strategy (SCS) must address the proposed Specific Plan's consistency with the 2050 target set forth in Executive Order S-03-05 (i.e., 80 percent below 1990 levels). The Court held that SANDAG did not abuse its discretion by failing to treat the 2050 GHG emissions target as a threshold of significance. The Court cautioned, however, that its decision applies narrowly to the facts of the case and that the analysis in the challenged EIR should not be used as an example for other lead agencies to follow going forward. Notably, the RTP itself covered a planning period that extended all the way to 2050.

The Court acknowledged the parties' agreement that "the Executive Order lacks the force of a legal mandate binding on SANDAG[.]" (*Id.* at p. 513.) This conclusion was consistent with the Court's earlier decision in *Professional Engineers in California Government v. Schwarzenegger* (2010) 50 Cal.4th 989, 1015, which held the Governor had acted in excess of his executive authority in ordering the furloughing of State employees as a money-saving strategy. In that earlier case, which is not mentioned in the *SANDAG* decision, the Court held that the decision to furlough employees was legislative in character, and thus could only be ordered by the Legislature, and not the Governor, who, under the State constitution, may only exercise executive authority. In *SANDAG*, the Court thus impliedly recognized that Governors do not have authority to set statewide legislative policy, particularly for decades into the future. Even so, however, the Court noted, and did not question, the parties' agreement that "the Executive Order's 2050 emissions reduction target is grounded in sound science." (3 Cal.5th at p. 513.) Indeed, the Court emphasized that, although "the Executive Order 'is not an adopted GHG reduction plan' and that 'there is no legal requirement to use it as a threshold of significance,'" the 2050 goal nevertheless "expresses the pace and magnitude of reduction efforts that the scientific community believes necessary to stabilize the climate.

"This scientific information has important value to policymakers and citizens in considering the emission impacts of a project like SANDAG's regional transportation plan." (*Id.* at p. 515.) Towards the end of the decision, the Court even referred to "the state's 2050 climate goals" as though the 2050 target from E.O. S-03-05 had some sort of standing under California law. (*Id.* at p. 519.) The Court seemed to reason that, because the Legislature had enacted both AB 32 and SB 32, which followed the downward GHG emissions trajectory recommended in the Executive Order, the Legislature, at some point, was also likely to adopt the 2050 target as well: "SB 32 ... reaffirms California's commitment to being on the forefront of the dramatic greenhouse gas emission reductions needed to stabilize the global climate." (*Id.* at p. 519.) Finally, the Court explained that "planning agencies like SANDAG must ensure that CEQA analysis stays in step with evolving scientific knowledge and state regulatory schemes." (*Ibid.*)

In sum, the Court recognized that the Executive Order did not carry the force of law, but nevertheless considered it to be part of "state climate policy" because the Legislature, in enacting both AB 32 and SB 32, seems to be following both the United Nations Intergovernmental Panel on Climate Change (IPCC) recommendations for reducing GHG emissions worldwide and evolving science. Nothing in

the decision, however, suggests that all projects, regardless of their buildout period, must address the 2050 target or treat it as a significance threshold.

LOCAL

Air Quality Management District

The Placer County Air Pollution Control District (APCD), or “Air District”, is a special district created by state law to enforce local, state and federal air pollution regulations, and is the lead regional agency responsible for conducting air quality planning in Placer County. The APCD adopts strategies needed to improve air quality and reduce GHG emissions, and ensures the Region’s compliance with federal and state standards.

City of Rocklin General Plan

The City of Rocklin General Plan contains the following goals and policies that are relevant to greenhouse gases and climate change:

LAND USE ELEMENT

Goal for Greenhouse Gas Emission Reduction: Promote land use strategies that decrease reliance on automobile use, increase the use of alternative modes of transportation, maximize efficiency of services provision and reduce emissions of greenhouse gases.

Policy LU-68: Adopt and implement land use strategies that utilize existing infrastructure, reduce the need for new roads, utilities and other public works in newly developing areas, and enhance non-automobile transportation.

Policy LU-69: Encourage high-density, mixed-use, infill development and creative use of brownfield and under-utilized properties.

Policy LU-70: Increase densities in core areas to support public transit.

Policy LU-71: Add bicycle facilities to City streets and public spaces.

Policy LU-72: Promote infill, mixed-use, higher density development and the creation of affordable housing in mixed use zones.

Policy LU-73: Identify sites suitable for mixed-use development within existing service areas and establish appropriate site-specific standards to accommodate the mixed uses.

Policy LU-74: Promote greater linkage between land uses and transit, as well as other modes of transportation.

Policy LU-75: Promote development and preservation of neighborhood characteristics that encourage walking and bicycle riding in lieu of automobile-based travel.

3.7 GREENHOUSE GASES, CLIMATE CHANGE, AND ENERGY

OPEN SPACE, CONSERVATION, AND RECREATION ELEMENT

Goal for the Conservation, Development and Utilization of Natural Resources: Conserve and protect natural resources while permitting their managed use, consistent with City, State and Federal requirements.

Policy OCR-56: Encourage energy conservation in new developments.

Policy OCR-57: Encourage urban design and form that conserves land and other resources.

Policy OCR-58: Require development projects to incorporate stationary and mobile source control measures recommended by the Placer County Air Pollution Control District and approved by the City for protection of air quality during construction and subsequent operations.

Policy OCR-59: Continue to consult with the Placer County Air Pollution Control District in the development of stationary and mobile source control measures affecting the City of Rocklin.

CIRCULATION ELEMENT

Goal for Transportation System: To create a balanced and coordinated transportation system which utilizes all transportation modes efficiently and promotes sound land use.

Policy C-2: Coordinate land use and transportation planning to support transit services, NEV facilities and non-motorized transportation.

Policy C-3: Promote the use of Neighborhood Electric Vehicles (NEV) by providing accommodations (i.e., lane striping and signage) to facilitate the use of these vehicles where feasible within existing and planned rights-of-way.

Policy C-4: Promote the use of non-motorized transportation by providing a system of bicycle routes and pedestrian ways.

Policy C-5: Coordinate with public transit providers to meet residents' needs.

Policy C-6: Encourage non-residential development proposals to incorporate features that promote ridesharing or use of alternative transportation modes.

Goal for Public Transportation: To promote a safe and efficient public transit system, utilizing both bus and rail modes, to provide viable non-automotive means of transportation and help reduce traffic congestion.

Policy C-50: Work with transit providers to plan, fund and implement additional transit services that are cost-effective and responsive to existing and future transit demand.

Policy C-51: Promote the use of public transit through development conditions such as requiring park-and-ride lots, bus turnouts and passenger shelters along major streets.

Policy C-53: Support the expansion of intercity rail passenger services, such as the Capitol Corridor, and implementation of regional rail passenger services.

Policy C-54: Support the study of developing rail passenger services within the Highway 65 corridor.

Goal for Trails, Bikeways, Neighborhood Electric Vehicles (NEVs) and Pedestrian Ways: To provide a safe, comprehensive and integrated system of trails, bikeways, pedestrian ways and accommodations for NEVs that encourage the use of alternative modes for commuting, recreation and other trips.

Policy C-55: Require Class II bike lanes in the design and construction of major new streets and to establish bike lanes on those City streets wide enough to accommodate bicycles safely.

Policy C-56: Improve bicyclist and pedestrian safety through such methods as signage, lighting, traffic controls, and crosswalks.

Policy C-57: Maintain the Rocklin Bikeway Diagram and update it as necessary with the approval of major new developments and/or general plan amendments not considered in the adopted Diagram.

Policy C-58: Consult with adjacent jurisdictions regarding the development of regional bikeway and NEV links.

Policy C-59: Promote pedestrian convenience and recreational opportunities through development conditions requiring sidewalks, walking paths, or hiking trails connecting various land uses including residential areas, commercial areas, schools, parks, employment centers and open space.

Policy C-60: Consider NEV routes in the design and construction of major new streets and consider the establishment of NEV routes on existing City streets wide enough to accommodate NEV lanes.

Rocklin General Plan EIR

In August 2012, the City of Rocklin adopted a new General Plan and certified the associated General Plan EIR (State Clearinghouse (SCH) # 2008072115) -- a Program EIR pursuant to CEQA Guidelines Section 15168. Later environmental documents (EIRs, mitigated negative declarations, or negative declarations) can incorporate by reference materials from a program EIR regarding regional influences, secondary impacts, cumulative impacts, broad alternatives, and other factors (CEQA Guidelines Section 15168[d][2]). These later documents need only focus on new impacts that have not been considered before (CEQA Guidelines Section 15168[d][3]). As noted in Chapter 1.0, Introduction, the General Plan EIR assumed full development and buildout of the Project Area. While the components of the Project are not consistent with the land uses under the General Plan EIR, the development footprint of the Project is the same; therefore, the physical impacts of developing the Project Area would be similar as under the General Plan EIR, as the area of impact is fully defined consistent with the General Plan EIR.

As a "program EIR" under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur related to climate change and greenhouse gas emissions as a

result of the future urban development that was contemplated by the General Plan. These impacts included consistency with greenhouse gas reduction measure, climate change environmental effects on the City and generation of greenhouse gas emissions (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.15-1 through 4.15-25). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use and Circulation Elements, and include goals and policies that encourage the use of alternative modes of transportation and promote mixed use and infill development.

The General Plan EIR concluded that despite these goals and policies, significant greenhouse gas emission impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will result in the generation of greenhouse gas emissions which are cumulatively considerable. Findings of fact and a statement of overriding considerations were adopted by the Rocklin City Council in regard to this impact, which was found to be significant and unavoidable.

Generation of greenhouse gas emissions as a result of development activities are discussed in the Rocklin General Plan. Policies and mitigation measures have been included in the General Plan that encourage the use of alternative modes of transportation and promote mixed use and infill development. All applicable mitigation measures from the General Plan EIR, including the mitigation measures for greenhouse gas emissions impacts incorporated as goals and policies in the General Plan, will be applied to the Project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

As noted above, the General Plan EIR assumed full development and buildout of the Project Area; however, the components of the Project are not consistent with the land uses under the General Plan EIR. For this reason, a Project-specific greenhouse gas impact analysis was prepared to adequately analyze and understand the specific impacts associated with the components of the Project, which were not necessarily analyzed under the General Plan EIR. The greenhouse gas impact analysis utilizes the CalEEMod software package and trip generation information for the Project from the Final Transportation Impact Study for College Park (Fehr & Peers, 2021).

3.7.3 IMPACTS AND MITIGATION MEASURES

GREENHOUSE GAS THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on the environment associated with greenhouse gas emissions if it will:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment;
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Analysis Approach

Cumulative impacts (such as GHG impacts) are the collective impacts of one or more past, present, and future projects that, when combined, result in adverse changes to the environment. In determining the significance of a project's contribution to anticipated adverse future conditions, a lead agency should generally undertake a two-step analysis. The first question is whether the *combined* effects from *both* the proposed Project *and* other projects would be cumulatively significant. If the agency answers this inquiry in the affirmative, the second question is whether “the project's *incremental* effects are cumulatively considerable” and thus significant in and of themselves. The cumulative project list for this issue (climate change) comprises anthropogenic (i.e., human-made) GHG emissions sources across the globe and no project alone would reasonably be expected to contribute to a noticeable incremental change to the global climate. However, legislation and executive orders on the subject of climate change in California have established a statewide context and process for developing an enforceable statewide cap on GHG emissions. Given the nature of environmental consequences from GHGs and global climate change, CEQA requires that lead agencies consider evaluating the cumulative impacts of GHGs. Small contributions to this cumulative impact (from which significant effects are occurring and are expected to worsen over time) may be potentially considerable and, therefore, significant.

The California Office of Planning and Research (OPR) recommends that lead agencies under CEQA make a good-faith effort, based on available information, to estimate the quantity of GHG emissions that would be generated by a project, including the emissions associated with construction activities, vehicular traffic, energy consumption, and area sources: to determine whether the impacts have the potential to result in a significant project or cumulative environmental impact; and, where feasible mitigation is available, to mitigate any project or cumulative impact determined to be potentially significant.

The PCAPCD has established a layered approach to determining whether a project would be considered to have a cumulatively considerable contribution to climate change.¹ Specifically, the PCAPCD has determined the following thresholds:

- A bright-line threshold of 10,000 MT CO₂e per year for the construction and operational phases of land use development projects as well as the stationary source projects;
- A ‘De Minimis’ GHG threshold of 1,100 MT CO₂e per year for the operational phase of a project.
- An efficiency matrix for residential and non-residential projects (for the operational phase of land use development projects when emissions exceed the De Minimis Level, but which are below the bright-line threshold of 10,000 MT CO₂e. The efficiency levels for residential projects are: 4.5 MT CO₂e per capita for urban projects, and 5.5 MT CO₂e per capita for rural projects. The efficiency levels for non-residential projects are: 26.5 MT CO₂e per capita for urban projects, and 27.3 MT CO₂e per capita for rural projects.

¹ As provided in the PCAPCD's *California Environmental Quality Act Thresholds of Significance Justification Report* (October 2016).

3.7 GREENHOUSE GASES, CLIMATE CHANGE, AND ENERGY

Therefore, the proposed Project is evaluated based on these thresholds, as promulgated by the PCAPCD.

ENERGY CONSERVATION THRESHOLDS OF SIGNIFICANCE

Per Appendix G of the State CEQA Guidelines, the proposed project would result in a significant impact on energy use if it would:

1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
2. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

In order to determine whether or not the proposed project would result in a significant impact on energy use, this EIR includes an analysis of proposed project energy use, as provided under *Impacts and Mitigation Measures*, below. A description of the methodology used to estimate energy emissions is provided within the analysis provided under *Impacts and Mitigation Measures*.

IMPACTS AND MITIGATION MEASURES

Impact 3.7-1: Project implementation has the potential to generate GHGs, either directly or indirectly, that would have a significant effect on the environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases (Less than Significant with Mitigation)

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. A project's GHG emissions are at a micro-scale relative to global emissions, but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. Implementation of the proposed Project would contribute to increases of GHG emissions that are associated with global climate change. Estimated GHG emissions attributable to future development would be primarily associated with increases of CO₂ and other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O), from mobile sources and utility usage.

CONSTRUCTION EMISSIONS

The proposed Project short-term construction-related and long-term operational GHG emissions were estimated using the California Emission Estimator Model (CalEEMod)TM (v. 2020.4.0). CalEEMod is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify GHG emissions from land use projects. The model quantifies direct GHG emissions from construction and operation (including vehicle use), as well as indirect GHG emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Emissions are expressed in annual

metric tons of CO₂ equivalent units of measure (i.e., MT CO₂e), based on the global warming potential of the individual pollutants. Section 3.3 (Air Quality) provides further detail on the construction phasing and parameters assumed for the purposes of modeling.

Construction-related activities that would generate GHGs include worker commute trips, and off-road construction equipment (e.g., dozers, loaders, excavators). Construction of the land uses in the For the purposes of modeling, construction was assumed to occur over approximately eighteen months. If construction would take longer than eighteen months, the modeling results and conclusions would be considered conservative, since construction activities would be spread out over a longer timeframe than modeled (thereby, total construction-related emissions in a given year would not be greater than the emissions as modeled). Annual construction emissions are summarized in Table 3.7-1, in units of metric tons per year (MT/year).

As presented in the table, short-term annual construction emissions of GHG associated with the proposed Project are estimated to be a maximum of approximately 1,304.2 MT CO₂e in a single year (year 2023) which is below the PCAPCD's 10,000 MT CO₂e bright-line threshold. Construction GHG emissions are a one-time release and are, therefore, not expected to generate a significant contribution to global climate change in the long-term.

TABLE 3.7-1: SUMMARY OF CONSTRUCTION-RELATED GREENHOUSE GAS EMISSIONS (METRIC TONS/YEAR)

CONSTRUCTION YEAR	BIO-CO ₂	NON-BIO CO ₂	TOTAL CO ₂	CH ₄	N ₂ O	CO ₂ E
2022	0	948.2	0.1	0	<0.1	964.7
2023	0	1,280.3	0.1	0	<0.1	1,304.2

SOURCE: CAL EEMOD (v. 2020.4.0)

NOTES: BIO-CO₂ REFERS TO BIOGENIC SOURCES OF CO₂.

OPERATIONAL EMISSIONS

The long-term operational GHG emissions estimate for the proposed Project incorporates the proposed Project's potential area source and vehicle emissions, and emissions associated with utility and water usage, and wastewater and solid waste generation.

Project Operational Characteristics

CalEEMod was used to estimate operational emissions for the proposed Project. As described in Section 3.3, Air Quality of this DEIR, the proposed Project would incorporate operational characteristics that would reduce project operational emissions. Moreover, the proposed Project would include Project-specific mitigation that would further reduce project emissions.

The following operational project characteristics would reduce project operational emissions. A summary of the Project characteristics that were available to be accounted for within the CalEEMod model (as parameters within the model) are provided in the bullet list below (note: the associated CalEEMod measure is provided in brackets below).

- Density of 10.98 dwelling units per acre [Traffic Mitigation LUT-1];

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- Diversity through single family residential, multi-family residential, commercial, parks and open space uses [Traffic Mitigation, LUT-3];
- Improve destination accessibility (Distance to downtown job center, such as the college campus, is approximately 0.4 miles) [Traffic Mitigation LUT-4];
- Transit accessibility (there are two bus stops adjacent to the north side of the South Village site) – average distance to transit for Project residents would be approximately 0.25 miles) [Traffic Mitigation, LUT-5];
- Improve pedestrian network (project site and connecting off-site) [Traffic Mitigation, SDT-1];
- No hearths (i.e., fireplaces) [Area Mitigation];

In addition, the following statewide and local requirements would further reduce Project operational emissions. A summary of the statewide measures (i.e., CALGreen Title 24 Energy Efficiency requirements) that were available to be accounted for within the CalEEMod model (as parameters within the model) are provided in the bullet list below (note: the associated CalEEMod measure, if applicable, is provided in brackets below).

- Install energy efficient (i.e., LED or better) lighting, as required by the 2019 version of CALGreen (for outdoor lighting) [Energy Mitigation, LE-1]²;
- Install energy efficient (i.e., *Energy Star*) appliances, consistent with the 2019 version of CALGreen [Energy Mitigation, BE-4];
- Install low-flow appliances, as required by the 2019 version of CALGreen (bathroom faucet, kitchen faucet, toilet, and shower) [Water Mitigation, WUW-1]; and
- Use water-efficient irrigation systems (automatic rain shut-off, maximum gallon per minute restriction, WiFi connectivity), consistent with the City's adopted Model Water Efficient Landscape Ordinance (MWELO) [Water Mitigation, WUW-4].

Operational GHG Emissions

Table 3.7-3 provides the mitigated operational project emissions at full buildout.³ It should be noted that the proposed Project would be required to implement Mitigation Measure 3.3-1 and 3.3-2 (see Section 3.3: Air Quality). Mitigation Measure 3.3-1 includes requirements to install Project features that would reduce emissions in finished buildings during Project operation. These features include electric vehicle charging infrastructure, electric vehicle-ready parking spaces, reductions in building energy usage, installation of Cool Roofs, infrastructure to power electric landscaping equipment, and installation of Energy Star®-certified appliances and fixtures in Project buildings. Separately, Mitigation Measure 3.3-2 requires the Project applicant to either establish mitigation off-site for ROG by participating in an off-site mitigation program, or participate in PCAPCD's Off-site Mitigation Program by paying the equivalent amount of fees for the proposed Project's contribution of NOx that are above the applicable PCAPCD thresholds.

² For the sake of a conservative analysis, the modeling assumed a 16% reduction in lighting energy reduction for this requirement, based on the lower-bound estimate contained in CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* guidance manual (August, 2010).

³ Project operational mitigated GHG emissions are equal.

As shown in Table 3.7-3 the proposed Project's mitigated operational GHG emissions at buildout would be approximately 11,763.7 MT CO₂e/year.

TABLE 3.7-2: PROJECT UNMITIGATED OPERATIONAL GHG EMISSIONS (METRIC TONS/YEAR)

CATEGORY	BIO- CO ₂	NON-BIO- CO ₂	TOTAL CO ₂	CH ₄	N ₂ O	CO ₂ E
Area	0	14.4	14.4	0.1	0	14.8
Energy	0	1,596.8	1,598.8	0.1	<0.1	1,608.8
Mobile	0	9,375.3	9,375.3	0.6	0.5	9,544.1
Waste	173.4	0	173.4	10.3	0	429.7
Water	25.1	58.1	83.1	2.6	0.1	166.3
Total	198.5	11,044.6	11,243.2	13.6	0.1	11,763.7

SOURCE: CALEEMOD (v. 2020.4.0)

As shown in Table 3.7-3, the proposed Project would generate operational emissions of 11,763.7 MT CO₂e, which is above the PCAPCD's bright-line threshold of 10,000 MT CO₂e.

It should be noted that quantification of the reduction of emissions associated with many of the measures included in Mitigation Measure 3.3-1 (Section 3.2: Air Quality) are difficult if not impossible to quantify with precision, such as the potential emissions reductions associated with installing EV charging equipment. Therefore, not all requirements contained in Mitigation Measure 3.3-1 were modeled. Separately, the off-site mitigation requirements contained in Mitigation Measure 3.3-2 (Section 3.2: Air Quality) were not modeled, since such emissions reductions would be above and beyond what the Project would implement on-site.

CONCLUSION

Based on the Project's exceedance of combined operational and construction GHG emissions above the PCAPCD's bright-line threshold of 10,000 MT CO₂e, the Project is required to implement additional Mitigation Measure 3.7-1. Mitigation Measure 3.7-1 requires the Project applicant to offset operational GHG emissions through carbon offsets and/or other off-site measures, to reduce Project emissions to below the applicable PCAPCD threshold.

According to the PCAPCD, projects which generate operational GHG emissions that exceed the De Minimis level of 1,100 MT CO₂e/year, but would be less than the Bright Line Threshold of 10,000 MT CO₂e/year, can be considered less than cumulatively considerable when the project efficiency analysis would meet one of the conditions in the Efficiency Matrix for applicable land use setting and land use type.

With the implementation of mitigation (i.e. Mitigation 3.7-1), Project-related GHG emissions would be reduced to below 10,000 MT CO₂e/year. As a result, the PCAPCD advises that the proposed Project's GHG emissions should be compared to the PCAPCD's efficiency matrix for impact significance determination. The efficiency level for residential projects is 4.5 MT CO₂e per capita for urban projects. The proposed Project is anticipated to support a population of 2,520 new residents (see Section 3.12: Population and Housing, for further detail). Since mitigated operational GHG emissions (after implementation of Mitigation Measure 3.7-1) would reduce GHG emissions to

below 10,000 MT CO₂e/year, 10,000 MT CO₂e/year divided by the new population of 2,520 residents would result in an efficiency ratio of 3.97, which would meet the 4.5 MT CO₂e per capita condition for urban residential projects.

Therefore, with implementation of Mitigation Measure 3.7-1, the Project's GHG emissions would be reduced below the PCAPCD's threshold for GHG emissions. Therefore, with implementation of Mitigation Measure 3.7-1, Project GHG impacts would have a **less than significant** impact.

MITIGATION MEASURE(S)

Mitigation Measure 3.7-1: *The Project Applicant shall be required to demonstrate a reduction of GHG emissions via mitigation requirements and/or implement of an off-site GHG emissions reduction program or pay GHG offset fees to compensate for the project's emissions in excess of 10,000 MTCO₂e for a single year, to reduce Project GHG emissions to below the PCAPCD's bright-line threshold of 10,000 MT CO₂e per year, after implementation of all other mitigation contained within this DEIR. This mitigation measure is consistent with guidance recommended by PCAPCD and CARB. This measure is also consistent with the State CEQA Guidelines, which recommend several options for mitigating GHG emissions. State CEQA Guidelines Section 15126.4(C)(3) states that measures to mitigate the significant effects of GHG emissions may include "off-site measures, including offsets that are not otherwise required...."*

The following (non-exhaustive) list of potential GHG mitigation requirements provides examples of GHG mitigation requirements that could be implemented by the Project proponents to potentially reduce Project emissions to below the PCAPCD's bright-line threshold of 10,000 MT CO₂e per year:

- *Implement cool roofs on project buildings.*
- *Provide EV charging stations. Annual GHG emissions would be reduced at a rate of approximately 7.22 MTCO₂e/year per EV charging space. For example, the provision of 85 EV charging stations would result in an annual reduction of GHG emissions of approximately 613.89 MTCO₂e/year.^{4,5}*
- *Encourage telecommuting and alternative work schedules. The measure, identified by CAPCOA measure TRT-6, is shown to result in a 0.07 to 5.5 percent reduction in mobile-sourced GHG emissions.⁶ For the proposed project, the measure could result in GHG emission reductions ranging from approximately 6.65 to 522.34 MTCO₂e/year.*

⁴ The provision of on-site EV charging stations would encourage the use of EVs and, thereby, contribute to a reduction in mobile-source GHG emissions. Based on the California Air Resources Board's (CARB's) Emission Factor (EMFAC) model's 2017 vehicle emission factors and California EV infrastructure projections, each EV charging space is known to result in a reduction of roughly 7.22 MTCO₂e/yr. Pursuant to Mitigation Measure 3.3-1, 10 percent of multifamily parking spaces shall be equipped with EV charging. For the purpose of this analysis, the total number of EV charging stations was estimated to be 85 based on the assumption that one parking space would be provided per multi-family dwelling unit.

⁵ National Renewable Energy Laboratory. California Plug-In Electric Vehicle Infrastructure Projections: 2017-2025 (Table C.1). 2018.

⁶ Ibid.

- *Provide a bus rapid transit system. The measure, identified by CAPCOA measure TST-1, is shown to result in a 0.02 to 3.2 percent reduction in mobile-sourced GHG emissions.⁷*
- *Due to ever-changing technologies, any other quantifiable GHG reduction measures shall be allowed under this measure, subject to the approval by the PCAPCD and the City.*

As an alternative to and/or in conjunction with above list of potential GHG emissions mitigation requirements (to reduce GHG emissions to below the PCAPCD's bright-line threshold of 10,000 MT CO₂e), the Project proponents may implement an off-site GHG emissions reduction program or pay GHG offset fees to compensate for the project's emissions in excess of 10,000 MTCO₂e for a single year, (after incorporation of mitigation requirements) or as determined feasible by the PCAPCD, the City of Rocklin and the Project applicant. The off-site program shall comply with approved protocols from California Air Pollution Control Officers Association's (CAPCOA) GHG Rx program or CARB's Cap & Trade Offset protocols. Alternatively, the project proponent can purchase local or California-only GHG mitigation credits through the CAPCOA GHG Rx program or ARB accredited offset project registry. This condition shall be satisfied prior to building permit issuance.

PCAPCD and CARB also recommend that lead agencies prioritize direct investments in GHG emission reductions near the project site to provide potential local air quality and economic co-benefits. Examples of local direct investments include financing installation of regional electric vehicle-charging stations, paying for electrification of public-school buses, and investing in local urban forests. However, it is critical that any such investments in actions to reduce GHG emissions are real and quantifiable, as determined by the PCAPCD, the City of Rocklin, or a consultant selected by the City.

Where development of a local offset is not feasible, the City of Rocklin will allow project proponents to mitigate GHG emissions through the purchase of carbon credits issued through the CAPCOA GHG Rx program or CARB-accredited offset project registry. The purchase of carbon credits shall be prioritized in the following manner: offsite within the City of Rocklin, the SVAB portion of Placer County, within Placer County, or within California.

The GHG reductions achieved through an offset or through the purchase of a carbon credit must meet the following criteria:

- *Real—They represent reductions actually achieved (not based on maximum permit levels).*
- *Additional/surplus—They are not already planned or required by regulation or policy (i.e., not double counted).*
- *Quantifiable—They are readily accounted for through process information and other reliable data.*
- *Enforceable—They are acquired through legally binding commitments/agreements.*
- *Validated—They are verified through the accurate means by a reliable third party.*
- *Permanent—They will remain as GHG reductions in perpetuity.*

⁷ Ibid.

The project applicant can satisfy the requirements of this measure by purchasing sufficient carbon credits through the accredited carbon credit registries, investing in a local GHG reduction project/program which complies with the approved protocol from the CAPCOA GHG Rx program or CARB's Cap-and-Trade offset protocols, or paying the calculated mitigation fee based on the carbon credit rate at the time of the recordation of the small lot final map or approval of the first building permit when a small lot map is not required. Demonstration of compliance shall be provided to the PCAPCD and the City of Rocklin and carbon offset purchases should be verified by a third party. If the mitigation fee is chosen, the fee should be calculated based on the required GHG reduction and the latest CARB Cap-and-Trade Program Auction Settlement Prices for GHG allowances at the time of building permit issuance.

Impact 3.7-2: Project implementation would not result in the inefficient, wasteful, or unnecessary use of energy resources, or conflict with or obstruct a state or local plan for renewable energy or energy efficiency (Less than Significant)

The State CEQA Guidelines require consideration of the potentially significant energy implications of a project. CEQA requires mitigation measures to reduce “wasteful, inefficient and unnecessary” energy usage (Public Resources Code Section 21100, subdivision [b][3]). The means to achieve the goal of conserving energy include decreasing overall energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. In particular, the proposed Project would be considered “wasteful, inefficient, and unnecessary” if it were to violate state and federal energy standards and/or result in significant adverse impacts related to project energy requirements, energy inefficiencies, energy intensiveness of materials, cause significant impacts on local and regional energy supplies or generate requirements for additional capacity, fail to comply with existing energy standards, otherwise result in significant adverse impacts on energy resources, or conflict or create an inconsistency with applicable plan, policy, or regulation.

The proposed Project includes residential, commercial, office, and park development. The amount of energy used at the Project sites would directly correlate to the number and size of the residential units and non-residential square footage, the energy consumption of associated unit appliances, outdoor lighting, and energy use associated with other on-site buildings and activities. Other major sources of Project energy consumption include fuel used by vehicle trips generated during project construction and operation, and fuel used by off-road and on-road construction vehicles during construction. The following discussion provides calculated levels of energy use expected for the proposed Project, based on commonly used modelling software (i.e., CalEEMod v. 2020.4.0 and the California Air Resource Board's EMFAC2021).

ELECTRICITY AND NATURAL GAS

The Pacific Gas & Electric Company (PG&E) provides both electrical and natural gas service within the City of Rocklin. According to PG&E, in 2015 Placer County used a total of 2,902 million kWh of electricity. PG&E's electrical service area extends far beyond Placer County, and draws on a variety of sources for electricity, including hydroelectric, natural gas, nuclear and renewable resources. According to PG&E, in 2015 Placer County used approximately 78.8 million therms of natural gas. The Project's electricity and natural gas use would represent a minimal increase of electricity and natural gas usage within the county, and a smaller portion of PG&E's total electricity natural gas service. PG&E would be able to absorb the additional demand for electricity and natural gas that would result from the project because it would represent a very minimal increase compared to PG&E's current demand and supply, and because PG&E plans for additional development within its service area, including the City of Rocklin.

Electricity and natural gas used by the proposed Project would be used primarily to power on-site buildings. Total annual electricity (kWh) and natural gas (kBTU) usage associated with the operation of the proposed Project are shown in Table 3.7-4, below (as provided by CalEEMod).

According to CalEEMod's *Appendix A: Calculation Details for CalEEMod*, CalEEMod uses the California Commercial End Use Survey (CEUS) database to develop energy intensity value for non-residential buildings. The energy use from residential land uses is calculated based on the Residential Appliance Saturation Survey (RASS). Similar to CEUS, this is a comprehensive energy use assessment that includes the end use for various climate zones in California.

TABLE 3.7-3: PROJECT OPERATIONAL NATURAL GAS AND ELECTRICITY USAGE

<i>LAND USE</i>	<i>ELECTRICITY (KWH/YEAR) - MITIGATED</i>	<i>NATURAL GAS (KBTU/YEAR) - MITIGATED</i>
Apartments Mid Rise	3,301,187	7,984,960
City Park	0	-
General Office Building	1,159,200	1,956,000
Single Family Housing	2,704,330	8,091,310
Total	7,164,717	18,032,270

SOURCE: CAL EEMOD (v.2020.4.0)

ON-ROAD VEHICLES (OPERATION)

The proposed Project would generate vehicle trips during its operational phase. Based on the traffic study prepared for the proposed Project (Fehr & Peers, 2021), the proposed Project would generate a net increase of approximately 10,363 vehicle trips. In order to calculate operational on-road vehicle energy usage and emissions, default trip lengths generated by CalEEMod were used, which are based on the project location and urbanization level parameters selected within CalEEMod (i.e., "Placer County" and "Urban", respectively). These values are provided by the individual districts or a default average is used for the state, depending on the location of the proposed Project (CAPCOA, 2017). Using fleet mix data provided by CalEEMod (v.2020.4.0), and Year 2023 gasoline and diesel MPG (miles per gallon) factors for individual vehicle classes as provided by EMFAC2021, weighted MPG factors for operational on-road vehicles of approximately 26.3 MPG for gasoline and 9.9 MPG for diesel vehicles were derived. With this information, as a conservative estimate, it was calculated

3.7 GREENHOUSE GASES, CLIMATE CHANGE, AND ENERGY

that the proposed Project would generate vehicle trips that would use a total of approximately 2,444 gallons of gasoline and 791 gallons of diesel fuel per day, on average, or 892,149 gallons of gasoline and 288,729 annual gallons of diesel fuel per year.

ON-ROAD VEHICLES (CONSTRUCTION)

The proposed Project would also generate on-road vehicle trips during Project construction (from construction workers and vendors). Estimates of vehicle fuel consumed were derived based on the assumed construction schedule, vehicle trip lengths and number of workers as provided by CalEEMod (v.2020.4.0), and Year 2023 gasoline and diesel MPG factors provided by EMFAC2021. Table 3.7-5, below, describes gasoline and diesel fuel used by on-road mobile sources during the construction schedule. As shown, the vast majority of on-road mobile vehicle fuel used during the construction of the proposed Project would occur during the building construction phase. See Appendix B of this EIR for a detailed calculation.

TABLE 3.7-4: ON-ROAD MOBILE FUEL GENERATED BY PROJECT CONSTRUCTION ACTIVITIES – BY PHASE

CONSTRUCTION PHASE	TOTAL DAILY WORKER TRIPS ^(A)	TOTAL DAILY VENDOR TRIPS ^(A)	TOTAL DAILY HAULING TRIPS ^(A)	GALLONS OF GASOLINE FUEL ^(B)	GALLONS OF DIESEL FUEL ^(B)
Site Preparation and Grading	20	0	0	480	0
Building Construction	915	203	0	4,919	3,744
Paving	15	0	0	129	0
Architectural Coating	183	0	0	984	0

NOTE: ^(A) PROVIDED BY CAL EEMOD. ^(B) SEE APPENDIX B FOR FURTHER DETAIL

SOURCE: CAL EEMOD (v.2020.4.0); EMFAC2021.

OFF-ROAD VEHICLES (CONSTRUCTION)

Off-road construction vehicles would use diesel fuel during the construction phase of the proposed Project. A non-exhaustive list of off-road constructive vehicles expected to be used during the construction phase of the proposed Project includes: cranes, forklifts, generator sets, tractors, excavators, and dozers. Based on the total amount of CO₂ emissions expected to be generated by the proposed Project (as provided by the CalEEMod output), and a CO₂ to diesel fuel conversion factor (provided by the U.S. Energy Information Administration), the proposed Project would use a total of approximately 18,142 gallons of diesel fuel for off-road construction vehicles (during the demolition and site preparation phases of the proposed Project). Detailed calculations are provided in Appendix B of this EIR.

The proposed Project could also use other sources of energy not identified here. Examples of other energy sources include alternative and/or renewable energy (such as solar PV) and/or on-site stationary sources (such as on-site diesel generators) for electricity generation. The proposed Project would introduce solar PV onto residential rooftops (at a minimum), based on California Building Code requirements, which would greatly reduce the need for fossil fuel-based energy (for project buildings), including for electricity.

CONCLUSION

The proposed Project would use energy resources for the operation of project buildings (i.e., electricity), for on-road vehicle trips (e.g., gasoline and diesel fuel) generated by the proposed Project, and from off-road construction activities associated with the proposed Project (e.g., diesel fuel). Each of these activities would require the use of energy resources. The proposed Project would be responsible for conserving energy, to the extent feasible, and relies heavily on reducing per capita energy consumption to achieve this goal, including through Statewide and local measures.

The proposed Project would be in compliance with all applicable federal, state, and local regulations regulating energy usage. For example, PG&E is responsible for the mix of energy resources used to provide electricity for its customers, and is in the process of implementing the Statewide Renewable Portfolio Standard (RPS) to increase the proportion of renewable energy (e.g., solar and wind) within its energy portfolio. PG&E is expected to achieve at least a 40% mix of renewable energy resources by 2030. Additionally, energy-saving regulations, including the latest State Title 24 building energy efficiency standards (“part 6”), would be applicable to the proposed Project. Other Statewide measures, including those intended to improve the energy efficiency of the statewide passenger and heavy-duty truck vehicle fleet (e.g., the Pavley Bill and the Low Carbon Fuel Standard), would improve vehicle fuel economies, thereby conserving gasoline and diesel fuel. These energy savings would continue to accrue over time. Furthermore, as described previously, the proposed Project would incorporate mitigation that would further reduce energy consumption.

As a result, the proposed Project would not result in any significant adverse impacts related to Project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for each stage of the proposed Project including construction, operations, maintenance, and/or removal. Pacific Gas & Electric (PG&E), the electricity provider to the site, maintains sufficient capacity to serve the proposed Project. The proposed Project would comply with all existing energy standards, including those established by the City of Rocklin, and would not result in significant adverse impacts on energy resources. For these reasons, the proposed Project would not be expected cause an inefficient, wasteful, or unnecessary use of energy resources nor conflict with or obstruct a state or local plan for renewable energy or energy efficiency. This is a ***less than significant*** impact.

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The purpose of this section is to disclose and analyze the potential impacts associated with hazards and hazardous materials related to the project site and general vicinity, and to analyze the potential for exposure of people to hazards and hazardous materials as the project is built and operated in the future. This section is based in part on the following technical studies and resources:

- EnviroStor Database (California Department of Toxic Substance Control, 2021);
- GeoTracker Database (California Water Resources Control Board, 2021);
- *Phase I Environmental Site Assessment – Rocklin College Square* (Wallace-Kuhl & Associates, 2016);
- *Phase II Environmental Site Assessment – Rocklin College Square* (Wallace-Kuhl & Associates, 2016);
- *Phase I Environmental Site Assessment – 5385 Sierra College Boulevard* (CSS Environmental Services, Inc., 2020);
- *Asbestos Report – 5385 Sierra College Boulevard* (AdamLabs, Inc., 2020); and
- *Geotechnical Engineering Report– Rocklin College Square* (Wallace-Kuhl & Associates, 2016).

These studies can be found in Appendix F of this DEIR, with the exception of the *Geotechnical Engineering Report*, which can be found in Appendix E.

Comments were received during the public review period or scoping meeting for the Notice of Preparation regarding this topic from Denise Gaddis. Each of the applicable comments related to this topic are addressed within this section.

3.8.1 ENVIRONMENTAL SETTING

PHYSICAL SETTING

Project Location

The proposed Project consists of two sites: the 72.6-acre North Village site and the 35.8-acre South Village site. Both sites are located within the City of Rocklin and are located one quarter mile apart along the Rocklin Road corridor. Figures 2.0-1 and 2.0-2 (Contained in Section 2.0 Project Description) show the Project's regional location and Project vicinity (respectively). As shown in Figure 2.0-3 (APN Map), the North Village site is located at the northeast corner of Rocklin Road and Sierra College Boulevard and consists of APNs 045-150-011, -023, -048, and -052. The South Village site is located at the southeast corner of Rocklin Road and El Don Drive and consists of APNs 045-131-001 and -003.

Existing Site Uses

North Village. As described in Section 2.0 the North Village site is rectangular excluding one small outparcel in the northwest corner of the site, east of Sierra College Boulevard. With the exception of one single-family home, the site is uninhabited and comprised of gently rolling terrain at elevations ranging from 330 to 380 feet above mean sea level. The predominant vegetation is non-

native annual grassland and oak woodland dominated by interior live oak, blue oak and grey pine. Portions of the site were historically mined, resulting in an irregular and disturbed landscape in the northern portion of the site. Two drainages and associated wetlands run from south to north and are discontinuous. Seeps and depressional seasonal wetlands as well as granite outcroppings occur within the non-native annual grassland.

South Village. As described in Section 2.0, the South Village site is nearly square excluding two areas on the north side of the site, south of Rocklin Road. The site is comprised of rolling terrain at elevations ranging from 290 to 310 feet above mean sea level. A branch of Secret Ravine Creek runs from east to west through the site and is bordered on both sides by a riparian wetland that occupies the creek's floodplain. The creek branches to the northeast portion of the site and an intermittent drainage flows through an oak woodland into the creek from the south. The northwest corner of the site is barren and used as a parking lot for Sierra College. Monte Verde Park, a neighborhood park, is located in the west-central portion of the site and includes play and turf areas. In the southwest portion of the site is a seep. The site south of the floodplain is occupied by patches of non-native annual grassland and oak woodland dominated by interior live oak, blue oak and valley oak. Granitic outcroppings are scattered throughout.

Existing Surrounding Uses

North Village. As described in Section 2.0, west of the North Village, the Sierra College's Rocklin campus is located on the northwest corner of Rocklin Road and Sierra College Boulevard and a commercial center is located on the southwest corner. James Drive is immediately east of the North Village site with an approved, recently under construction equestrian facility located contiguous to the Project site at the end of James Drive, and rural residential parcels in the Town of Loomis located east of James Drive. Rocklin Road forms the site's south boundary and Rocklin Manor Apartments and the recently under construction Sierra Gateway Apartments are south of Rocklin Road. There is a single-family residence near the northwest corner of the North Village site and the parcel north of the site is vacant and vegetated with oak woodland and grassland.

South Village. As described in Section 2.0, Rocklin Road and El Don Road are located north and west of the South Village site, respectively, and the Sierra College campus is located immediately north of Rocklin Road. Office buildings and the Rocklin Latter-day Saints (LDS) Institute are situated in two separate areas south of Rocklin Road, outside of the Project Area. West of the South Village, office and retail uses are on the southwest corner of El Don Drive and Rocklin Road. Single-family residential uses, including the Cresleigh Sierra project, are west, south and east of the site and there is also a small open space area to the east of the site before the single-family residential uses. A branch of Secret Ravine Creek runs from east to west through the site.

Site Topography

The Site is depicted on the 2012 United States Geological Survey (USGS) 7.5 Minute topographic map of the Rocklin, California Quadrangle as undeveloped land. The Site is located within Sections 20 and 21, Township 11 North, Range 7 East, Mount Diablo Base and Meridian, at an elevation of approximately 338 feet relative to mean sea level (msl).

Airports

The Placer County Transportation Planning Agency (PCTPA) was designated as the Airport Land Use Commission (ALUC) for Placer County in 1997. In this role, PCTPA acts as the hearing body for land use planning in the vicinity of each of the County's airports: There are three airports located within Placer County, described below:

Auburn Municipal Airport – Auburn Airport is located on 210 acres in the northeast section of the City of Auburn, in Placer County, between Highways 49 and 80, and south of Dry Creek Road. The airport was established in 1947, and is owned and operated by the City of Auburn. The proposed Project site is not located within the Auburn Municipal Airport's Influence Area.

Lincoln Regional Airport – Lincoln Airport is located in Placer County on the western edge of the City of Lincoln. Established as a military airport in 1942, it was turned over to the City of Lincoln after World War II. The airport is currently operated by the City of Lincoln. The proposed Project site is not located within the Lincoln Regional Airport Influence Area.

Blue Canyon Airport – Blue Canyon Airport, which is operated by the County of Placer, is an emergency airstrip. The proposed Project site is not located within the Blue Canyon Airport's Influence Area.

HAZARDS ASSESSMENT

For the purposes of this EIR, "hazardous material" is defined as provided in California Health & Safety Code, Section 25501:

- Any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment.

"Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

"Hazardous waste" is a subset of hazardous materials. For the purposes of this EIR, the definition of hazardous waste is essentially the same as that in the California Health & Safety Code, Section 25517, and in the California Code of Regulations (CCR), Title 22, Section 66261.2:

- Hazardous wastes are wastes that, because of their quantity, concentration, physical, chemical, or infectious characteristics, may either cause, or significantly contribute to, an increase in mortality or an increase in serious illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

3.8 HAZARDS AND HAZARDOUS MATERIALS

CCR Title 22 categorizes hazardous waste into hazard classes according to specific characteristics of ignitability, corrosivity, reactivity, or toxicity. Hazardous waste with any of these characteristics is also known as a Resource Conservation and Recovery Act (RCRA) waste.

Hazardous materials can be categorized as hazardous non-radioactive chemical materials, radioactive materials, toxic materials, and biohazardous materials. The previous definitions are adequate for non-radioactive hazardous chemicals. Radioactive and biohazardous materials are further defined as follows:

- Radioactive materials contain atoms with unstable nuclei that spontaneously emit ionizing radiation to increase their stability.
- Radioactive wastes are radioactive materials that are discarded (including wastes in storage) or abandoned.
- Toxic wastes are harmful or fatal when ingested or absorbed (e.g., containing mercury, lead). When toxic wastes are land disposed, contaminated liquid may leach from the waste and pollute groundwater.
- Biohazardous materials include materials containing certain infectious agents (microorganisms, bacteria, molds, parasites, and viruses) that cause or significantly contribute to increased human mortality or organisms capable of being communicated by invading and multiplying in body tissues.
- Medical wastes include both biohazardous wastes (byproducts of biohazardous materials) and sharps (devices capable of cutting or piercing, such as hypodermic needles, razor blades, and broken glass) resulting from the diagnosis, treatment, or immunization of human beings, or research pertaining to these activities.

There are countless categories of hazardous materials and hazardous wastes that could be found on any given property based on past uses. Some common examples include agrichemicals (chlorinated herbicides, organophosphate pesticides, and organochlorine pesticides, such as such as Mecoprop [MCP], Dinoseb, chlordane, dichloro-diphenyltrichloroethane [DDT], and dichloro-diphenyl-dichloroethylene [DDE]), petroleum-based products (oil, gasoline, diesel fuel), a variety of chemicals including paints, cleaners, and solvents, and asbestos-containing or lead-containing materials (e.g., paint, sealants, pipe solder).

Historical Use Information

Historical information was reviewed as part of the 2016 Phase I Environmental Site Assessment (ESA) and 2020 Phase I ESA to develop a history of the previous uses on the proposed Project site and surrounding area, in order to evaluate the Project site and adjoining properties for evidence of Recognized Environmental Conditions (RECs). Discussion of these historical sources is provided below.

SANBORN MAPS

Sanborn Maps with coverage of the Site were obtained through Environmental Data Resources, Inc. (EDR). EDR is a national commercial provider of environmental database information. Sanborn Maps are detailed drawings of site development, and were typically used by fire insurance companies to

determine site fire insurability. According to EDR, Sanborn Map coverage of the Site is not available (EDR, 2016).

TOPOGRAPHIC MAPS

Historical USGS topographic maps with coverage of the Site and outlying land areas were reviewed. Table 3.8-1 and Table 3.8-2, summarize the observed changes to the North Village and South Village sites and surrounding areas, respectively.

TABLE 3.8-1: TOPOGRAPHIC MAPS EVALUATION - NORTH VILLAGE SITE

YEAR SCALE	OBSERVATIONS	
	PLAN AREA	ADJACENT AND VICINITY PROPERTIES
1891 1:125,000	Vacant land.	North: Vacant land. East: Vacant land. South: Rocklin Road followed by vacant land. West: Vacant land.
1892 1:125,000	No significant changes noted.	No significant changes noted.
1893 1:125,000	No significant changes noted.	No significant changes noted.
1944 1:62,500	Two structures are depicted on the western portion.	North: No significant changes noted. East: A trail road and structure are depicted. South: No significant changes noted. West: Sierra College Boulevard followed by a structure is depicted.
1954 1:24,000	An additional structure and orchard are depicted.	North: No significant changes noted. East: An orchard and vineyard are depicted. South: Two structures and a trail road are depicted. West: No significant changes noted.
1967 1:24,000	No significant changes noted.	North: No significant changes noted. East: No significant changes noted. South: No significant changes noted. West: The structure is no longer depicted and the Sierra College campus is depicted.
1981 1:24,000	The orchard is no longer depicted.	No significant changes noted.
2012 1:24,000	Individual structures are no longer depicted on the map.	

SOURCE: WKA PHASE I ENVIRONMENTAL SITE ASSESSMENT ROCKLIN COLLEGE SQUARE, 2016

3.8 HAZARDS AND HAZARDOUS MATERIALS

TABLE 3.8-2: TOPOGRAPHIC MAPS EVALUATION - SOUTH VILLAGE SITE

YEAR SCALE	OBSERVATIONS	
	PLAN AREA	ADJACENT AND VICINITY PROPERTIES
1891 1:125,000	Vacant land.	North: Rocklin Road followed by vacant land. East: Vacant land. South: Vacant land. West: Vacant land.
1892 1:125,000	No significant changes noted.	No significant changes noted.
1893 1:125,000	No significant changes noted.	No significant changes noted.
1944 1:62,500	No significant changes noted.	North: A trail road and two structures are depicted. East: Vacant land. South: Vacant land. West: A trail road and two structures are depicted.
1954 1:24,000	A structure is depicted on the northwestern portion.	North: No significant changes noted. East: A structure is depicted. South: An orchard is depicted. West: Additional structures are depicted.
1967 1:24,000	No significant changes noted.	North: Sierra College is depicted. East: No significant changes noted. South: The orchard is no longer depicted. West: A "sewage disposal pond" is depicted.
1981 1:24,000	The previously noted structure is no longer depicted.	North: No significant changes noted. East: An additional structure is depicted. South: No significant changes noted. West: No significant changes noted.
2012 1:24,000	Individual structures are no longer depicted on the map.	

SOURCE: WKA PHASE I ENVIRONMENTAL SITE ASSESSMENT ROCKLIN COLLEGE SQUARE, 2016

OIL AND GAS WELL MAPS

Review of California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR) website showed that the Site is not located in a designated natural gas field. No DOGGR wells are located on or within at least one mile of the Site (DOGGR, 2016).

AERIAL PHOTOGRAPHS

Historical aerial photographs of the Site and general vicinity were reviewed. Table 3.8-3 and Table 3.8-4, summarizes the observed changes to the North Village and South Village sites and surrounding area, respectively.

TABLE 3.8-3 SUMMARY OF AERIAL PHOTOGRAPHY OBSERVATIONS - NORTH VILLAGE SITE

YEAR SCALE	OBSERVATIONS	
	PLAN AREA	ADJACENT PROPERTIES
1938 1" = 500'	Orchards are visible on the majority of the property. Five structures are visible.	North: Wooded land. East: An orchard and grass-covered land are visible. South: Rocklin Road followed by partially wooded land. West: Sierra College Boulevard followed by orchards and wooded land.
1952 1" = 500'	The structures are no longer visible.	North: No significant changes noted. East: No significant changes noted. South: No significant changes noted. West: The orchard is no longer visible.
1957 1" = 500'	Two structures are visible on the west-central portion.	North: A residence is visible. East: No significant changes noted. South: No significant changes noted. West: A structure is visible.
1966 1" = 500'	The orchard appears to no longer be maintained. Two additional structures are visible on the west-central portion of the Site.	North: No significant changes noted. East: No significant changes noted. South: No significant changes noted. West: The existing residence is visible to the east of Sierra College Boulevard. The previously noted structure is not visible. The Sierra College Campus is undergoing development.
1972 1" = 500' (Poor photo quality)	No significant changes noted.	North: No significant changes noted. East: A structure is visible. South: No significant changes noted. West: No significant changes noted.
1984 1" = 500'	The structures on the west-central portion of the Site are no longer visible. All orchard trees appear to have been removed.	North: No significant changes noted. East: Additional structures are visible. South: Two structures are visible. West: No significant changes noted.
1993 1" = 500'	No significant changes noted.	North: No significant changes noted. East: No significant changes noted. South: Several commercial-type structures are visible. West: No significant changes noted.
1999 1" = 500'	No significant changes noted.	No significant changes noted.
2005 1" = 500'	No significant changes noted.	No significant changes noted.
2009 1" = 500'	No significant changes noted.	No significant changes noted.
2010 1" = 500'	No significant changes noted.	No significant changes noted.
2012 1" = 500'	No significant changes noted.	No significant changes noted.

SOURCE: WKA PHASE I ENVIRONMENTAL SITE ASSESSMENT ROCKLIN COLLEGE SQUARE, 2016

3.8 HAZARDS AND HAZARDOUS MATERIALS

TABLE 3.8-4 SUMMARY OF AERIAL PHOTOGRAPHY OBSERVATIONS - SOUTH VILLAGE SITE

YEAR SCALE	OBSERVATIONS	
	PLAN AREA	ADJACENT PROPERTIES
1938 1" = 500'	Orchards are visible north of the creek.	North: Rocklin Road followed by an orchard. East: Two structures and an orchard are visible on the north-central portion of the Site. South: Rural residences and orchards are visible. West: A rural residence is visible.
1952 1" = 500'	The orchards are no longer visible. Two structures are visible on the northwestern portion.	North: A rural residence is visible. East: No significant changes noted. South: No significant changes noted. West: No significant changes noted.
1957 1" = 500'	No significant changes noted.	North: No significant changes noted. East: An additional structure is visible. South: No significant changes noted. West: No significant changes noted.
1966 1" = 500'	No significant changes noted.	North: The Sierra College campus is undergoing development. East: No significant changes noted. South: No significant changes noted. West: A detention basin is visible.
1972 1" = 500' (Poor photo quality)	No significant changes noted.	North: The existing church structure is visible. East: No significant changes noted. South: No significant changes noted. West: No significant changes noted.
1984 1" = 500'	The structures on the northwestern portion have been removed.	North: No significant changes noted. East: No significant changes noted. South: The existing apartment complex is visible. West: No significant changes noted.
1993 1" = 500'	No significant changes noted.	North: No significant changes noted. East: No significant changes noted. South: The existing residential subdivision is visible. West: The existing residential subdivision is visible.
1999 1" = 500'	The existing park on the west-central portion is visible.	No significant changes noted.
2005 1" = 500'	Ground markings on the northwestern portion indicate that the property is being used as a parking lot.	No significant changes noted.
2009 1" = 500'	No significant changes noted.	No significant changes noted.
2010 1" = 500'	No significant changes noted.	No significant changes noted.
2012 1" = 500'	No significant changes noted.	No significant changes noted.

SOURCE: WKA PHASE I ENVIRONMENTAL SITE ASSESSMENT ROCKLIN COLLEGE SQUARE, 2016

Environmental Record Sources - Regulatory Agency Databases

As part of the 2016 and 2020 Phase I ESA, a search of the regulatory agency databases was conducted. The Project Area is not listed on any of the databases. The following properties (based upon the applicable search radius) were identified on a regulatory agency database.

SIERRA COLLEGE FACILITY AT 5000 ROCKLIN ROAD

The Sierra College facility, 5000 Rocklin Road, is located across Sierra College Boulevard, west of the North Village site and across Rocklin Road, north of the South Village site. According to the 2016 Phase I ESA, the facility is listed on the Regional Water Quality Control Board's (RWQCB) Leaking Underground Storage Tanks (LUST) database. According to a RWQCB letter, dated September 16, 1996, the facility received a no further action status. Based on the information reviewed, this facility is not suspected of negatively impacting the Site at this time.

SIERRA COLLEGE FACILITY AT 5100 SIERRA COLLEGE BOULEVARD

According to the 2020 Phase II ESA, the adjoining property to the west, Sierra College at 5100 Sierra College Blvd has multiple environmental records relating to the generation of hazardous wastes including asbestos. There is a recent record from 2/6/20 indicating a 20,000 gallon sewage spill from a broken sewer line. No adjoining properties were listed in any of the environmental databases searched. Generation of hazardous wastes does not indicate a release to the environment. Typical sewage compounds break down quickly in the environment and Sierra College is thought to lie downgradient/cross-gradient of the site with respect to groundwater flow. The environmental records for this adjoining property do not indicate a potential environmental condition at the subject property.

BERTONI RANCH FACILITY AT 5145 JAMES DRIVE

According to the 2016 Phase I ESA, the Bertoni Ranch facility, 5145 James Drive, is located on the property adjacent to the east of the North Village site and is listed on the RWQCB's Underground Storage Tank database. As part of the Phase I ESA, files were requested from the Placer County Environmental Health Department for this facility; however, no files were located. The Regional Water Quality Control Board's Historical Hazardous Substance Storage Information site identified a Hazardous Substance Storage Container Information for Placer County Form dated June 1, 1988. The form indicated that the facility was a farm and that one 250-gallon capacity diesel tank was located at the facility, but that it had not been used since 1984. The 250-gallon capacity diesel tank was likely located near structures on the property. The structures are located between 300 and 500 feet east of the property boundary shared with the Project Site.

Historically, petroleum storage tanks for agricultural use have not been required to be registered; therefore, if the tank had been removed a permit would not have been required. No additional information regarding the 250-gallon diesel tank was located.

It should be noted that the 2020 Phase I ESA prepared for an approximately one-acre parcel on the North Village conducted a separate review of the RWQCB's Underground Storage Tank and LUST

3.8 HAZARDS AND HAZARDOUS MATERIALS

database, which did not identify the Bertoni Ranch facility as a facility within the vicinity of the North Village site. Further, the 2020 Phase I ESA conducted a review of the RWQCB's Facility Inventory Database and Historical Registered Database, which also did not identify the Bertoni Ranch facility. Based on the above, this facility is not suspected of negatively impacting the North Village site.

STONEBROOK ESTATES FACILITY AT 5760 SCHATZ LANE

The Stonebrook Estates facility, 5760 Schatz Lane, is located adjacent to the east of the South Village site. The facility is listed on the Department of Toxic Substances Control's EnviroStor database. As part of the 2016 Phase I ESA, files were requested from the Placer County Environmental Health Department; however, no files were located for the facility. The facility was further researched on the DTSC EnviroStor website. According to the listing for the facility, a letter regarding analytical results from soil testing and soil removal was received prior to subdivision development in March 1990, which indicated elevated concentrations of DDT and other pesticides near a barn. The listing indicated that the Placer County Health Department had no involvement in the remedial soil removal work. Based on the impacts being to soil and that the soils have reportedly been removed, this facility is not suspected of negatively impacting the Project Site at this time.

LOOMIS HILLS ESTATES AT 5337 LONE PINE

This property is located within a ½-mile northeast of North Village site. Environmental records from 2004 indicate the cleanup of contaminated soils from a former transformer and a former pesticide mixing operation. According to the 2020 Phase I ESA, by 2005 this vicinity property is noted as "remediated for unrestricted land use."

4900 SIERRA COLLEGE BOULEVARD

This property is located within 1-mile north of the North Village site. 1988 records indicate that this was a Unocal leaking underground fuel tank site. Fuel impacted soils were discovered and investigated under the supervision of Placer County Environmental Health. Soil borings found only low levels of petroleum hydrocarbons and the case was closed with no further actions necessary in 1988.

Preliminary Screen for Vapor Encroachment Conditions

As part of the Phase I ESA, a preliminary screening for Vapor Encroachment Conditions (VEC) was conducted beneath the Site. The Tier I screening included performing a Search Distance Test to identify if there are any known or suspect contaminated properties surrounding or upgradient of the Site within specific search radii, and a Chemicals of Concern (COC) Test (for those known or suspect contaminated properties identified within the Search Distance Test) to evaluate whether or not COC are likely to be present. Based on the completion of the VEC-screening matrix, a VEC does not or is not likely to exist.

Regional and Local Groundwater

The Site is located within the California Department of Water Resources (DWR) defined Sacramento Valley Groundwater Basin of the Sacramento River Hydrologic Region. No DWR monitored

groundwater wells have been identified within one-half mile of the Site (DWR, 2016). A search of the Regional Water Quality Control Board's (RWQCB) GeoTracker website was conducted for quarterly groundwater monitoring reports completed for facilities in the immediate vicinity of the Site; no facilities with Geo Tracker groundwater monitoring reports are located within one-half mile of the Site (RWQCB, 2016).

Asbestos Report

Due to the age of existing single-family home on the North Village site, an Asbestos Survey was conducted to determine if asbestos is present. According to the Asbestos Report, asbestos was identified at the single-family home in some of the composite wallboard samples collected. Based on laboratory analysis, all wallboard throughout the building should be treated as containing less than one percent asbestos. This represents an environmental condition.

Site Reconnaissance

A reconnaissance of the property was conducted as part of the 2016 and 2020 Phase I ESAs. Knee-high, vegetation across the majority of the North Village site was observed. A trail road originating from Rocklin Road and transecting the central portion of the North Village site from north to south was also observed. A one-inch, metal pipe protruding vertically from the ground was located on the northwestern portion of the Site. The pipe appeared to be in the approximate location of the former structures and appeared to be a pipe for water.

A gravel parking lot was observed within the northwestern portion of the South Village site with an empty garbage dumpster located in the southern portion of the parking lot. The northeastern portion of the South Village site was covered by knee-high vegetation. A creek was observed to transect the central portion of the South Village site from east to west. A fire access road was located to the south of the creek that transects the South Village site. The southern portion of the South Village site was covered by knee-high vegetation.

Interviews

Interviews with various persons familiar with the site vicinity, including representatives of public agencies, were conducted for the purpose of identifying past and present uses, which may have contributed to RECs on the Site. Results of those interviews are discussed below:

Owner or Key Site Manager: Representatives of Sierra Joint Community College District indicated the Site was acquired in 1976 and that the historical use of the property is unknown, but may have been used in the 1980s by the college's Department of Agriculture. There was no knowledge of any underground or aboveground storage tanks that have been located at the Site and no known environmental liens have been recorded for the Site.

State and/or Local Government Officials: The Placer County Environmental Health Department indicated that no files were available for the surrounding facilities.

North Village Results

As part of the Phase I ESA, Placer County and the City of Rocklin were contacted regarding building permits for the Site APNs. Placer County noted no building permits were available for the APNs and the City of Rocklin responded that no building permits were available for APNs 045-150- 023, -048, and -052. However, according to the Phase I ESA, historical land use research dating back to the early 1900's revealed that the North Village site was developed with nine structures located in the northwest portion of the site generally east/southeast of the intersection of Sierra College Boulevard and the Stadium entrance. Additionally, the site was developed with a 50-acre orchard from 1938 to 1972 and has been vacant since at least 1984. The presence of historical structures from at least 1938 to 1972 results in the potential for residues of historically applied persistent pesticides, lead from lead-based paint, and arsenic from herbicides to be on-site. Additionally, the sites historical use as an orchard from approximately 1938 to 1972 results in the potential for residues of historically applied pesticides and herbicides to be concentrated in the on-site soils.

To address potential soil contamination concerns, a Phase II ESA was prepared by Wallace-Kuhl & Associates (WKA) to determine if chemicals of potential concern (CPOC) associated with historical land uses are present in shallow Site soil at concentrations that would pose a threat to human health based on a residential land use scenario (see Appendix F). Utilizing Geographic Information System (GIS) software, WKA georeferenced the location of demolished structures and orchard to create a grid. A soil sample location was taken at the approximate center of each grid square, resulting in 60 samples of the former orchard and 36 soil samples from the areas previously occupied by structures.

The soil samples were sent to California Laboratory Services – a California State Water Resources Board certified laboratory – to conduct the necessary soil analyzes. The former orchard soil samples were composited by the laboratory at a 4:1 ratio for the analysis of Organochlorine pesticides (OCPs) and one selected sample from each composited set was analyzed discretely for total arsenic and lead. The demolished structures soil samples were composited by the laboratory at a 3:1 ratio for the analysis of OCPs; however, each soil sample was analyzed discretely for arsenic and lead.

Dichlorodiphenyldichloroethane (DDE) was detected in 24 of the 27 samples from the North Village site at concentrations ranging from 0.022 milligrams per kilogram (mg/kg) to 1.4 mg/kg. Dichlorodiphenyltrichloroethane (DDT) was also detected in 19 of the 27 samples analyzed at concentrations ranging between 0.02 and 0.11 mg/kg. However, the detected concentrations of DDE and DDT in the North Village site are below the residential Environmental Screening Levels (ESLs) of 1.9 mg/kg, established by the San Francisco Bay Regional Water Quality Control Board. Additionally, the detected concentrations of DDE and DDT also fall below the residential California Human Health Screening Levels (CHHSL) of 1.6 mg/kg, established by the Office of Human Health Hazard Assessment.

Arsenic at the North Village site was detected at concentration ranging from 1.0 mg/kg to 23 mg/kg. Additionally, lead was detected at concentrations ranging from 2.5 mg/kg to 220 mg/kg. A statistical analysis utilizing the fourth spread (fs) method found the outliers from the North Village's arsenic dataset to be AO-50, AO-57, and ASt3-6 and AO-50 and ASt3-6 from the lead datasets. Table 3.8-5

shows the concentrations of arsenic and lead estimated at soil sample locations AO-50, AO-57, and ASt3-6.

TABLE 3.8-5 SUMMARY OF ARSENIC AND LEAD OUTLIER SOIL SAMPLES - NORTH VILLAGE SITE

<i>SAMPLE ID</i>	<i>ARSENIC CONCENTRATION (MG/KG)</i>	<i>LEAD CONCENTRATION (MG/KG)</i>
AO-50	23	220
AO-57	12	82
ASt3-6	9.3	170

With the outliers identified above excluded, a statistical evaluation of the lead and arsenic data showed the ULC_{95%} for lead falls below the residential and commercial screening levels and the ULC_{95%} arsenic was below the background concentration of arsenic, which was based on the United States Geological Survey's *Geochemical and Mineralogical Maps for Soils of the Conterminous United States* (May 20, 2014). However, the three outlier soil samples identified in Table 3.8-5 represent an environmental concern, as they exceed the residential ESL for lead and arsenic concentrations.

South Village Results

As part of the Phase I ESA, Placer County and the City of Rocklin were contacted regarding building permits for the Site APNs. Placer County noted no building permits were available for the APNs and the City of Rocklin responded that no building permits were available for APNs 045-131-001 and -003 (previously identified as APNs 045-130-061 and -063). However, according to the Phase I ESA, historical land use research dating back to the early 1900's revealed that the South Village site was developed with a 20-acre orchard in 1938 and two structures were located on the northern portion of the site, generally located on the Sierra College overflow parking area, from at least 1952 to 1972 before being vacant since approximately 1984. The site's historical use as an orchard in 1938 results in the potential for residues of historically applied pesticides and herbicides to be concentrated in the on-site soils. Additionally, the presence of historical structures from at least 1938 to 1972 results in the potential for residues of historically applied persistent pesticides, lead from lead-based paint, and arsenic from herbicides to be on-site.

As previously noted, a Phase II ESA was prepared by WKA (see Appendix F) to address whether the site's past uses contaminated the on-site soils that could impact the proposed uses. Utilizing the same GIS and soil sampling methods as the North Village, WKA conducted 32 samples of the former orchard and 12 soil samples from the areas previously occupied by structures. The soil samples were also sent to California Laboratory Services to conduct the necessary soil analyses. The former orchard soil samples were composited by the laboratory at a 4:1 ratio for the analysis of OCPs and one selected sample from each composited set was analyzed discretely for total arsenic and lead. The demolished structures soil samples were composited by the laboratory at a 3:1 ratio for the analysis of OCPs; however, each soil sample was analyzed discretely for arsenic and lead.

For the South Village site, the soil samplings revealed OCPs and arsenic were not detected above the laboratory limits, meaning on-site soil concentrations of OCPs and arsenic fall below the respective residential ESLs. However, an evaluation of the lead concentrations of the soil from the South Village site showed elevated concentrations of lead in samples BSt2-1, BSt2-2, and BSt2-3 (see Table 3.8-6) found in areas previously occupied by one of the demolished structures.

3.8 HAZARDS AND HAZARDOUS MATERIALS

TABLE 3.8-6 SUMMARY OF ELEVATED LEAD SOIL SAMPLES - SOUTH VILLAGE SITE

<i>SAMPLE ID</i>	<i>LEAD CONCENTRATION (MG/KG)</i>
BSt2-1	93
BSt2-2	210
BSt2-3	170

The three soils samples exceed the 80 mg/kg residential ESL, but they fall below the commercial screening level of 320 mg/kg. This represents an existing environmental concern.

3.8.2 REGULATORY SETTING

FEDERAL

The primary federal agencies that are responsible for overseeing regulations and policies regarding hazardous materials are the Environmental Protection Agency (EPA), Department of Labor Occupational Safety and Health Administration (OSHA), and the Department of Transportation (DOT). Several laws governing the transport, storage, and use of hazardous materials are governed by these agencies as well as oversight for contaminated sites cleanup. Federal laws and regulations that are applicable to hazards and hazardous materials are presented below.

Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act, as amended, is the basic statute regulating hazardous materials transportation in the United States. The purpose of the law is to provide adequate protection against the risks to life and property inherent in transporting hazardous materials in interstate commerce. This law gives the U.S. Department of Transportation (USDOT) and other agencies the authority to issue and enforce rules and regulations governing the safe transportation of hazardous materials (DOE 2002).

Natural Gas Pipeline Safety Act

The Natural Gas Pipeline Safety Act authorizes the U.S. Department of Transportation Office of Pipeline Safety to regulate pipeline transportation of natural (flammable, toxic, or corrosive) gas and other gases as well as the transportation and storage of liquefied natural gas. The Office of Pipeline Safety regulates the design, construction, inspection, testing, operation, and maintenance of pipeline facilities. While the federal government is primarily responsible for developing, issuing, and enforcing pipeline safety regulations, the pipeline safety statutes provide for State assumption of the intrastate regulatory, inspection, and enforcement responsibilities under an annual certification. To qualify for certification, a state must adopt the minimum federal regulations and may adopt additional or more stringent regulations as long as they are not incompatible.

Resource Conservation and Recovery Act

The 1976 Federal Resource Conservation and Recovery Act (RCRA) and the 1984 RCRA Amendments regulate the treatment, storage, and disposal of hazardous and non-hazardous wastes. The legislation mandated that hazardous wastes be tracked from the point of generation to their ultimate fate in the environment. This includes detailed tracking of hazardous materials during transport and permitting of hazardous material handling facilities.

The 1984 RCRA amendments provided the framework for a regulatory program designed to prevent releases from USTs. The program established tank and leak detection standards, including spill and overflow protection devices for new tanks. The tanks must also meet performance standards to ensure that the stored material will not corrode the tanks. The RCRA was further amended in 1988 to set additional standards for USTs.

In July 2015, the EPA revised the federal UST regulation, which strengthened the 1988 federal UST regulations by increasing emphasis on properly operating and maintain UST equipment. The revision added new operation and maintenance requirements and addressed UST systems deferred in the 1988 UST regulation. The purpose of the revision was to help prevent and detect UST releases, which are a leading source of groundwater contamination. To ensure compliance performance measures reflect the 2015 UST regulation, the Environmental Protection Agency (EPA) and the Association of State and Territorial Solid Waste Management Officials coordinated to update existing compliance performance measures and add new measures. The measures required states to switch from tracking compliance against significant operational compliance measures to the more stringent technical compliance rate (TCR) measures. As of October 2019, only 43.7 percent of USTs were in compliance with all TCR categories.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (the Act) introduced active federal involvement to emergency response, site remediation, and spill prevention, most notably the Superfund program. The Act was intended to be comprehensive in encompassing both the prevention of, and response to, uncontrolled hazardous substances releases. The Act deals with environmental response, providing mechanisms for reacting to emergencies and to chronic hazardous material releases. In addition to establishing procedures to prevent and remedy problems, it establishes a system for compensating appropriate individuals and assigning appropriate liability. It is designed to plan for and respond to failure in other regulatory programs and to remedy problems resulting from action taken before the era of comprehensive regulatory protection.

STATE

The primary state agencies that are responsible for overseeing regulations and policies regarding hazardous materials are the California Office of Emergency Services (OES), California Environmental Protection Agency (Cal-EPA), Department of Toxic Substances Control (DTSC), California Department of Transportation (Caltrans), California Highway Patrol (CHP), California Water Quality Control Board, and the California Air Resources Board. Several laws governing the generation, transport, and disposal of hazardous materials are administered by these agencies. State laws and regulations that are applicable to hazards and hazardous materials are presented below.

California Health and Safety Code

Cal-EPA has established rules governing the use of hazardous materials and the management of hazardous wastes. Many of these regulations are embodied in the California Health and Safety Code.

The code includes regulations that govern safe drinking water, substances control, land reuse and revitalization, remediation, restoration, and methamphetamine contaminated cleanups.

California Code of Regulations Title 22 and Title 26

The California Code of Regulations (CCR) Title 22 provides state regulations for hazardous materials, and CCR Title 26 provides regulation of hazardous materials management. In 1996, Cal/EPA established the “Unified Hazardous Waste and Hazardous Materials Management Regulatory Program” (Unified Program) which consolidated the six administrative components of hazardous waste and materials into one program.

LOCAL

City of Rocklin General Plan

The City of Rocklin General Plan contains the following goals and policies that are relevant to hazards and hazardous materials aspects of the proposed Project:

COMMUNITY SAFETY ELEMENT

Goal for Community Safety: To minimize danger from hazards and to protect residents and visitors from earthquake, fire, flood, other natural disasters, and human-created hazards such as train derailment, industrial accidents, acts of war or terrorism, and accidental release of harmful materials.

Policy S-13 Require existing and new commercial and industrial uses involving the use, handling, transport or disposal of hazardous materials within the City to disclose their activities in accordance with Placer County guidelines and the requirements of State law.

Policy S-14 Require that construction activities cease if contamination is discovered on construction projects until the contamination is reported, and its extent is assessed, delineated, and isolated, as appropriate. Remediation shall occur to the satisfaction of the appropriate responsible agency (such as the Placer County Environmental Health Services, the Central Valley Regional Water Quality Control Board, the Department of Toxic Substances Control, or the City of Rocklin, depending on the type of contamination).

Policy S-15 Require site-specific hazard investigations to be conducted, if determined to be necessary by the City, to confirm potentially contaminated soils prior to approval of new discretionary development projects

Rocklin General Plan EIR

In August 2012, the City of Rocklin adopted a new General Plan and certified the associated General Plan EIR (State Clearinghouse (SCH) # 2008072115) -- a Program EIR pursuant to CEQA Guidelines Section 15168. Later environmental documents (EIRs, mitigated negative declarations, or negative declarations) can incorporate by reference materials from a program EIR regarding regional influences, secondary impacts, cumulative impacts, broad alternatives, and other factors (CEQA Guidelines Section 15168[d][2]). These later documents need only focus on new impacts that have

not been considered before (CEQA Guidelines Section 15168[d][3]). As noted in Chapter 1.0, Introduction, the General Plan EIR assumed full development and buildout of the Project Area. While the components of the Project are not consistent with the land uses under the General Plan EIR, the development footprint of the Project is the same; therefore, the physical impacts of developing the Project Area would be similar as under the General Plan EIR, as the area of impact is fully defined consistent with the General Plan EIR.

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated human health and hazards impacts that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included wildland fire hazards, transportation, use and disposal of hazardous materials, and emergency response and evacuation plans (City of Rocklin General Plan Update Draft EIR, 2011 pages 4.7-1 through 4.7-30). The analysis found that while development and buildout of the Rocklin General Plan can introduce a variety of human health and hazards impacts, these impacts would be reduced to a less than significant level through the application of development standards in the Rocklin Municipal Code, the application of General Plan goals and policies that would assist in minimizing or avoiding hazardous conditions, and compliance with local, state and federal standards related to hazards and hazardous materials.

These goals, policies and standards include, but are not limited to, Chapter 2.32 of the Rocklin Municipal Code which requires the preparation and maintenance of an emergency operations plan, preventative measures in the City’s Improvement Standards and Standard Specifications, compliance with local, state and federal standards related to hazards and hazardous materials and goals and policies in the General Plan Community Safety and Open Space, Conservation and Recreation Elements requiring coordination with emergency management agencies, annexation into fee districts for fire prevention/suppression and medical response, incorporation of fuel modification/fire hazard reduction planning, and requirements for site-specific hazard investigations and risk analysis.

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for human health and hazards impacts incorporated as goals and policies in the General Plan and the City’s Improvement Standards, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with the Rocklin Municipal Code and other City rules and regulations.

Rocklin Municipal Code - Emergency Preparedness

Emergency procedures in the City are guided by the Emergency Operations Plan (Rocklin Municipal Code, Chapter 2.32). The Emergency Operations Plan provides a framework to guide the City’s efforts to mitigate and prepare for, respond to, and recover from major emergencies or disasters. The City has established a Disaster Council, which is responsible for reviewing and recommending emergency operations plans for adoption by the City Council. The Disaster Council plans for the protection of persons and property in the event of fires, floods, storms, epidemics, riots, earthquakes and other disaster.

3.8 HAZARDS AND HAZARDOUS MATERIALS

Incident command and management responsibility at the scene of hazardous materials incidents within the City of Rocklin have been assigned to the Rocklin Fire Department (City of Rocklin Resolution No. 2004-226). All City of Rocklin Fire Department personnel have been trained to the First Responder Operational (FRO) level. In addition, several personnel have been trained to the Hazardous Materials Specialist level. The Rocklin Fire Department is staffed with its own Mass Decontamination Response Teams which provides mutual aid support to Hazardous Materials Response Teams within Placer County and to surrounding areas.

Hazardous materials incidents, even minor ones, usually require a multi-agency response. City of Roseville Fire Department and Placer County Interagency Hazardous Materials Response Teams provide mutual-aid response to the City of Rocklin when requested.

Additionally, the City has enacted a Hazardous Materials Cleanup ordinance that would allow it to require reimbursement for cost incurred from those responsible for hazardous waste spills (Rocklin Municipal Code, Chapter 8.20).

Certified Unified Program Agency (CUPA)

The California Environmental Protection Agency designates specific local agencies as Certified Unified Program Agencies (CUPA), typically at the county level. CUPAs carry out the responsibilities previously handled by approximately 1,300 State and local agencies, providing a central permitting and regulatory agency for permits, reporting, and compliance enforcement (California Resources Agency 2003). The Placer County Environmental Health Department is the Certified Unified Program Agency (CUPA) for Placer County. The Placer County Environmental Health Department's service area includes both unincorporated areas and incorporated cities, excluding the City of Roseville.

The Placer County Environmental Health Department is responsible for the implementation of six statewide programs within its jurisdiction. These programs include:

- Underground storage of hazardous substances (USTs)
- Hazardous Materials Business Plan (HMP) requirements
- Hazardous Waste Generator requirements
- California Accidental Release Prevention (Cal-ARP) program
- Uniform Fire Code Hazardous Materials Management Plan
- Above Ground Storage Tanks (Spill Prevention Control; and Countermeasures Plan only)

Implementation of these programs involves:

- Permitting and inspection of regulated facilities.
- Providing educational guidance and notice of changing requirements stipulated in State or Federal laws and regulations.
- Investigations of complaints regarding spills or unauthorized releases.
- Administrative enforcement actions levied against facilities that have violated applicable laws and regulations

3.8.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed Project will have a significant impact from hazards and hazardous materials if it will:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area.
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

IMPACTS AND MITIGATION MEASURES

Impact 3.8-1: The project may have the potential to create a significant hazard through the routine transport, use, or disposal of hazardous materials or through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment (Less than Significant with Mitigation)

CONSTRUCTION PHASE IMPACTS

Construction of the proposed Project would likely require the use of petroleum-based products (oil, gasoline, diesel fuel), and a variety of chemicals including paints, cleaners, and solvents. The use of these materials will pose a reasonable risk of release into the environment if not properly handled, stored, and transported.

Construction workers and the general public could be exposed to hazards and hazardous materials as a result of improper handling or use during construction activities (particularly by untrained personnel); transportation accidents; or fires, or other emergencies. Construction workers could also be exposed to hazards associated with accidental releases of hazardous materials, which could

3.8 HAZARDS AND HAZARDOUS MATERIALS

result in significant impacts to the health and welfare of people and/or wildlife. Additionally, an accidental release into the environment could result in the contamination of water, habitat, and countless resources. Mitigation Measure 3.9-1 contained in Section 3.9, Hydrology and Water Quality, ensures compliance with existing regulatory requirements of the Regional Water Quality Control Board, which require the preparation a project specific Stormwater Pollution Prevention Plan (SWPPP). The SWPPP is required to include project specific best management measures that are designed to control erosion and the loss of topsoil to the extent practicable using best management practices (BMPs) that the RWQCB has deemed effective in controlling erosion, sedimentation, and runoff during construction activities.

The proposed Project would also be required to comply with regulations on the transportation of hazardous materials codified in 49 CFR 173 and 49 CFR 177 and CCR Title 26, Division 6. These regulations, which are under the jurisdiction of Caltrans and the CHP, provide specific packaging requirements, define unacceptable hazardous materials shipments, and prescribe safe-transit practices by carriers of hazardous materials. Compliance with these regulations would reduce the risk of exposure to humans and the environment related to the transportation of hazardous materials.

Hazardous materials regulations, which are codified in CCR Titles 8 and 22, and their enabling legislation set forth in Chapter 6.5 (Section 25100 et seq.) of the California Health and Safety Code, were established at the State level to ensure compliance with federal regulations to reduce the risk to human health and the environment from the routine use of hazardous substances. Construction specifications would include the following requirements in compliance with applicable regulations and codes, including, but not limited to CCR Titles 8 and 22, Uniform Fire Code, and Division 20 of the California Health and Safety Code: all reserve fuel supplies and hazardous materials must be stored within the confines of a designated construction area; equipment refueling and maintenance must take place only within the staging area; and construction vehicles shall be inspected daily for leaks. Off-site activities (e.g., utility construction) would also be required to comply with these regulations. These regulations and codes must be implemented, as appropriate, and are monitored by the State and/or local jurisdictions, including the Placer County Environmental Health Department and the Rocklin Fire Department.

Contractors would be required to comply with Cal/EPA's Unified Program; regulated activities would be managed by Placer County Environmental Health Department, the designated Certified Unified Program Agency for Placer County, in accordance with the regulations included in the Unified Program (e.g., hazardous materials release response plans and inventories, California UFC hazardous material management plans and inventories). Such compliance would reduce the potential for accidental release of hazardous materials during construction of the proposed Project. As a result, it would lessen the risk of exposure of construction workers and the public to accidental release of hazardous materials, as well as the demand for incident emergency response.

Buildout of the Project would involve the demolition of the existing single-family residence on the North Village site. According to the Phase I ESA, historical aerial photos identify the single-family residence as being constructed sometime between 1957 and 1966. Given the age of the single-family residence, an Asbestos Report (see Appendix F) was prepared, which concluded that all

wallboards throughout the single-family residence should be treated as containing asbestos, representing a ***potentially significant*** impact.

Site grading, excavation for utilities, trenching, backfilling, and the construction of proposed facilities could also result in the exposure of construction workers and the general public to hazardous materials. Historical land use search conducted as part of the Phase I ESA revealed the North Village site was previously developed with nine structures and an approximately 50-acre orchard from at least 1938 to 1972. Additionally, the South Village site was developed with an approximately 20-acre orchard in 1938 and two structures from at least 1952 to 1972. WKA performed a Phase II ESA (see Appendix F) to determine if chemicals of potential concern associated with the historical land uses at the Site are present in shallow soil at concentrations that would pose a threat to human health, based on a residential land use scenario. WKA identified the following COPC in soil that have the potential to impact the proposed future residential use of the Site:

- OCPs, arsenic, and lead applied as pesticides in the approximately 50-acre portion of the North Village and in the approximately 20-acre portion of the South Village site formerly used to raise an orchard; and,
- OCPs and arsenic applied as pesticides/termiticides, and residue of lead from lead-based paint associated with nine structures in the North Village site and two structures in the South Village site, that have since been demolished.

As previously stated, the Phase II ESA found that OCPs detected in soil within the North and South Village sites are present at concentrations that fall below their respective residential ESLs. However, the arsenic concentrations detected at three soil sampling locations at the North Village site exceeded the residential ESLs, ranging in concentrations from 9.3 mg/kg to 23 mg/kg. Additionally, three lead soil sampling locations at the North Village site and three lead soil sampling locations at the South Village site showed elevated concentrations exceeding the 80 mg/kg residential ESL, as shown in Table 3.8-7.

TABLE 3.8-7 SUMMARY OF LEAD SOIL SAMPLES EXCEEDING RESIDENTIAL ESLS

NORTH VILLAGE SITE		SOUTH VILLAGE SITE	
SAMPLE ID	LEAD CONCENTRATION (MG/KG)	SAMPLE ID	LEAD CONCENTRATION (MG/KG)
AO-50	220	BSt2-1	93
AO-57	82	BSt2-2	210
ASt3-6	170	BSt2-3	170

Therefore, the elevated levels of arsenic and lead pose ***potentially significant*** impact.

OPERATIONAL PHASE IMPACTS

The operational phase of the project would occur as tenants and residents move in to occupy the structures and facilities on a day-to-day basis. The site would be primarily used for residential, recreation/conservation, retail commercial, and business professional/commercial uses. Residential land uses, such as the proposed Project, do not routinely transport, use, or dispose of hazardous materials, or present a reasonably foreseeable release of hazardous materials, with the exception

3.8 HAZARDS AND HAZARDOUS MATERIALS

of common residential grade hazardous materials such as household cleaners, paint, etc. The Project also includes 3.0 acres of retail commercial uses in the southwest corner of the North Village site and 9.0 acres of business professional/commercial uses in the northwest portion of the South Village site. According to the City of Rocklin General Plan, the Retail Commercial land use allows for retail stores, professional offices, supportive commercial uses and amusement uses in a concentrated area to meet the daily convenience needs of residential areas, while the Business Professional/Commercial land use allows for professional and medical office developments and compatible commercial and quasi-public uses. Therefore, Retail Commercial and Business Professional/Commercial uses would likely both use a variety of hazardous materials commonly found in urban areas that include commercial uses including: paints, cleaners, and cleaning solvents. If handled appropriately, these materials would not pose a significant risk. However, given the unknown nature of future business establishments within the Retail Commercial and Business Professional/Commercial areas, the potential for hazardous materials is present.

Additionally, the North Village site is adjacent to the Bertoni Ranch facility, which is located to the east of the North Village site. According to the 2016 Phase I ESA, a Placer County Form for a Hazardous Substance Storage Container Information (dated June 1, 1988) listed one 250-gallon capacity diesel tank was located at the Bertoni Ranch Facility, and the facility was listed on the RWQCB's UST and Historical UST database. The 2016 Phase I ESA (see Appendix F) notes that the 250-gallon capacity diesel storage tank was likely near structures on the Bertoni Ranch facility that were located approximately 300 to 500 feet east of the North Village site. Petroleum storage tanks for agriculture use have not been required to be registered; thus, if the storage tank was removed, no permit would be required and no record would exist of its removal. Therefore, the 250-gallon diesel storage tank could still be located on the Bertoni Ranch site and impact the proposed residences on the North Village site due to accidental release from the storage tank. However, a separate review of the RWQCB's UST and Historical UST database as part of the 2020 Phase II ESA did not reveal the Bertoni Ranch facility as a facility within the vicinity of the North Village site. Further, the environmental records survey, including Federal and State American Society for Testing and Materials (ASTM) record databases and non-ASTM record databases, conducted for the 2020 Phase I ESA determined that no neighboring sites within the vicinity of the North Village present the risk of creating a recognized environmental condition. For these reasons, it is assumed that the Bertoni Ranch facility is no longer considered a recognized environmental condition, meaning there is no presence or likely presence of any hazardous substances that would impact the North Village site.

As with construction, operation of the proposed Project is required to be consistent with federal, State, and local laws and regulations addressing hazardous materials management and environmental protection, including, but not limited to 49 CFR 173 and 177, and CCR Title 26, Division 6 for transportation of hazardous materials, and CCR Titles 8 and 22, Uniform Fire Code, and Division 20 of the California Health and Safety Code for routine use of hazardous materials. These regulations and codes must be implemented, as appropriate, and are monitored by the State and/or local jurisdictions, including Caltrans, the CHP, the Placer County Environmental Health Department, and the Rocklin Fire Department.

Any operations that involve the use of hazardous materials would be required to have the hazardous material transported, stored, used, and disposed of in compliance with local, state, and federal regulations. The Placer County Environmental Health Department, as the local Certified Unified Program Agency, oversees the Hazardous Materials Business Plan (HMBP) requirements, hazardous materials registrations, underground storage tank programs, aboveground petroleum storage tank spill prevention control and countermeasure plans, risk management plans, and some fire safety planning. Additionally, businesses are regulated by Cal/OSHA and are therefore required to ensure employee safety. Specific requirements include identifying hazardous materials in the workplace, providing safety information to workers that handle hazardous materials, and adequately training workers.

The proposed Project would be required to comply with all applicable federal, State, and local regulations pertaining to safe-transit practices, workplace safety, spill prevention, and other hazardous materials-related concerns. The Placer County Environmental Health Department and the Rocklin Fire Department, and other agencies would be required to enforce compliance, including issuing permits and tracking and inspections of hazardous materials transportation and storage. As a result, operation of the proposed Project would not create a significant hazard to the general public or the environment involving the release of hazardous materials into the environment or through the routine transport, use, or disposal of hazards materials.. Therefore, this impact is considered **less-than-significant**.

CONCLUSIONS

The following provides a separate discussion of the conclusions for the North and South Village sites.

North Village

Compliance with federal, State, and local hazardous materials regulations and codes, including Mitigation Measure 3.9-1, would reduce this impact to a less-than-significant level impacts related to hazards for construction workers and the general public involving the release of hazardous materials into the environment or through the routine transport, use, or disposal of hazards materials during construction and operation phases of the proposed Project.

Additionally, in the event that hazardous materials are discovered during construction, a Soils Management Plan (SMP) would need to be submitted and approved by the Placer County Environmental Health Department, as required by Mitigation Measure 3.8-1. The SMP will establish management practices for handling hazardous materials, including fuels, paints, cleaners, solvents, etc., during construction. To further ensure the safety of employees and reduce the potential for accidental release of hazardous materials into the environment, the applicant must submit a HMBP to the Placer County Environmental Health Department for review and approval prior to bringing hazardous materials onsite, as required by Mitigation Measure 3.8-2.

As previously stated, demolition of the on-site single-family residence has the potential to expose construction workers to asbestos containing building materials and lead-based paints due to the age of the structure. Pursuant to federal (NESHAP), state (8 CCR 1529), and county regulations, all suspect asbestos-containing materials would either be presumed to contain asbestos or adequate

rebuttal sampling would be conducted by an accredited building inspector prior to demolition. Prior to approval of improvement plans for the North Village site, the applicant would need to develop a work plan to remediate hazards at the site, as required by Mitigation Measure 3.8-3. Specifically, the work plan would ensure that any lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk contained in the buildings to be demolished are properly removed and disposed of in coordination with the Placer County Environmental Health Department.

Based on the analysis included in the Phase II Environmental Assessment, OCPs detected in the soil within the North Village site are present at concentrations that fall below their respective residential ESLs. However, as discussed above, the elevated concentrations of both arsenic and lead found at soil sample location AO-50, AO-57, and ASt3-6 may pose a hazard to future residential uses on-site. According to Figure 4 and 5 of the Phase II ESA and the conceptual plan (see Figure 2.0-9 of Chapter 2) for the North Village site, soil sample AO-50 is located in the southwest portion of the site on land designated for Retail Commercial uses while soil sample AO-57 is located in the southeast portion of the site on land designated for High Density Residential uses. Additionally, soil sample ASt3-6 is located in the northwest portion of the North Village site potentially near residential uses. Soil cleanup for lead and arsenic usually involves one or more of the following approaches:

- Removing the impacted soil from the site by excavation followed by disposal or treatment of excavated soils;
- Encapsulation, by creating a barrier to prevent human contact by construction of a barrier or cap; and/or
- Rendering the arsenic/lead immobile or inert by in-situ stabilization to prevent migration into ground water.

Prior to the approval of improvement plans for the North Village site, the applicant would be required to develop a work plan to address to remediate hazards at the site, as required by Mitigation Measure 3.8-3. Specifically, the work plan would be required to ensure that any contaminated soil is treated such that it does not impact future residents of the development..

South Village

Compliance with federal, State, and local hazardous materials regulations and codes, including Mitigation Measure 3.9-1, would reduce this impact to a less-than-significant level impacts related to hazards for construction workers and the general public involving the release of hazardous materials into the environment or through the routine transport, use, or disposal of hazards materials during construction and operation phases of the proposed Project.

Additionally, in the event that hazardous materials are discovered during construction, a Soils Management Plan (SMP) will need to be submitted and approved by the Placer County Environmental Health Department, as required by Mitigation Measure 3.8-1. The SMP will establish management practices for handling hazardous materials, including fuels, paints, cleaners, solvents, etc., during construction. To further ensure the safety of employees and reduce the potential for accidental release of hazardous materials into the environment, the applicant must submit a HMBP

to the Placer County Environmental Health Department for review and approval prior to bringing hazardous materials onsite, as required by Mitigation Measure 3.8-2.

Based on the analysis included in the Phase II Environmental Assessment, OCPs and arsenic detected in the soil within the South Village site are present at concentrations that fall below their respective residential ESLs. However, as discussed above, the elevated concentrations of lead found at soil sample locations BSt2-1, BSt2-2, and BSt2-3 may pose a hazard to future uses, if they are residential. According to Figures 6 and 7 of the Phase II ESA and the conceptual plan (see Figure 2.0-10 of Chapter 2) for the South Village site, soil sample locations BSt2-1, BSt2-2, and BSt2-3 are located in the northern portion of the site zoned for future Planned Development – Business Professional/Commercial (PD-B-P) uses in the College Park General Development Plan (College Park GDP).

According to the College Park GDP, the purpose of the PD-B-P zoning district is to create employment centers with a variety of business/professional office, retail commercial and restricted non-intensive facilities. Therefore, it is anticipated that the future end use would be non-residential. If the end use is determined to be commercial uses in the location of Structure 2 (see Figure 6 and 7 of the Phase II ESA in Appendix F), no further testing would be required and the impact would be less than significant. However, the College Park GDP does identify that assisted living facilities and continuum of care complexes are allowed by-right in the PD-B-P zoning district. For this reason, if the end use is determined to be a residential care facility or be a mix of residential and commercial, the applicant would be required to remove the soil in the area of Structure 2, as required by Mitigation Measure 3.8-5. The soil is recommended to be removed over 45 feet by 55 feet to a depth of one-foot below ground surface (bgs) in the area of Structure 2. The removed soil will be required to be stockpiled, characterized for disposal, and transported off-site to an appropriate licensed waste disposal facility. A set of soil samples should be collected from the excavation to confirm the removal of lead impacted soil in the area.

MITIGATION MEASURE(S)

Implement Mitigation Measure 3.9-1.

Mitigation Measure 3.8-1: *Prior to commencement of grading, the applicant shall submit a Soil Management Plan (SMP) for review and approval by Placer County Environmental Health and the City. The SMP shall establish management practices for handling hazardous materials, including fuels, paints, cleaners, solvents, etc., during construction to reduce the potential for spills and to direct the safe handling of these materials if encountered. The city and Placer County Environmental Health will approve the SMP prior to any earth moving.*

Mitigation Measure 3.8-2: *Prior to bringing hazardous materials (including 55 or more gallons for liquids, 500 or more pounds for solids, and/or 200 or more cubic feet for compressed gases) onsite, the applicant shall submit a Hazardous Materials Business Plan (HMBP) to Placer County Environmental Health Division (CUPA) for review and approval. If during the construction process the applicant or their subcontractors generates hazardous waste, the applicant must register with the*

3.8 HAZARDS AND HAZARDOUS MATERIALS

CUPA as a generator of hazardous waste, obtain an EPA ID# and accumulate, ship and dispose of the hazardous waste per Health and Safety Code Ch. 6.5. (California Hazardous Waste Control Law).

Mitigation Measure 3.8-3: Prior to approval of improvement plans for the North Village, the applicant shall develop a work plan acceptable to Placer County Environmental Health and the City to remediate hazards at the site. The work plan shall address the following items:

- The soils sampling locations AO-50 and AO-57 found in the Phase II ESA prepared by WKA (dated July 28, 2016) confirmed presence of arsenic/lead. The work plan shall ensure that any contaminated soil is treated such that it does not impact future residents of the development. This could include: Removing the impacted soil from the site by excavation followed by disposal or treatment of excavated soils; Encapsulation, by creating a barrier to prevent human contact by construction of a barrier or cap; and/or Rendering the arsenic/lead immobile or inert by in-situ stabilization to prevent migration into ground water.
- The work plan shall ensure that any lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk contained in the buildings to be demolished are properly removed and disposed of in coordination with the Placer County Environmental Health Department. Removal, demolition and disposal of any of the above-mentioned chemicals shall be conducted in compliance with California and other local environmental regulations and policies.

Mitigation Measure 3.8-4: If the final end use of the land located within the 9.0-acre portion of the South Village site designated Business Professional/Commercial (see Figure 2.0-7 in Chapter 2.0, Project Description) is determined to be residential or a mix of non-residential and residential uses, the applicant or future project proponent will be required to do the following prior to issuance of improvement plans for this area of the South Village site:

- Remove the soil over the 45 feet by 55 feet area to a depth of one-foot below ground surface in the area of where Structure 2 previously existed (as shown in the Phase II Environmental Site Assessment by Wallace-Kuhl & Associates provided in Appendix F of this DEIR). The removed soil shall be stockpiled, characterized for disposal, and transported off-site to an appropriate licensed waste disposal facility. A set of soil samples shall be collected from the excavation to confirm the removal of lead impacted soil in the area.

Mitigation Measure 3.8-5: If any underground septic tanks, or fuel tanks are uncovered from past site uses during construction, the project proponent shall retain an environmental professional to assist with the removal consistent with the Placer County Environmental Health Department's Underground Storage Tank Program, and Septic Abandonment Permit requirements.

Mitigation Measure 3.8-6: Project site wells that are no longer operated shall be properly abandoned through permit by the Placer County Environmental Health Division permit. The well abandonment work shall be completed by a C-57 State licensed well contractor.

SIGNIFICANCE AFTER MITIGATION

Implementation of Mitigation Measures 3.8-1 and 3.8-2 would ensure the preparation of a Soil Management Plan and a Hazardous Materials Business Plan, while Mitigation Measures 3.8-6 and 3.8-7 would ensure that any unknown onsite conditions from past Project site uses would be removed in compliance with county and state requirements. Additionally, implementation of Mitigation Measure 3.8-3 would ensure that a workplan would be developed to remediate potential hazards at the North Village prior to approval of improvement plans while Mitigation Measure 3.8-4 would ensure that contaminated soil on the South Village site is properly treated based on the final end use. Overall, consistency with federal, State, and local laws and regulations related to the handling of hazardous materials discussed above and implementation of Mitigation Measures 3.8-1 through 3.8-6 as well as Mitigation Measure 3.9-1 from Section 3.9, Hydrology and Water Quality, would ensure that these potential impacts are reduced to a *less than significant* level.

Impact 3.8-2: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment (Less than Significant)

As described previously, a review of the environmental database records indicates the sites are not listed on any of the databases. A review of regulatory databases maintained by county, state, tribal, and federal agencies found no documentation of hazardous materials violations or discharge on the property and did not identify contaminated facilities within the appropriate ASTM search distances that would reasonably be expected to impact the property. Based on the findings of this assessment, the site is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, this is considered a *less than significant* impact.

Impact 3.8-3: The project has the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (Less than Significant)

The proposed Project has limited potential for the routine transport, use, or disposal of hazardous materials as discussed above (Impact 3.8-1) as development would be within the proposed land uses including Medium-Density Residential, Medium-High Density, High-Density Residential (HDR), Retail Commercial (RC), Business Professional/Commercial (BP/C), and Recreation-Conservation (R-C). The RC and BP/C land use designations allows for non-residential uses, such as office, retail, service, civic, cultural, and entertainment uses. Therefore, RC and BP/C uses will likely use a variety of hazardous materials commonly found in urban areas that include compatible commercial uses including: paints, cleaners, and cleaning solvents. If handled appropriately, these materials would not pose a significant risk.

The closest school is Sierra College located adjacent to the Project site. Other area schools include: Rocklin Academy (Rocklin Unified) 5035 Meyers Street located approximately 0.5 miles west of the Project site; Rocklin Elementary (Rocklin Unified) 5025 Meyers Street located approximately 0.5 miles west of the Project site; Sierra Elementary (Rocklin Unified) located approximately 0.75 miles south of the Project site; Placer Academy 4700 and 4750 Grove Street located approximately 0.9 miles west of the Project site; and Franklin Elementary (Loomis Union) Elementary located approximately 1.25 miles east of the Project site. The proposed development within the residential use categories would not involve the routine transport, use, or disposal of hazardous materials, or present a reasonably foreseeable release of hazardous materials. Through compliance with the General Plan Policies and Implementation requirements and measures identified above under Impact 3.8-1, implementation of the proposed Project would have a ***less than significant*** impact with respect to emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school.

Impact 3.8-4: The project has the potential to result in a safety hazard for people residing or working in the Project Area due to proximity to a private airstrip or public airport (No Impact)

The proposed Project site is not within two miles of a public or private airport; therefore, there would be no impact.

Impact 3.8-5: The project has the potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (Less than Significant)

(Note: The following discussion is associated with potential impacts of the proposed Project on emergency response plans and/or evacuation plans. Proposed emergency vehicle access to and from the site is addressed in Section 3.14, Transportation and Circulation.)

Chapter 2.32 of the Rocklin Municipal Code requires the development of emergency procedures in the City through the Emergency Operations Plan. The Emergency Operations Plan provides a framework to guide the City's efforts to mitigate and prepare for, respond to, and recover from major emergencies or disasters. To implement the Emergency Operations Plan, the City has established a Disaster Council, which is responsible for reviewing and recommending emergency operations plans for adoption by the City Council. The Disaster Council plans for the protection of persons and property in the event of fires, floods, storms, epidemic, riot, earthquake and other disasters. The Emergency Operations Plan addresses how the City will respond to extraordinary events, major incidents, emergencies or disasters, from proportion through recovery and is intended to be in compliance with State and federal guidelines and policies including but not limited to the Standardized Emergency Management System and Incident Command System.

The City's existing street system, particularly arterial and collector streets function as emergency evacuation routes. The Project's design and layout would not impair or physically interfere with the street system, emergency evacuation route or an emergency evacuation plan (as further discussed in Section 3.14 Transportation and Circulation). Through the City's development review process, the

Rocklin Fire Department would review the site design and circulation layout of the North and South Village sites as part of the City's project referral process to ensure adequate emergency access is provided, and fire suppression infrastructure (e.g., fire hydrants, building sprinklers) would be incorporated into the site design in order to minimize fire hazards, consistent with City requirements.

The proposed Project does not include any actions that would impair or physically interfere with the City's Emergency Operations Plan. The Project site includes vehicle access to provide for ingress and egress in the event of an emergency that must comply with city street design standards to ensure streets adequately serve emergency response. An expanded discussion of local circulation and traffic volumes is provided in the Transportation and Circulation Section of this report. This is a *less than significant* impact.

Impact 3.8-6: The project has the potential to expose people or structures to a risk of loss, injury or death from wildland fires (Less than Significant)

The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as underbrush and dry vegetation are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point, while fuels such as trees have a lower surface area to mass ratio and require more heat to reach the ignition point. For additional information related to fire station facilities, capabilities and response see section 3.14 (Public Services).

The site is not located within an area where wildland fires are known to occur, or within a high or moderate Fire Hazard Severity Zone as indicated by Calfire FHSZ Maps. The site is surrounded by developed land uses as well as open space and vacant land zoned for future Residential/Community College and Residential Estate developments. Therefore, this is a *less than significant* impact.

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This section describes the regulatory setting, regional hydrology and water quality impacts that are likely to result from Project implementation, and includes measures to reduce potential impacts related to stormwater drainage, flooding and water quality. This section is based in part on the following documents, reports and studies:

- *City of Rocklin General Plan* (City of Rocklin, October 2012);
- *City of Rocklin General Plan EIR* (City of Rocklin, August 2011);
- *City of Rocklin Municipal Code* (City of Rocklin, January 2019);
- *College Park Site “A” Preliminary Drainage Study* (Wood Rodgers, April 2021);
- *College Park Site “C-1” Preliminary Drainage Study* (Wood Rodgers, January 2021);
- *Department of Water Resources (DWR) Bulletin 118: California’s Groundwater* (DWR, 2003);
- *Dry Creek Watershed Coordinated Resource Management Plan* (Placer and Sacramento Counties, December 2003);
- *Evaluation of Potential Groundwater Recharge Areas in West Placer County* (Placer County, October 2017);
- *Update to the Dry Creek Watershed Flood Control Plan* (Placer County Flood Control and Water Conservation District, November 2011);
- *Secret Ravine Adaptive Management Plan* (Dry Creek Conservancy, 2001);
- *Sacramento Valley Groundwater Basin, North American Sub-Basin* (DWR, 2006);
- *Placer County Water Agency (PCWA) 2020 Urban Water Management Plan* (PCWA, June 2021);
- *Water Supply Assessment for the College Park – Rocklin Campus* (PCWA, May 2020);
- *Updated Water Supply Assessment for the College Park* (PCWA, June 2021); and
- *College Park/Sierra Villages Project Preliminary Drainage Study QC Review* (GEI Consultants, July 2021).

The *College Park Site “A” Preliminary Drainage Study* and *College Park Site “C-1” Preliminary Drainage Study* prepared by Wood Rodgers, as well as the *College Park/Sierra Villages Project Preliminary Drainage Study QC Review* prepared by GEI Consultants can be found in Appendix G.

Comments were received during the public review period or scoping meeting for the Notice of Preparation regarding this topic from the following: Anonymous (February 27, 2019), Save East Rocklin (i.e., El Don Neighborhood Advisory Committee (March 4, 2019), Bradley Eickmann (March 4, 2019), Central Valley Regional Water Quality Control Board (CVRWQCB) (February 26, 2019), Kent Zenobia (March 2, 2019), Dennis Gaddis (March 1, 2019), Sherry Di Lulo (March 4, 2019), Leigh Chavez, Placer County (March 4, 2019), Margo Rabin (March 2, 2019), Laurie and Sharon Rindell (March 1, 2019), Kim Steinjann (March 4, 2019), and Kathy Twisselmann (March 12, 2019). Each of the comments related to this topic are addressed within this section.

3.9.1 ENVIRONMENTAL SETTING

REGIONAL HYDROLOGY

The City of Rocklin is located in the Sacramento River Hydrologic Region, which covers approximately 17.4 million acres (27,200 square miles) and all or large portions of Modoc, Siskiyou, Lassen, Shasta, Tehama, Glenn, Plumas, Butte, Colusa, Sutter, Yuba, Sierra, Nevada, Placer, Sacramento, El Dorado, Yolo, Solano, Lake, and Napa counties. Small areas of Alpine and Amador counties are also within the region. Geographically, the region extends south from the Modoc Plateau and Cascade Range at the Oregon border, to the Sacramento-San Joaquin Delta. The Sacramento Valley, which forms the core of the region, is bounded to the east by the crest of the Sierra Nevada and southern Cascades and to the west by the crest of the Coast Range and Klamath Mountains. Water resources in this region include rivers, streams, sloughs, marshes, wetlands, channels, harbors, and underground aquifers. Other significant features include Mount Shasta and Lassen Peak in the southern Cascades, Sutter Buttes in the south-central portion of the valley, and the Sacramento River, which is the longest river system in the State of California with major tributaries the Pit, Feather, Yuba, Bear and American rivers. The region is home to over two million people. Area population centers include Sacramento, Redding, Chico, and Davis.

Climate

The climate in the region is considered a Mediterranean climate with a wet, mild season from November through March; and a warm, dry season during April through October. The region is subject to 20 to 25 inches of annual precipitation, with peak rainfalls occurring December through February. Average summer temperatures range from a low of 60 degrees Fahrenheit to a high of above 90 degrees Fahrenheit, with temperatures in excess of 100 degrees Fahrenheit being fairly common. Low humidity usually occurs in the summer months, from May through September. The combination of hot and dry weather results in high water demands during the summer.

Watersheds

A watershed is a region that is bound by a divide that drains to a common watercourse or body of water. Watersheds serve an important biological function, oftentimes supporting an abundance of aquatic and terrestrial wildlife including special-status species and anadromous and native local fisheries. Watersheds provide conditions necessary for riparian habitat.

The State of California uses a hierarchical naming and numbering convention to define watershed areas for management purposes. This means that boundaries are defined according to size and topography, with multiple sub-watersheds within larger watersheds. Table 3.9-1 shows the primary watershed classification levels used by the State of California. The second column indicates the approximate size that a watershed area may be within a particular classification level, although variation in size is common.

TABLE 3.9-1. STATE OF CALIFORNIA WATERSHED HIERARCHY NAMING CONVENTION

<i>WATERSHED LEVEL</i>	<i>APPROXIMATE SQUARE MILES (ACRES)</i>	<i>DESCRIPTION</i>
Hydrologic Region (HR)	12,735 (8,150,000)	Defined by large-scale topographic and geologic considerations. The State of California is divided into ten HRs.
Hydrologic Unit (HU)	672 (430,000)	Defined by surface drainage; may include a major river watershed, groundwater basin, or closed drainage, among others.
Hydrologic Area (HA)	244 (156,000)	Major subdivisions of hydrologic units, such as by major tributaries, groundwater attributes, or stream components.
Hydrologic Sub-Area (HSA)	195 (125,000)	A major segment of an HA with significant geographical characteristics or hydrological homogeneity.

SOURCE: CALIFORNIA DEPARTMENT OF WATER RESOURCES, 2012.

LOCAL SETTING

The proposed Project consists of two sites: the 72.6-acre North Village site and the 35.8-acre South Village site. Both sites are located within the City of Rocklin and are located one quarter mile apart along the Rocklin Road corridor (see Figure 2.0-2 in Section 2.0, Project Description).

Drainage

Drainage within the City of Rocklin is dominated by a variety of watersheds flowing westward from the Sierra Nevada foothills east of the City, which ultimately discharges into the Sacramento River southwest of the City. The urban drainage system in the City consists of a combination of valley gutters, curb and gutters, underground pipes and drop inlets, and open channels that in turn discharge into a variety of creeks.

DRY CREEK WATERSHED

The Project Area is located within the Dry Creek watershed, a tributary to the Sacramento River, in the southwest portion of Placer County. The watershed lies in the Central Valley and lower Sierra foothills, ranging in elevation from 50 to 1,285 feet. The Dry Creek watershed covers approximately 101 square miles in Placer and Sacramento counties. Headwaters of the Dry Creek watershed originate in the Sierra Nevada foothills near Newcastle, flow southwesterly into the Sacramento Valley, and empty into the Natomas East Main Drainage Canal. The Natomas East Main Drainage Canal drains into the Sacramento River downstream of Sutter County. The Dry Creek watershed bridges the Sierra Nevada and Central Valley geologic provinces and has year-round flows in its major watercourses. According to the Dry Creek Watershed Coordinated Resource Management Plan, the Dry Creek watershed is composed of mixed urban, suburban, rural, and open space land. Drainages are composed of numerous intermittent streams and perennial tributaries to the Dry Creek mainstream. The seven main tributaries in the Dry Creek watershed are Antelope Creek, Secret Ravine, Miners Ravine, Strap Ravine, Linda Creek, Cirby Creek, and mainstem Lower Dry Creek. In addition, there are two lesser tributaries, Clover Valley Creek and Sierra Creek (Placer and Sacramento Counties 2003, pg. 61). Antelope and Miners Ravine, after combining with Clover Valley Creek and Secret Ravine, respectively, combine near Interstate 80 and Atlantic Street in the City of Roseville to form Dry Creek (Restoration Resources 2003).

SECRET RAVINE SUB-WATERSHED

Within the Dry Creek watershed, there are several sub-watersheds, including Antelope Creek, Secret Ravine, Miners Ravine, and Cirby-Linda Creek. The Project Area is located within the Secret Ravine sub-watershed (see Figure 3.9-1, Watersheds Map). The Secret Ravine sub-watershed is approximately 22.4 square miles and generally follows the path of the Secret Ravine Creek. Secret Ravine Creek is a perennially flowing stream that drains a 19.7 square mile basin within the Sierra Nevada foothills of western Placer County. Secret Ravine flows 10.5 miles from its headwaters in the Newcastle area (elevation 1,285 feet) to its confluence with Miners Ravine Creek (elevation 165 feet) near Eureka Road in Roseville. Secret Ravine Creek flows within a narrow valley underlain by recent alluvial deposits. The valley width expands in places to over 1,000 feet, likely as a result of geologic movements (Dry Creek Conservancy, 2001).

NORTH VILLAGE EXISTING SITE DRAINAGE

The North Village site is uninhabited except for one single-family residence and comprised of gently rolling terrain at elevations ranging from 330 to 380 feet above mean sea level, with ground slopes throughout most of the site ranging from 2-9 percent. Existing soils are classified as Hydrologic Soil Group B (Natural Resources Conservation Service – online soil survey), coarse sandy loam, which have moderate infiltration when wetted. Ground cover mostly consists of meadow grasslands. However, the northern quarter of the site includes woodland with approximately 50% canopy cover (Wood Rodgers, April 2021). Seeps and depressional seasonal wetlands as well as granite outcroppings occur within the non-native annual grassland.

According to the *College Park Site “A” Preliminary Drainage Study*, there is a drainage divide in the southern portion of the site, with most of the site draining northward directly to Secret Ravine. The remaining southern portion of the site flows to a small unnamed tributary to Secret Ravine.

SOUTH VILLAGE EXISTING SITE DRAINAGE

The South Village site is nearly square excluding two areas on the north side of the site, south of Rocklin Road. The site is comprised of rolling terrain at elevations ranging from 290 to 310 feet above mean sea level. An unnamed tributary to Secret Ravine Creek runs from east to west through the site and is bordered on both sides by a riparian wetland that occupies the creek’s floodplain. An intermittent drainage within a riparian area flows from Sierra College Boulevard southeast into the unnamed tributary. The northwest corner of the site is barren and used as a parking lot for Sierra College. Monte Verde Park, a neighborhood park, is located in the west-central portion of the site and includes play and turf areas. In the southwest portion of the site is a seep. The site south of the floodplain is occupied by patches of non-native annual grassland and oak woodland dominated by interior live oak, blue oak and valley oak.

Flooding

Flooding is the accumulation of water where none usually occurs or the overflow of excess water from a stream, river, lake, reservoir, or coastal body of water onto adjacent floodplains. Floods are

natural events that are considered hazards only when people and property are affected. The main type of flooding to occur in Rocklin is riverine. Riverine or overbank flooding occurs due to excessive rainfall and water runoff volumes within the watershed of the stream or river. Riverine floodplains range from narrow, confined channels in the steep valleys of mountainous and hilly regions to wide, flat areas in plains and coastal regions. The amount of water in the floodplain is a function of the size and topography of the contributing watershed, the regional and local climate, and land use characteristics.

The risks of flooding hazards in the City of Rocklin and immediate surroundings are primarily related to extended periods of winter rainfall produced by winter storms. These risks of flooding are greatest during the rainy season between November and April. Flooding events can result in damage to structures, injury or loss of human and animal life, exposure to waterborne diseases, and damage to infrastructure. In addition, standing floodwater can destroy agricultural crops, undermine infrastructure and structural foundations, and contaminate groundwater. Localized flooding can occur outside of recognized drainage channels or delineated floodplains due to a combination of locally heavy precipitation, increased surface runoff, and inadequate facilities for drainage and stormwater conveyance. Such events frequently occur in flat areas and in urbanized areas with large impermeable surfaces. Local drainage may result in “nuisance flooding,” in which streets or parking lots are temporarily closed and minor property damage occurs. Areas within Placer County subject to 100-year (1-percent chance of being equaled or exceeded each year) and 500-year (0.2-percent chance of being equaled or exceeded each year) flooding are generally confined to the areas adjacent to local rivers and streams.

The North Village site is not located within a designated Federal Emergency Management Agency (FEMA) Flood Zone; However, a portion of the South Village site is shown on the FEMA Flood Insurance Rate Map (FIRM) number 06061C0962H dated November 2, 2018 as located within the 100-year floodplain. Figure 3.9-2 illustrates the portions of the Project Area that FEMA designates 100-year floodplain and regulatory floodway. As previously noted, an unnamed tributary to Secret Ravine Creek bisects the site flowing east to west resulting in the land adjacent to the creek being designated as Regulatory Floodway and/or within the 100-year floodplain, described further below.

100-YEAR FLOODPLAIN

The 100-Year floodplain denotes an area that has a one percent chance of being inundated during any particular 12-month period. Floodplain zones (Special Flood Hazard Areas [SFHA]) are determined by the Federal Emergency Management Agency (FEMA) and used to create Flood Insurance Rate Maps (FIRMs). These tools assist communities in mitigating flood hazards through land use planning. FEMA also outlines specific regulations, intended to be adopted by the local jurisdictions, for any construction, whether residential, commercial, or industrial within 100-year floodplains.

Lands within the FEMA-designated 100-year floodplain (SFHA) are subject to mandatory flood insurance as required by FEMA. The insurance rating is based on the difference between the base flood elevation (BFE), the average depth of the flooding above the ground surface for a specific area, and the elevation of the lowest floor. Because the City of Rocklin participates in the National Flood

Insurance Program, it must require development permits to ensure that construction materials and methods will mitigate future flood damage, and to prevent encroachment of development within floodways. New construction and substantial improvements of residential structures are also required to “have the lowest habitable floor (including the basement if it is, or easily could be ‘habitable’) elevated to or above the base flood level.” Non-residential structures must have their utility systems above the BFE or be of flood-proof construction.

REGULATORY FLOODWAY

A “Regulatory Floodway” refers to the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. FEMA requires communities to regulate the development in these floodways to ensure that there are no increases in upstream flood elevations.

Dam Failure

Dams are man-made structures built for a variety of uses including flood protection, power, agriculture, water supply, and recreation. When dams are constructed for flood protection, they are engineered to withstand a flood computed risk of occurrence. The primary cause of earthen dam failure is overtopping. When dams fail, they can cause floods that are catastrophic to life and property as a result of tremendous energy of the released water. As shown in Figure 3.9-3, the Project Area is not located in a dam inundation area. Additionally, the nearest dam inundation area is located approximately 3.7-miles to the northeast of the North Village site.

Stormwater Quality

Potential hazards to surface water quality include the following nonpoint pollution problems: high turbidity from sediment resulting from erosion of improperly graded construction projects, concentration of nitrates and dissolved solids from agriculture or surfacing septic tank failures, contaminated street and lawn run-off from urban areas, and warm water drainage discharges into cold water streams.

A critical period for surface water quality is following a rainstorm which produces significant amounts of drainage runoff into streams at low flow, resulting in poor dilution of contaminants in the low flowing stream. Such conditions are most frequent during the fall at the beginning of the rainy season when stream flows are near their lowest annual levels and contaminants have accumulated on impervious surfaces over the drier summer months. Besides greases, oils, pesticides, litter, and organic matter associated with such runoff, heavy metals such as copper, zinc, and cadmium can cause considerable harm to aquatic organisms when introduced to streams in low flow conditions.

Urban stormwater runoff was managed as a non-point discharge (a source not readily identifiable) under the Federal Water Pollution Control Amendments of 1972 (PL 92-500, Section 208) until the mid-1980s. However, since then, the Federal Environmental Protection Agency has continued to develop implementing rules which categorize urban runoff as a point source (an identifiable source)

subject to National Pollution Discharge Elimination System (NPDES) permits. Rules now affect medium and large urban areas, and further rulemaking is expected as programs are developed to meet requirements of Federal water pollution control laws.

Surface water pollution is also caused by erosion. Excessive and improperly managed grading, vegetation removal, quarrying, logging, and agricultural practices can lead to increased erosion of exposed earth and sedimentation of watercourses during rainy periods. In slower moving water bodies these same factors often cause a buildup of sediment, which ultimately reduces the capacity of the water system to percolate and recharge groundwater basins, as well as adversely affects both aquatic resources and flood control efforts.

303(d) Impaired Water Bodies: Section 303(d) of the federal Clean Water Act (CWA) requires States to identify waters that do not meet water quality standards or objectives and thus, are considered "impaired." Once listed, Section 303(d) mandates prioritization and development of a Total Maximum Daily Load (TMDL). The TMDL is a tool that establishes the allowable loadings or other quantifiable parameters for a waterbody and thereby the basis for the States to establish water quality-based controls. The purpose of TMDLs is to ensure that beneficial uses are restored and that water quality objectives are achieved.

As part of the 2018 Integrated Report Cycle, the Central Valley Regional Water Quality Board (CVRWQB) evaluated the changes to the 303(d)-listing status for impaired waters, which was subsequently adopted in June 2019. Currently, the CVRWQB lists 32 water features as impaired under Section 303(d) of the CWA, including major rivers, creeks, and tributaries. However, none of the impaired water features are located within the Project Area or Secret Ravine sub-watershed area. Additionally, the Project Area does not directly discharge into any of the regionally identified 303(d) listed impaired waterbodies. As such, TMDLs do not apply to Project Area for post-construction treatment of stormwater runoff.

WATER RESOURCES

The City of Rocklin receives its water supply from the Placer County Water Agency (PCWA). The PCWA serves over 36,000 water accounts, which represents annual deliveries to 220,000 residents, businesses, industrial customers, and agriculture. The PCWA also operates a raw water distribution network that includes 165 miles of ditches, flumes, and several small reservoirs. The PCWA service area is currently divided into five zones. The City of Rocklin is located in Zone 1, which is the largest of the five zones and extends north from the northern boundary of the City of Roseville to the City of Auburn and extends to the northwest to include the City of Lincoln.

Surface Water

According to PCWA's *2020 Urban Water Management Plan*, surface water supplies consist of water from the North Fork American River and its tributaries (including water stored in its Middle Fork Project (MFP)) under water right Permits 13856 and 13858, Central Valley Project (CVP) water under Interim CVP Contract 14-06- 200-5082A-IR3 from the American River, and water purchased from Pacific Gas & Electric Company (PG&E) from the Yuba and Bear Rivers under the 1982 Zone 3

Contract Purchase Agreement and the February 27, 2015 Water Supply Agreement. These supplies are listed as follows¹:

- PG&E Company Contract – 125,400 acre-feet per year (AFY);
- MFP Water Rights – 120,000 AFY;
- CVP Contract – 35,000 AFY; and
- Pre-1914 Water Rights – 3,400 AFY.

For a single dry year, surface water supply allocations are assumed to be 50 percent for PG&E and CVP supplies, and 75 percent for pre-1914 supply. Due to the ability to store and deliver supplies, MFP supply would not see a reduction. Surface water will be the main source of water for the proposed Project, which will be supplied through the Foothill-Sunset-Ophir treated water system.

Groundwater Resources

The CVRWQCB's *Water Quality Control Plan for the Sacramento and San Joaquin River Basins* (Basin Plan) defines groundwater as subsurface water that occurs beneath the ground surface in fully saturated zones within soils and other geological formations. According to the California State Water Board Groundwater Ambient Monitoring and Assessment Program, the Project Area is not underlain by a groundwater basin. The nearest groundwater basin is the Sacramento Valley Groundwater Basin, North American subbasin located approximately 2.0 miles west of the North Village site and 1.55 miles northwest of the South Village site.

According to the DWR Bulletin 118, *California's Groundwater*, the North-American subbasin is bound on the north by Bear River, the west by Feather River, and the south by the Sacramento River. The eastern boundary is a north-south line extending from the Bear River to Folsom Lake and represents the approximate edge of the alluvial basin where little to no groundwater flows into or out of the Sierra Nevada. The western portion of the subbasin consists of nearly flat flood basin deposits from the Bear, Sacramento, Feather, and American Rivers, as well as several small eastside tributaries².

As stated, the City of Rocklin receives its water from the Placer County Water Agency (PCWA), which primarily uses surface water as its source of supply. The PCWA is a member of the West Placer Groundwater Sustainability Agency (GSA) and operates two existing wells in western Placer County. The 2020 Urban Water Management Plan estimates a total of five wells at buildout, each producing 1,000 AFY for a total groundwater supply of 5,000 AFY. These wells are meant to be used for backup and dry-year supplies and, therefore, are accounted for as a single dry-year supply only and are not included in the water supply under average or multiple dry years. The West Placer GSA has jurisdiction over a portion of the North American subbasin of the Sacramento Valley Groundwater Basin. The western Placer portion of this basin currently operates within sustainable yield, estimated

¹ Placer County Water Agency. 2021. *2020 Urban Water Management Plan*. .

² California Department of Water Resources 2006. Sacramento Valley Groundwater Basin, North American Sub-Basin. Sacramento, CA. [http://www. https://water.ca.gov/LegacyFiles/groundwater/bulletin118/basindescriptions/5-21.64.pdf](http://www.water.ca.gov/LegacyFiles/groundwater/bulletin118/basindescriptions/5-21.64.pdf) (accessed May 2020).

to be approximately 90,000 AFY³. Placer County General Plan Policy prohibits new developments to be supplied by solely groundwater, which contributes significantly to the sustainable yield. The Project Area is located well east of existing and proposed groundwater pumping facilities and will not directly receive this source of supply. Groundwater is anticipated to be used solely as a backup supply for the integrated water system.

Groundwater Quality

Groundwater quality in the North American subbasin underlying the City of Rocklin is generally excellent. However, according to DWR Bulletin 118, *California's Groundwater*, localized portions of the subbasin may have marginal water quality due to natural variability in the aquifer and/or potential contamination from spills. Three major groundwater types are within this region including, magnesium calcium bicarbonate or calcium magnesium bicarbonate, magnesium sodium bicarbonate or sodium magnesium bicarbonate, and sodium calcium bicarbonate or calcium sodium bicarbonate. These groundwater types may have elevated levels of total dissolved solids (TDS), chloride, sodium, bicarbonate, boron, fluoride, nitrate, iron, manganese, and arsenic in some locations. There are three sites within the subbasin with significant groundwater contamination issues: the former McClellan AFB, Union Pacific Railroad Rail Yard in Roseville and the Aerojet Superfund Site. However, these sites are not within the City of Rocklin or near the Project Area.

Water Distribution System

The PCWA Zone 1 water system service area begins at an elevation of approximately 1,800 feet and ends at an elevation of 100 feet. For the most part, gravity moves raw water through a series of water canals to the water treatment plants and then to the water distribution system without additional pumping (PCWA 2003, pg. 5-8). There are four water treatment plants (WTPs) in Zone 1. The City of Rocklin, along with Penryn, Loomis, Lincoln, and a portion of Granite Bay, is served by the Foothill and Sunset WTPs that are located in the southern part of Zone 1 (lower Zone 1). The Foothill WTP consists of two parallel treatment trains which are treated at separate plants (Foothill 1 and 2) (Starr Consulting 2008, pg. 2-2).

The City of Rocklin is served by three major transmission lines: a 24-inch transmission line along Pacific Street/Taylor Road, a 30-inch transmission pipeline that supplies water to the Stanford Ranch development, and a 42-inch transmission pipeline that runs south from Penryn to Lincoln.

PCWA treated water infrastructure is located adjacent to the Project Area. The Agency has an existing 14-inch treated water main located in Rocklin Road and a 20-inch treated water main located in Sierra College Boulevard, adjacent to the North Village site. The Agency maintains an existing 10-inch treated water main located in Rocklin Road and EL Don Drive, adjacent to the South Village site. The existing park located at the South Village site currently receives some treated water.

STORAGE FACILITIES/WATER TREATMENT FACILITIES

Zone 1 includes 14 storage tanks providing approximately 24.5 million gallons (mg) of storage capacity (Brown & Caldwell 2006, pg. 2-1). Three 10-million-gallon water storage tanks are proposed

³ Placer County Water Agency. *Senate Bill (SB) 610 Request for the College Park – Rocklin Campus*. May 12, 2020.

for eventual construction adjacent to the Sunset Water Treatment Plant; the first tank has been constructed. Storage capacity in the Foothill/Sunset system is presently 31 million gallons.

3.9.2 REGULATORY SETTING

There are a number of regulatory agencies whose responsibility includes the oversight of the water resources of the state and nation including the Federal Emergency Management Agency, the US Environmental Protection Agency, the State Water Resources Control Board, and the Regional Water Quality Control Board. The following is an overview of the federal, state and local regulations that may be applicable to projects within the City of Rocklin.

FEDERAL AND STATE

Clean Water Act (CWA)

The Clean Water Act (CWA), initially passed in 1972, regulates the discharge of pollutants into watersheds throughout the nation. The State Water Resources Control Board (SWRCB) is responsible for implementing the Clean Water Act and does so through issuing NPDES permits to cities and counties through regional water quality control boards. Federal regulations allow two permitting options for stormwater discharges (individual permits and general permits). The SWRCB elected to adopt a statewide general permit (Water Quality Order No. 2013-0001-DWQ) for small MS4s covered under the CWA to efficiently regulate numerous stormwater discharges under a single permit. Permittees must comply with all requirements as specified under the general permit.

303(d) Impaired Water Bodies: Section 303(d) of the federal Clean Water Act requires States to identify waters that do not meet water quality standards or objectives and thus, are considered "impaired." Once listed, Section 303(d) mandates prioritization and development of a Total Maximum Daily Load (TMDL). The TMDL is a tool that establishes the allowable loadings or other quantifiable parameters for a waterbody and thereby the basis for the States to establish water quality-based controls. The purpose of TMDLs is to ensure that beneficial uses are restored and that water quality objectives are achieved. However, there are no discharges to 303(d) listed impaired water bodies within the City of Rocklin and no TMDLs required within the Phase II Small MS4 General Permit for the City of Rocklin.

Federal Emergency Management Agency (FEMA)

As noted above, Rocklin is a participant in the National Flood Insurance Program (NFIP), a federal program administered by FEMA. Participants in the NFIP must satisfy certain mandated floodplain management criteria. The National Flood Insurance Act of 1968 has adopted as a desired level of protection, an expectation that developments should be protected from floodwater damage of the Intermediate Regional Flood (IRF). The IRF is defined as a flood that has an average frequency of occurrence on the order of once in 100 years, although such a flood may occur in any given year. Communities are occasionally audited by the Department of Water Resources to insure the proper implementation of FEMA floodplain management regulations.

200-Year Flood Protection in the Central Valley

Both State policy and recently enacted State legislation (Senate Bill 5) call for 200-year (0.5% annual chance) flood protection to be the minimum level of protection for urban and urbanizing areas in the Central Valley. Senate Bill 5 (SB5) requires that the 200-year protection be consistent with criteria used or developed by the Department of Water Resources. SB 5 requires all urban and urbanizing areas in the Sacramento and San Joaquin Valleys to achieve 200-year flood protection in order to approve development. The new law restricts approval of development after 2016 if “adequate progress” towards achieving this standard is not met. Urban and urbanizing areas protected by State-Federal project levees cannot use “adequate progress” as a condition to approve development after 2025. Adequate progress is defined as meeting all of the following:

1. The project scope, cost and schedule have been developed;
2. In any given year, at least 90% of the revenues scheduled for that year have been appropriated and expended consistent with the schedule;
3. Construction of critical features is progressing as indicated by the actual expenditure of budget funds;
4. The city or county has not been responsible for any significant delay in completion of the system; and
5. The above information has been provided to the DWR and the Central Valley Flood Protection Board and the local flood management agency shall annually report on the efforts to complete the project.

California Water Code

The Federal Clean Water Act places the primary responsibility for the control of surface water pollution and for planning the development and use of water resources with the states, although this does establish certain guidelines for the States to follow in developing their programs and allows the Environmental Protection Agency to withdraw control from states with inadequate implementation mechanisms.

California’s primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act of 1970 (Division 7 of the California Water Code) (Porter-Cologne Act). The Porter-Cologne Act grants the State Water Resources Control Board (SWRCB) and each of the RWQCBs power to protect water quality, and is the primary vehicle for implementation of California’s responsibilities under the Federal Clean Water Act. The Porter-Cologne Act grants the SWRCB and the RWQCBs authority and responsibility to adopt plans and policies, to regulate discharges to surface and groundwater, to regulate waste disposal sites and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, or oil or petroleum product.

Each RWQCB must formulate and adopt a water quality control plan (Basin Plan) for its region. The regional plans are to conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its State water policy. The Porter-Cologne Act also provides that a RWQCB may include within its regional plan water discharge prohibitions applicable to particular conditions, areas, or types of waste.

National Pollutant Discharge Elimination System (NPDES)

National Pollutant Discharge Elimination System (NPDES) permits are required for discharges of pollutants to navigable waters of the United States, which includes any discharge to surface waters, including lakes, rivers, streams, bays, the ocean, dry stream beds, wetlands, and storm sewers that are tributary to any surface water body. NPDES permits are issued under the Federal Clean Water Act, Title IV, Permits and Licenses, Section 402 (33 USC 466 et seq.)

The RWQCB issues these permits in lieu of direct issuance by the Environmental Protection Agency, subject to review and approval by the Environmental Protection Agency Regional Administrator. The terms of these NPDES permits implement pertinent provisions of the Federal Clean Water Act and the Act's implementing regulations, including pre-treatment, sludge management, effluent limitations for specific industries, and anti-degradation. In general, the discharge of pollutants is to be eliminated or reduced as much as practicable so as to achieve the Clean Water Act's goal of "fishable and swimmable" navigable (surface) waters. Technically, all NPDES permits issued by the RWQCB are also Waste Discharge Requirements issued under the authority of the California Water Code.

These NPDES permits regulate discharges from publicly owned treatment works, industrial discharges, stormwater runoff, dewatering operations, and groundwater cleanup discharges. NPDES permits are issued for periods of five years or less, and are therefore to be updated regularly. The rapid and dramatic population and urban growth in the Central Valley Region has caused a significant increase in NPDES permit applications for new waste discharges. To expedite the permit issuance process, the RWQCB has adopted several general NPDES permits, each of which regulates numerous discharges of similar types of wastes. Stormwater discharges from industrial and construction activities in the Central Valley Region can be covered under these general permits, which are administered jointly by the SWRCB and RWQCB.

Under Phase I, which started in 1990, the Regional Water Quality Control Boards have adopted NPDES stormwater permits for medium (serving between 100,000 and 250,000 people) and large (serving more than 250,000 people) municipalities. As part of Phase II, the State Water Resources Control Board (SWRCB) adopted a General Permit for the Discharge of Storm Water from Small MS4s (WQ Order No. 2003-0005-DWQ) to provide permit coverage for smaller municipalities, including nontraditional Small MS4s, which are governmental facilities such as military bases, public campuses, and prison and hospital complexes. The MS4 permits require the discharger to develop and implement a Storm Water Management Plan/Program with the goal of reducing the discharge of pollutants to the maximum extent practicable (MEP). MEP is the performance standard specified in Section 402(p) of the Clean Water Act. The management programs specify what best management

practices (BMPs) will be used to address certain program areas. The program areas include public education and outreach, illicit discharge detection and elimination, construction and post-construction, and good housekeeping for municipal operations.

Under Phase II requirements, dischargers in any location whose projects disturb one or more acres of soil or whose projects disturb less than 1 acre but are part of a larger common plan of development that in total disturbs 1 or more acres are required to obtain coverage under the statewide General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 99-08-DWQ). On September 2, 2009, the SWRCB adopted a new Construction General Permit (CGP) (Order No. 2009-0009-DWQ) that supersedes the existing CGP as of July 1, 2010. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a stormwater pollution prevention plan (SWPPP). The SWPPP should contain a site map(s) that shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list best management practices the discharger will use to protect stormwater runoff and the placement of those BMPs.

Water Quality Control Plan for the Central Valley Region

The Water Quality Control Plan for the Central Valley Region (Basin Plan) includes a summary of beneficial water uses, water quality objectives needed to protect the identified beneficial uses, and implementation measures. The Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term “water quality standards,” as used in the Federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality that must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions by the RWQCB and others that are necessary to achieve and maintain the water quality standards.

The RWQCB regulates waste discharges to minimize and control their effects on the quality of the region’s ground and surface water. Permits are issued under a number of programs and authorities. The terms and conditions of these discharge permits are enforced through a variety of technical, administrative, and legal means. Water quality problems in the region are listed in the Basin Plan, along with the causes, where known. For water bodies with quality below the levels necessary to allow all the beneficial uses of the water to be met, plans for improving water quality are included. The Basin Plan reflects, incorporates, and implements applicable portions of a number of national and statewide water quality plans and policies, including the California Water Code and the Clean Water Act.

LOCAL

City of Rocklin General Plan

The City of Rocklin General Plan contains the following policies that are relevant to hydrology and water quality aspects of the proposed Project:

OPEN SPACE, CONSERVATION, AND RECREATION ELEMENT

Policy OCR-11. Protect the groundwater recharge value of riparian and wetland areas while recognizing that minor modifications to such areas may be a necessary outcome of the development process.

Policy OCR-21. Co-locate parks within or adjacent to storm water detention basins, whenever feasible.

Policy OCR-45. Encourage development projects to incorporate natural resources such as creeks, steep hillsides, and quarries in restricted ownership by an appropriate entity that provides for the protection of the natural resource and also allows for access by the public, where appropriate.

Policy OCR-46. Participate as appropriate in a regional approach to the management of drainage basins and flood plains with regional agencies such as the Placer County Flood Control and Water Conservation District.

Policy OCR-47. Protect designated 100-year floodplains from encroachment by development that would impede flood flows or pose a hazard to occupants.

Policy OCR-48. Promote, where appropriate, the joint use of creeks for flood control, open space, conservation of natural resources, and limited recreation activities.

Policy OCR-49. Minimize the degradation of water quality through use of erosion control plans and Best Management Practices.

Policy OCR-50. Maintain a grading ordinance that minimizes erosions and siltation of creeks and other watercourses.

Policy OCR-51. Evaluate development along stream channels to ensure that it does not create any of the following effects in a significant manner: reduced stream capacity, increased erosion or deterioration of the channel.

Policy OCR-52. Consult with other agencies to develop public education programs that will encourage residents to minimize pollutants and sediments reaching receiving waters.

Policy OCR-53. Encourage measures promoting proper disposal of pollutants to the sanitary sewer or hazardous waste facilities rather than to the storm drainage system.

Policy OCR-60. Work with the Placer County Water Agency to ensure that available methods and techniques to conserve potable water supplies are applied in Rocklin.

COMMUNITY SAFETY ELEMENT

Policy S-1. Require engineering analysis of new development proposals in areas with possible instability, flooding, earthquake faults, or other hazards, and to prohibit development that cannot mitigate the applicable hazard.

Policy S-7. Consult with the Placer County Flood Control and Water Conservation District and other appropriate entities regarding regional approaches for the planning, construction, operation and maintenance of drainage and flood control facilities.

Policy S-8. Maintain and implement the City's Ordinance regarding "Flood Hazards Areas."

Policy S-9. Ensure that the 100-year floodplain, based upon the most current information, both upstream and downstream, is not adversely affected by new development.

Policy S-10. Require that new development detain on-site drainage such that the rate of runoff flow is maintained at pre-development levels, except where detention is not recommended in plans and policies adopted by the Placer County Flood Control and Water Conservation District, and to require coordination with other projects' master plans to ensure no adverse cumulative effects. In lieu of detention, the City may require retention and/or off-site drainage improvements that are more beneficial to the community's overall drainage system.

Policy S-11. Ensure that new development does not result in on-site flooding or increase flooding of off-site properties.

Policy S-12. Require new development to annex into an existing drainage maintenance district where warranted.

City of Rocklin Municipal Code

The City of Rocklin's Municipal Code (Code) addresses a variety of hydrology and water quality related topics. Chapter 8.30 of the Code (Stormwater Runoff Pollution Control) is to protect water resources and to improve water quality; to cause the use of management practices by the City and its citizens that will reduce the adverse effects of polluted runoff discharges on waters of the state; to secure benefits from the use of stormwater as a resource; and to ensure the city is compliant with applicable state and federal law.

Chapter 15.04 of the Municipal Code adopts the 2019 California Building Code (CBC) and other related construction standards that apply seismic requirements and control grading activities.

Chapter 15.16 of the Code (Flood Hazard Areas) is to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions in specific areas by legally enforceable regulations applied uniformly throughout the community to all publicly and privately

owned land within flood prone or flood related erosion areas. In order to accomplish this, the chapter includes regulations to:

1. Restrict or prohibit uses which are dangerous to health, safety, and property due to water or erosion hazards, or which results in damaging increases in erosion or flood heights or velocities;
2. Require that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction;
3. Control the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel floodwaters;
4. Control filling, grading, dredging, and other development which may increase flood damage; and
5. Prevent or regulate the construction of flood barriers which will unnaturally divert floodwaters or which may increase flood hazards in other areas.

Chapter 15.28 of the Code (Grading and Erosion and Sedimentation Control) is to avoid pollution of watercourses with nutrients, sediments, or other earthen materials generated or caused by surface runoff on or across the permit area and to comply with the city's national pollution discharge elimination system permit issued by the California regional water quality control board. Additionally, the Chapter is to ensure that the intended use of a graded site is consistent with the City of Rocklin General Plan, provisions of the California Building Standards Code as adopted by the city relating to grading activities, city of Rocklin improvement standards, any applicable specific plans or other land use entitlements, and any other provisions of this code or uncodified ordinances.

Rocklin General Plan EIR

In August 2012, the City of Rocklin adopted a new General Plan and certified the associated General Plan EIR (State Clearinghouse (SCH) # 2008072115) -- a Program EIR pursuant to CEQA Guidelines Section 15168. Later environmental documents (EIRs, mitigated negative declarations, or negative declarations) can incorporate by reference materials from a program EIR regarding regional influences, secondary impacts, cumulative impacts, broad alternatives, and other factors (CEQA Guidelines Section 15168[d][2]). These later documents need only focus on new impacts that have not been considered before (CEQA Guidelines Section 15168[d][3]). As noted in Chapter 1.0, Introduction, the General Plan EIR assumed full development and buildout of the Project Area. While the components of the Project are not consistent with the land uses under the General Plan EIR, the development footprint of the Project is the same; therefore, the physical impacts of developing the Project Area would be similar as under the General Plan EIR, as the area of impact is fully defined consistent with the General Plan EIR.

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated hydrology and water quality impacts that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included water quality, ground water quality and supply, drainage, flooding, risks of seiche, tsunami and mudflow (City of

Rocklin General Plan Update Draft EIR, 2011, pages 4.9-1 through 4.9-37). The analysis found that while development and buildout of the General Plan can result in hydrology and water quality impacts, these impacts would be reduced to a less than significant level through the application of development standards contained in the City's Improvement Standards and Standard Specifications and in the Rocklin Municipal Code, the application of General Plan goals and policies related to hydrology, flooding and water quality, and compliance with local, state, and federal water quality standards and floodplain development requirements.

These goals, policies and standards include, but are not limited to, flood prevention and drainage requirements in the City's Improvement Standards and Standard Specifications, the City's Grading and Erosion and Sediment Control Ordinance, the Stormwater Runoff Pollution Control Ordinance, the State Water Resources Control Board General Construction Activity Storm Water Permit requirements, and goals and policies in the General Plan Open Space, Conservation and Recreation and Safety Elements requiring the protection of new and existing development from flood and drainage hazards, the prevention of storm drainage run-off in excess of pre-development levels, the development and application of erosion control plans and best management practices, the annexation of new development into existing drainage maintenance districts where warranted, and consultation with the Placer County Flood Control and Water Conservation District and other appropriate entities.

All applicable mitigation measures from the General Plan EIR as well as relevant standards from the City's Improvement Standards for hydrology and water quality impacts will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with the Rocklin Municipal Code and other City rules and regulations.

As identified above, the Project would be subject to the provisions of the City's Grading and Erosion and Sediment Control Ordinance. Chapter 15.28 of the Rocklin Municipal Code, Grading and Erosion Sediment Control, regulates grading activity on all property within the City of Rocklin to safeguard life, limb, health, property, and public welfare; to avoid pollution of watercourses with nutrients, sediments, or other earthen materials generated or caused by surface runoff on or across the permit area; to comply with the City's NPDES permit issued by the California Regional Water Quality Control Board; and to ensure that the intended use of a graded site is consistent with the City of Rocklin General Plan, provisions of the California Building Standards Code as adopted by the City relating to grading activities, City of Rocklin improvement standards, and any applicable specific plans or other land use entitlements. This chapter (15.28) also establishes rules and regulations to control grading and erosion control activities, including fills and embankments; establishes the administrative procedure for issuance of permits; and provides for approval of plans and inspection of grading construction and erosion control plans for all graded sites. Chapter 8.30 of the Rocklin Municipal Code, Stormwater Runoff Pollution Control Ordinance, prohibits the discharge of any materials or pollutants that cause or contribute to a violation of applicable water quality standards, other than stormwater, into the municipal storm drain system or watercourse. Discharges from specified activities that do not cause or contribute to the violation of plan standards, such as landscape

irrigation, lawn watering, and flows from fire suppression activities, are exempt from this prohibition.

The Project would also be subject to the City's Flood Hazard Area Ordinance and City General Plan policies related to floodplain protection and encroachment; these tools are designed to minimize public and private losses due to flood conditions by having legally enforceable regulations that are applied uniformly throughout the City to all publicly and privately owned land within flood prone or flood related erosion areas, they allow the City to protect regulatory floodplains from encroachment by development that would impede flood flows or pose a hazard to occupants, and they ensure that regulatory floodplains, based on the most current information, are not adversely affected by new development, both upstream and downstream.

Additionally, the project would be required to prepare an erosion and sediment control plan through the application of the City's Improvement Standards and Standard Specifications that are a part of the City's development review process

City of Rocklin Post-Construction Manual

In February 2013, California's State Water Resources Control Board reissued the Phase II Stormwater NPDES Permit for small MS4s. Provision E.12, Post-Construction Stormwater Management Program, mandates municipalities to require that specified features and facilities be included in development plans as conditions of issuing approvals and permits. These features and facilities control pollutant sources, control runoff volumes, rates, and durations, and treat runoff before discharge from the site. The new requirements continue a progression of increasingly stringent requirements since Congress amended the Clean Water Act to mandate controls on discharges from municipal separate storm sewer systems (MS4s) in 1987. The City of Rocklin Post-Construction Manual establishes design guidance for stormwater treatment and control for projects in the City of Rocklin to implement provision E.12 of the Phase II Small MS4 Annual Permit.

Placer County Flood Control and Water Conservation District

The Placer County Flood Control and Water Conservation District (PCFWCD) was established in 1984 by the State Legislature as a special district, separate from the county government, to address flood control issues arising from land development in the Placer County boundaries. The purpose of the PCFWCD is to protect lives and property from the effects of flooding through comprehensive and coordinated flood prevention planning, using consistent standards to evaluate flood risk, and by implementing flood control measures, such as requiring new development to construct detention basins, and operation and management of a flood warning system.

As part of their on-going effort to meet these goals, the PCFWCD has developed watershed masterplans, hydrologic models, and the Stormwater Management Manual (SWMM). To address flooding issues in the Dry Creek watershed, the PCFWCD, in conjunction with the Sacramento County

Water Agency, sponsored the preparation of the Dry Creek Watershed Flood Control Plan⁴. This flood control plan covers the entire 101 square miles of the Dry Creek watershed, including the Project Area. This plan provides the PCFWCD and other governmental agencies in both Placer and Sacramento Counties with information and recommendations for policies necessary to manage the stormwaters within the Dry Creek watershed. Additionally, the PCFWCD establishes standards for development and performs development review for projects within Placer County and all of the incorporated cities within Placer County.

3.9.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed Project will have a significant impact on the environment associated with hydrology and water quality if it will:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would:
 - Result in substantial erosion or siltation on- or off-site;
 - Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site;
 - Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff
 - Impede or redirect flood flows;
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation;
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

⁴ Sacramento County Department of Water Resources. 2009. Watershed Management Plan [pg 17]. Available at: <https://waterresources.saccounty.net/Drainage/Watershed%20Management%20Plan%202009.pdf>

IMPACTS AND MITIGATION MEASURES

Impact 3.9-1: The proposed Project has the potential to violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. (Less than Significant with Mitigation)

CONSTRUCTION PHASE

Grading, excavation, removal of vegetation cover, and loading activities associated with construction activities could temporarily increase runoff, erosion, and sedimentation. Construction activities also could result in soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas, which could adversely affect surface water quality.

To ensure Project construction activities are covered under CGP Order No. 2009-0009-DWQ, the proposed Project would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) containing Best Management Practices (BMPs) to reduce erosion and sediments to meet water quality standards (see Mitigation Measure 3.9-1). Such BMPs may include: temporary erosion control measures such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover. The BMPs and overall SWPPP is reviewed by the Regional Water Quality Control Board as part of the permitting process. The SWPPP, once approved, is kept on site and implemented during construction activities and must be made available upon request to representatives of the RWQCB and/or the lead agency. Upon completion of the proposed Project, the applicant would be required to submit a Notice of Termination to the State Regional Water Quality Control Board to indicate that construction is completed. Mandatory compliance with the SWPPP would ensure that the proposed Project would not violate any water quality standards or waste discharge requirements during construction activities. Additionally, the proposed Project would be required to demonstrate compliance with all of the requirements of the City's Stormwater Runoff Pollution Control Ordinance (Title 8, Chapter 8.30 of the Code) and the Grading and Erosion and Sedimentation Control Ordinance (Title 15, Chapter 15.28 of the Code), which regulates stormwater and prohibits non-stormwater discharges except where regulated by an NPDES permit. Therefore, water quality impacts associated with construction activities would be less than significant.

OPERATIONAL PHASE

The long-term operations of the proposed Project (all phases) could result in long-term impacts to surface water quality from urban stormwater runoff. The proposed Project would result in increased impervious area at the site as a result of the proposed development. Normal activities in these developed areas include the use of various automotive petroleum products (i.e., oil, grease, and fuel), common household hazardous materials, heavy metals, pesticides, herbicides, fertilizers, and sediment. Within urban areas, these pollutants are generally called nonpoint source pollutants. The

pollutant levels vary based on factors such as time between storm events, volume of storm event, type of uses, and density of people.

The overall design of the proposed Project's drainage infrastructure will be required to comply with the *City of Rocklin Post-Construction Manual* (City of Rocklin, June 2015), which ensures that stormwater runoff from the Project Area is treated per the standards in the California Stormwater Best Management Practice New Development and Redevelopment Handbook and Section E.12 of the Phase II Small MS4 General Permit. In addition, the manual facilitates review of applications and promotes integrated Low Impact Development (LID) design. The term low impact development (LID) means a storm water management and land development strategy that emphasizes conservation and the use of on-site natural features integrated with engineered, small-scale hydrologic controls to more closely reflect predevelopment hydrologic functions. The proposed Project intends to integrate LID measures throughout the proposed Project Area to provide stormwater quality treatment. These LID measures would likely include both volume-based best management practices (BMPs) (i.e., bioretention, infiltration features, pervious pavement, etc.) and flow-based BMPs (i.e., vegetated swales, stormwater planter, etc.). The use of these features would be dependent upon the location and setting within the Project Area.

A guiding stormwater management principle for projects should be that it does not result in new impacts to properties downstream or upstream. Potential impacts include considerations of both stormwater quantity and quality. Long-term water quality could be significant due to development of the proposed Project; however, the North Village and South Village sites would be designed to conform with current City of Rocklin standard requirements, as discussed below.

North Village

The *College Park Site "A" Preliminary Drainage Study* (see Appendix G) was prepared to analyze the proposed drainage infrastructure on the 55.6-acre northern portion of the North Village site (Parcel A) proposed for single-family and multi-family residential developments and park and open space areas. It is noted that the *College Park Site "A" Preliminary Drainage Study* does not analyze 17-acre southern portion (Parcel B) of the North Village site for future Retail Commercial and High-Density Residential uses.

According to the *College Park Site "A" Preliminary Drainage Study*, the proposed drainage infrastructure on the Parcel A consists of a northern and southern system of underground pipes and curbed-and-guttered streets and on-site detention storage. The proposed drainage infrastructure would include 15- to 24-inch drain pipes, following the internal circulation network. The northern system would drain to two detention basins (DET1 and DET2) at the northern boundary of the North Village site, which would drain directly to existing overland (off-site) flow paths to Secret Ravine. Detention basins DET1 and DET2 also act as bioretention facilities to retain/detain stormwater runoff generated on-site for water quality treatment to reduce pollutants in post-development runoff consistent with the *City of Rocklin Post-Construction Manual*. Conversely, the southern system on Parcel A would drain to an underground vaulted detention basin, which would be tied into an existing 15-inch storm drain along the eastern side of Sierra College Boulevard. Given that flood detention storage is below ground, it is not feasible to construct a bioretention soil layer below the southern system's vault structure as it will not be maintainable. Therefore, the storm water

quality treatment would be achieved in close coordination with local officials through a treatment vault structure, outfitted with acceptable filtration comparable to bioretention facilities, located downstream of the flood detention facility.

To comply with stormwater quality requirements, runoff must be routed through a bioretention basin having an area no less than 4 percent of the contributing impervious area. For Parcel A of the North Village site, the northern system has a contributing impervious area of 1,025,300 square feet and the southern system has a contributing impervious area of 324,600, resulting in a required bioretention area of 41,012 square feet for the northern system and 13,000 square feet for the southern system.

According to the *Storm Control Plan for a Regulated Project: College Park Site A* (see Appendix 2 of the *College Park Site "A" Preliminary Drainage Study* in Appendix G), the southern system would provide equivalent water quality treatment through filtration as a 13,000 square foot bioretention facility, and thus, provides adequate stormwater quality treatment through bioretention; however, the northern system's minimum facility sizes are not possible in the constrained layout of the development. Increasing the footprint of these areas would require removal of additional trees and existing habitats. These environmentally sensitive areas are best left preserved. Therefore, water quality treatment through bioretention will be achieved through a smaller footprint with additional ponding depth. The detention basins have additional capacity that can be allocated toward storing the water quality volume (WQV) in a greater depth than a typical bioretention basin. The WQV was calculated according to the West Placer Stormwater Quality Manual (WPSQWM) standards. The WQV for DET1 is 23,900 cubic feet and the WQV for DET2 is 27,500 cubic feet. These volumes are in excess of storing 1-foot of depth over the Rocklin required bioretention area guidelines. Therefore, the northern system would provide adequate stormwater quality treatment through bioretention.

South Village

The *College Park Site "C-1" Preliminary Drainage Study* (see Appendix G) was prepared to analyze the proposed drainage infrastructure associated with the development of the 26 single-family homes located on a 4.8-acre portion of the South Village site south of the unnamed tributary (Parcel C-1). It is noted that the *College Park Site "C-1" Preliminary Drainage Study* does not analyze the Business Professional and High-Density Residential areas (Parcel C-2).

According to the *College Park Site "C-1" Preliminary Drainage Study*, the proposed drainage infrastructure on the South Village site consists of a system of underground pipes and curbed-and-guttered streets. The proposed drainage infrastructure would include 15--inch drain pipes, following the internal circulation network. Two detention basins (Basin 1 and Basin 2) are proposed to attenuate peak runoff and provide stormwater quality treatment. To comply with stormwater quality requirements, runoff must be routed through a bioretention basin having an area no less than 4 percent of the contributing impervious area. Basin 1 has a contributing impervious area of 120,696 square feet and Basin 2 has a contributing impervious area of 40,225 square feet, resulting in a required bioretention area 4,828 square feet for Basin 1 and 1,609 square feet for Basin 2. As proposed, Basin 1 would provide 5,050 square feet of bioretention area and Basin 2 would provide

1,650 square feet of bioretention area; therefore, each basin provides adequate stormwater quality treatment through bioretention.

Conclusion

As proposed, the drainage infrastructure on Parcel A of the North Village and Parcel C-1 of the South Village site both provide adequate stormwater quality treatment through bioretention. The applicant would still be required to prepare and submit a final Stormwater Control Plan for the final Project design of the North Village and South Village sites to ensure adequate stormwater quality treatment is maintained. Additionally, as required by the statewide Phase II municipal NPDES stormwater permit, permittees must verify provisions have been made for maintenance of facilities in perpetuity. The City of Rocklin requires that permittees submit an Operation and Maintenance (O&M) Plan to plan, direct, and record maintenance of the bioretention facilities. The applicant's O&M Plan must address the specific drainage patterns and treatment facilities on the development site.

As previously stated, the future Retail Commercial and High-Density Residential areas on Parcel B of the North Village site and Business Professional and High-Density Residential areas on Parcel C-2 of the South Village site were not analyzed, as no development and associated drainage infrastructure is proposed on these Parcels as part of this development application. For this reason, Projects located on Parcel B of the North Village and Parcel C-2 of the South Village would be required to demonstrate meeting the City of Rocklin and Placer County Flood Control and Water Conservation District requirements prior to any grading activities, as required by Mitigation Measure 3.9-5.

CONCLUSION

Overall, implementation of the following mitigation measures would require the proposed Project to be consistent with the regulatory requirements, which would ensure that the proposed Project would have a **less than significant** impact on construction- and operation-related water quality.

MITIGATION MEASURE(S)

Mitigation Measure 3.9-1: *Prior to any site disturbance, the Project applicant shall submit a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) to the RWQCB in accordance with the NPDES General Construction Permit requirements. The SWPPP shall be designed to control pollutant discharges utilizing Best Management Practices (BMPs) and technology to reduce erosion and sediments. BMPs may consist of a wide variety of measures taken to reduce pollutants in stormwater runoff from the Project Area. Measures shall include temporary erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) that will be employed to control erosion from disturbed areas. Final selection of BMPs will be subject to approval by the City of Rocklin and the RWQCB. The SWPPP will be kept on site during construction activity and will be made available upon request to representatives of the RWQCB.*

Mitigation Measure 3.9-2: *The Project applicant shall demonstrate compliance, through its grading plans, erosion control plan, and SWWP, with all requirements of the City's Stormwater Runoff*

Pollution Control Ordinance (Title 8, Chapter 8.30 of the Code) and the Grading and Erosion and Sedimentation Control Ordinance (Title 15, Chapter 15.28 of the Code), which regulate stormwater and prohibit non-stormwater discharges except where regulated by an NPDES permit. The Project's grading plans shall be approved by the City of Rocklin, Engineering Department prior to initiation of site grading activities.

Mitigation Measure 3.9-3: *Prior to issuance of building or grading permits, the applicant shall submit a final Stormwater Control Plan for the final Project design identifying permanent stormwater control measures to be implemented by the Project to the City of Rocklin. The plan shall include measures consistent with the adopted guidelines and requirements set forth in City of Rocklin Post-Construction Manual (dated June 30, 2015) and shall be subject to review and approval by the City of Rocklin, Engineering Department.*

Mitigation Measure 3.9-4: *Prior to the completion of construction the applicant shall prepare and submit, for the City's review, an acceptable Operation and Maintenance Plan. In addition, prior to the sale, transfer, or permanent occupancy of the site the applicant shall be responsible for paying for the long-term maintenance of treatment facilities, and executing a Stormwater Management Facilities Operation and Maintenance Agreement and Right of Entry in the form provided by the City of Rocklin. The applicant shall accept the responsibility for maintenance of stormwater management facilities until such responsibility is transferred to another entity.*

The applicant shall submit, with the application of building permits, a draft Stormwater Facilities and Maintenance Plan, including detailed maintenance requirements and a maintenance schedule for the review and approval by the Director of Public Services/City Engineer. Typical routine maintenance consists of the following:

- *Limit the use of fertilizers and/or pesticides. Mosquito larvicides shall be applied only when absolutely necessary.*
- *Replace and amend plants and soils as necessary to ensure the planters are effective and attractive. Plants must remain healthy and trimmed if overgrown. Soils must be maintained to efficiently filter the storm water.*
- *Visually inspect for ponding water to ensure that filtration is occurring.*
- *After all major storm events, remove bubble-up risers for obstructions and remove if necessary.*
- *Continue general landscape maintenance, including pruning and cleanup throughout the year.*
- *Irrigate throughout the dry season. Irrigation shall be provided with sufficient quantity and frequency to allow plants to thrive.*
- *Excavate, clean and or replace filter media (sand, gravel, topsoil) to ensure adequate infiltration rate (annually or as needed).*

Mitigation Measure 3.9-5: *Prior to the approval of grading permits for projects on Parcel B of the North Village site or Parcel C-2 of the South Village site, future project proponents must demonstrate compliance, through their grading plans, SWPPPs, and Stormwater Control Plans, with all applicable*

requirements of the City of Rocklin and Placer County Flood Control and Water Conservation District, subject to approval by the City of Rocklin, Engineering Department.

SIGNIFICANCE AFTER MITIGATION

Implementation of Mitigation Measures 3.9-1 would ensure that a SWPPP is submitted and obtained by the Project applicant. Additionally, Mitigation Measure 3.9-2 would ensure that the proposed Project demonstrates compliance with all of the requirements of the City's Stormwater Runoff Pollution Control Ordinance (Title 8, Chapter 8.30 of the Code) and the Grading and Erosion and Sedimentation Control Ordinance (Title 15, Chapter 15.28 of the Code). Implementation of these Mitigation Measures would reduce potential impacts related to violation of water quality standards or waste discharge requirements during construction to a less than significant level. Mitigation Measures 3.9-3 and 3.9-4 requires the proposed Project to comply with the requirements within the *City of Rocklin Post-Construction Manual*, which ensures adequate design and on-going maintenance of on-site LID drainage facilities to serve the proposed Project. Lastly, Mitigation Measure 3.9-5 requires projects located on Parcel B of the North Village and Parcel C-2 of the South Village demonstrate compliance with City of Rocklin and PCWFCD requirements to ensure future drainage infrastructure on these areas of the North Village and South Village would provide adequate stormwater quality treatment consistent with the City's MS4 permit requirements and comply with necessary drainage design criteria. Therefore, these mitigation measures above would ensure the proposed Project would have a ***less than significant*** impact on construction and operation related water quality.

Impact 3.9-2: Project implementation could deplete groundwater supplies or interfere substantially with groundwater recharge. (Less than Significant)

The proposed Project would increase impervious surfaces associated with the development of the North Village and South Village sites, reducing the infiltration capacity, compared to the existing conditions. However, as previously stated, no groundwater basins are identified within the Project Area. The nearest groundwater basin is the Sacramento Valley Groundwater Basin, North American subbasin located approximately 2.0 miles west of the North Village site and 1.55 miles northwest of the South Village site. According to the *Evaluation of Potential Groundwater Recharge Areas in West Placer County*⁵, the Project Area is not considered a groundwater recharge area; therefore, development of the North Village and South Village sites would not substantially interfere with groundwater recharge.

The City of Rocklin receives its water from the PCWA, which primarily uses surface water as its source of supply. Therefore, the North Village and South Village sites are not expected to be a significant source of groundwater for public water supplies and therefore would not deplete groundwater supplies. Surface water will be the main source of water for the proposed Project, which will be

⁵ Placer County. *Evaluation of Potential Groundwater Recharge Areas in West Placer County*. October 2017 [Figure 2, page 9]. Available at: https://westplacergroundwater.com/wp-content/uploads/2019/10/Groundwater-Recharge-Review_FINAL20171031.pdf

supplied through the Foothill-Sunset-Ophir treated water system, and groundwater is only to be used as a backup supply⁶. According to the Water Supply Assessment prepared by PCWA, the proposed Project's water demand was included in the PCWA's 2015 UWMP and confirmed by comparing existing and proposed land uses as well as comparing regional historic demands of the area. An analysis revealed the estimated potable water use of the proposed Project is 222 AFY; compared to an estimate of 223 AFY included in the 2015 UWMP (PCWA, July 2021). Additionally, historic treated water consumption trends display current demand factors may be on a downward trend; thus, there are sufficient supplies to meet the needs of the proposed Project. Therefore, the proposed Project does not significantly alter water use and adequate water supplies would be available to serve the proposed Project. For the reasons mentioned above, the proposed Project would not cause the substantial depletion of groundwater supplies or interfere substantially with groundwater recharge such that the proposed Project may impede sustainable groundwater management of the basin. As such, implementation of the proposed Project would have a *less than significant* impact relative to this topic.

Impact 3.9-3: The proposed Project would not alter the existing drainage pattern of the site or area, including the alteration of the course of a river or through the addition of impervious surfaces, in a manner which would result in substantial erosion, siltation, surface runoff, flooding, or polluted runoff. (Less than Significant)

As previously discussed, the Project Area is located within the Secret Ravine sub-watershed of the Dry Creek Watershed. The proposed Project would alter the existing drainage of the North and South Villages sites through grading and development of the residential villages, apartments, internal roadways, trail system, and future retail commercial, business professional, and high-density residential uses, as described in Chapter 2. Development of the proposed Project, when complete, would result in increased impervious surfaces and result in an incremental reduction in the amount of natural soil surfaces available for infiltration of rainfall and runoff, thereby generating additional runoff during storm events. Additional runoff could contribute to increased erosion, siltation, and pollution, and increase in flood potential, or runoff that could exceed the capacity of the City's drainage system.

Preliminary Drainage Studies were prepared by Wood Rodgers for the North Village and South Village sites to evaluate and compare the existing drainage conditions to the future drainage conditions on-site following implementation of the proposed drainage systems to determine if the proposed Project would significantly alter the existing drainage pattern, as well as to ensure the proposed Project meets the requirements outlined in the Placer County Stormwater Management Manual for a Preliminary Plan of Development. The following discussions are based primarily on the *College Park Site "A" Preliminary Drainage Study* for the North Village site and the *College Park Site*

⁶ Placer County Water Agency. *Senate Bill (SB) 610 Request for the College Park – Rocklin Campus*. May 12, 2020.

“C-1” Preliminary Drainage Study for the South Village site, which can both be found in Appendix G of the DEIR.

It is noted that the *College Park Site “A” Preliminary Drainage Study* for the North Village site analyzes only the northern portion (Site “A”) of the site proposed for development, which consists of the proposed single-family residential, high-density residential, and park and open space areas. Additionally, the *College Park Site “C-1” Preliminary Drainage Study* for the South Village site analyzes only the southern portion (Site “C”) of the site proposed for development, which consists of the proposed single-family residential lots. The future Retail Commercial and High-Density Residential areas on the North Village site and Business Professional and High-Density Residential areas on the South Village site were not analyzed, as no development is proposed as part of this development application in these areas.

NORTH VILLAGE

According to the *College Park Site “A” Preliminary Drainage Study*, there is a drainage divide in the southern portion of Parcel A on the North Village site, with most of the site draining northward directly to Secret Ravine. The remaining southern portion of Parcel A flows to a small unnamed creek tributary to Secret Ravine. No streams or rivers pass through the North Village site. As such, there is no potential to alter a watercourse on the North Village site, which could lead to on- or off-site flooding.

The proposed grading and storm drain system will reroute portions of the existing watersheds to the north and west. These rerouted areas are roughly equal, such that watershed area draining across the boundary of the site will be approximately equal to existing conditions. The net effect is an extra 2.8 acres of drainage area flowing northward, which is mitigated by the detention basins to pre-Project runoff conditions with smaller contributing areas.

The proposed drainage conveyance system would be comprised of a northern and southern system of underground pipes and curbed-and-guttered streets and on-site detention storage. The proposed drainage infrastructure would include 15- to 24-inch drain pipes, following the internal circulation network. Adequate drainage can be achieved with storm drains ranging from 15- to 24-inches in diameter due to the moderate sloping terrain of the North Village site. Runoff would primarily be collected by curbed-and-guttered streets to an underground storm sewer system. Where applicable, building gutter flows will be buffered with landscaping/lawns before reaching the main conveyance system through the use of disconnected downspouts.

The northern system on Parcel A would drain to two detention basins (DET1 and DET2) at the northern boundary of the North Village site. DET1 would have a capacity of 2.97 acre-ft and DET2 would have a capacity of 2.18 acre-ft. These detention facilities also act as a bioretention basin for stormwater quality treatment. The outlet for each basin is a 6-inch orifice for flood control and an underdrain for lower flows. For DET1 the outlet consists of: a 6-inch diameter perforated water quality underdrain beneath the bioretention (filtration) soil layer and a 6-inch diameter pipe placed 1.5 feet above the basin bottom (top of filtration soil layer) For DET2 the outlet consists of: a 6-inch diameter perforated water quality underdrain beneath the bioretention (filtration) soil layer and a

6-inch diameter pipe placed 2.5 feet above the basin bottom (top of filtration soil layer). The detention basins would drain directly to existing overland (offsite) flow paths to Secret Ravine. The outlets will be constructed with a standpipe configuration, allowing for flows greater than 100-year design flows to exit the basins through the top of the standpipe before overflowing the containment embankments.

The southern system on Parcel A would drain to an underground vaulted detention basin. This detention basin would be tied into an existing 15-inch storm drain along the eastern side of Sierra College Blvd. The outlet for this basin consists of a 4-inch diameter pipe at bottom elevation and a 6-inch diameter pipe at 2 feet above the bottom of the basin. Given that flood detention storage is below ground it is not feasible to construct a bioretention soil layer below the vault structure as it will not be maintainable. Therefore, the storm water quality treatment would be achieved in close coordination with local officials through a treatment vault structure, outfitted with acceptable filtration comparable to bioretention facilities, located downstream of the flood detention facility. Such a filtration configuration is assumed to treat low flows only, and have a high flow bypass to downstream, and no flood attenuation is assumed to occur within the treatment portion of the proposed system.

Runoff from the developed watersheds was calculated using the HEC-1 program and using the Dry Creek Desktop program and associated excel worksheet. Output hydrographs from HEC-1 were then used as input to an XPSWMM model to evaluate the storm drainage system and detention facilities. The results of the analysis found that the peak outflow from on-site developed conditions occurs at the same time (13.25 hours) as existing conditions. However, the developed condition flow is slightly larger when Secret Ravine is at peak flow, which is around 15.25 hours. At this time, the 100-year event peak flow increased by 4 cfs. The hydraulic conditions were analyzed to determine if the 4 cfs could have an impact on the water surface elevation in Secret Ravine. A comparison was made in FlowMaster with the Secret Ravine cross section using predevelopment peak flow (4,037 cfs) and developed peak flow (4,041 cfs). The analysis indicated that the impact to maximum water surface elevation in Secret Ravine would be less than 0.01 feet.

To reduce flow to mitigate any increase within Secret Ravine during peak flow conditions, flows can be diverted from DET2 to DET1 during peak on-site runoff conditions, further restricting the outlets of the detention basins, and storing more water in DET1. This diversion has been proposed at the manhole just upstream of DET2, as a 24-inch storm drain with an invert elevation of 319.5 feet, conveying higher flow to DET1. The new diversion pipe will drain west to east and flow beneath the proposed 18-inch storm drain flowing from south to north that drains the preserved tree grove area.

Comparisons were made between the northern and southern outfall points for pre-development and post-development drainage conditions. Outflows from the detention basins were determined to be controlled so that downstream flows are reduced below target flow conditions in accordance with the Placer County Stormwater Management Manual standards for flood control. Additionally, the storm drain pipes meet the Placer County Stormwater Management Manual requirements. The 10-year storm event was contained below gutter elevation and the 100-year storm event was contained below manhole rim elevation without including overland flow in streets.

To ensure the proposed drainage system on Parcel A fully mitigates downstream impacts from the North Village site, a quality control review was conducted by GEI Consultants. The *College Park/Sierra Villages Project Preliminary Drainage Study Quality Control Review* (see Appendix G) found that the current drainage design for Parcel A meets the City's and PCWFCD drainage design criteria, as well as the City's MS4 permit requirements. Therefore, the drainage system fully mitigates downstream impacts from Parcel A of the North Village site..

SOUTH VILLAGE

According to the *College Park Site "C-1" Preliminary Drainage Study*, existing runoff from the South Village site flows directly into the unnamed tributary to Secret Ravine Creek, which runs from east to west through the site and is bordered on both sides by a riparian wetland that occupies the creek's floodplain. The tributary branches to the northeast portion of the site and an intermittent drainage flows through an oak woodland into the tributary from the south.

It should be noted that Secret Ravine Creek would not be altered as part of the development of the South Village site. As shown on Figure 2.0-10 in Chapter 2.0, Project Description, the proposed Project includes open space buffer between the unnamed tributary to Secret Ravine Creek and the proposed single-family residential lots. Additionally, the Tentative Subdivision Map and Grading Plans for the South Village must comply with the adopted creek setback requirement. Complying with the adopted creek setback requirement ensures that the unnamed tributary to Secret Ravine would not be altered and ensures the impervious surfaces, including the proposed single-family homes, would not be placed in the 100-year flood zone.

The proposed drainage conveyance is a system of underground pipes and curbed-and-guttered streets. The proposed drainage infrastructure would include 15-inch drain pipes, following the internal circulation network. Adequate drainage can be achieved with 15-inch storm drains. Two detention basins are proposed to attenuate peak runoff and provide stormwater quality treatment. The first detention basin (Basin 1) is situated just east of El Don Drive and collects runoff from the majority of the site. The proposed bridge/roadway segment will convey drainage from the eastern cul-de-sac to combine with drainage from the lots west of the bridge. The bridge roadway segment will be configured to drain offsite flows from the existing development to the south under the roadway to the tributary and the final sizing and vertical location will be determined during design. The detention basin is designed to be 5 feet deep (maximum) with a bioretention layer at the bottom. The northern boundary of the detention basin will be a vertical containment structure in order to achieve the required bottom area. The second detention basin (Basin 2) is situated between the eastern cul-de-sac and the creek. This basin will be bounded by a concrete containment structure to the northeast along a utility access road and graded along the southwest to lot elevations. This detention basin is designed to be a maximum of 4 feet deep with a bioretention soil/gravel layer at the bottom. Therefore, the provided freeboard for each of the basins exceed the minimum requirement of 2 feet meeting Placer County drainage requirements. Additionally, the maximum 100-year storage volume for each basin is less than 2 acre-feet and therefore does not require an emergency spillway.

The outlet for each detention basin consists of a water quality underdrain below the biofiltration layer and a 12-inch gravity outlet pipe. The outlet pipe for Basin 1 is placed at a height of 15-inches above the bottom and the outlet pipe for Basin 2 is placed at a height of 12-inches above the bottom. Each of the basins will require the construction of a pipe outlet structure connecting outflow from the basins to the unnamed creek/channel beneath the existing elevated access road constructed along the deep wastewater sewer main alignment.

To comply with stormwater quality requirements, runoff must be routed through a bioretention basin having an area no less than 4 percent of the contributing impervious area. Basin 1 has a contributing impervious area of 120,696 square feet and Basin 2 has a contributing impervious area of 40,225 square feet, resulting in a required bioretention area 4,828 square feet for Basin 1 and 1,609 square feet for Basin 2. As proposed, Basin 1 would provide 5,050 square feet of bioretention area and Basin 2 would provide 1,650 square feet of bioretention area; therefore, each basin provides adequate stormwater quality treatment through bioretention.

Runoff from the site was calculated using the HEC-1 program and the resulting hydrographs were input to XPSWMM to evaluate the detention basins. The estimated combined peak outflow being generated from the entire site reaching the El Don Drive crossing of the unnamed tributary stream is 10.6 cfs for the 100-year storm, which was determined to be below the gutter elevation consistent with the Placer County drainage requirements. Additionally, comparisons between pre-developed and developed peak flow conditions found that the target peak outflow rates at the downstream end of the site are met.

To ensure the proposed drainage system on Parcel C-1 fully mitigates downstream impacts from the South Village site, a quality control review was conducted by GEI Consultants. The *College Park/Sierra Villages Project Preliminary Drainage Study Quality Control Review* (see Appendix G) found that the current drainage design for Parcel C meets the City's and PCFCD drainage design criteria, as well as the City's MS4 permit requirements. Therefore, the drainage system fully mitigates downstream impacts from Parcel C of the South Village site.

CONCLUSION

Planned urbanization of the Project Area would result in changes to land use, natural vegetation, and infiltration characteristics, and would introduce new sources of water pollutants, producing "urban runoff." Pollutants contained within urban runoff may include, but are not limited to sediment, oxygen-demanding substances (e.g., organic matter), nutrients (primarily nitrogen and phosphorus), heavy metals, bacteria, oil and grease, and toxic chemicals that can degrade receiving waters. Urban runoff pollutants may stem from erosion of disturbed areas, deposition of atmospheric particles derived from automobile or industrial sources, corrosion or decay of building materials, rainfall contact with toxic substances, decomposing plant materials, animal excrement, and spills of toxic materials on surfaces which receive rainfall and generate runoff.

In order to ensure that stormwater runoff from the Project Area does not adversely increase pollutant levels in adjacent surface waters and stormwater conveyance infrastructure, or otherwise

degrade water quality, Mitigation Measure 3.9-1 requires the preparation of a SWPPP, and structural BMPs. The SWPPP would require the application of BMPs to effectively reduce pollutants from stormwater leaving the site, which would ensure that stormwater runoff does not adversely increase pollutant levels, and would reduce the potential for disturbed soils and ground surfaces to result in erosion and sediment discharge into adjacent surface waters during construction and operational phases of the proposed Project. Additionally, the proposed Project would be required to demonstrate compliance with all of the requirements of the City's Stormwater Runoff Pollution Control Ordinance (Title 8, Chapter 8.30 of the Code) and the Grading and Erosion and Sedimentation Control Ordinance (Title 15, Chapter 15.28 of the Code), which regulates stormwater and prohibits non-stormwater discharges except where regulated by an NPDES permit (see Mitigation Measure 3.9-2).

Additionally, according to the *College Park/Sierra Villages Project Preliminary Drainage Study Quality Control Review*, *College Park Site "A" Preliminary Drainage Study*, and *College Park Site "C-1" Preliminary Drainage Study*, the drainage systems on Parcel A of the North Village site and Parcel C-1 on the South Village site both meet City's and the Placer County's drainage requirements, as the drainage systems comply with the following:

- No inundation on private property in the 10-year event within the project boundary (Placer County Stormwater Management Manual – Section VI.B.2.);
- 10-year flows shall be conveyed within the gutter, roadside ditches or swales, or underground within street areas (Placer County Stormwater Management Manual –Section VI. –C.1.);
- Maximum stormwater elevation is 4-inches above the top of curb and the storm and water flow cannot exceed 3 feet per second during the 100-year event for continuous grade profiles (Placer County Stormwater Management Manual – Table 6-1);
- Stormwater is a minimum of one foot below building pads during the 100-year event at sag points. Ponding does not extend more than 120 feet from inlet (2 std. residential lot frontages) along any street segment. (Placer County Stormwater Management Manual – Table 6-1);
- The design HGL should be at least 6 inches below the gutter grade at the inlet to allow the inlet to function properly. The inlet should not be counted as accepting (additional) flow if there is a possibility the hydraulic grade will be above this level. (Placer County Stormwater Management Manual – Section VI. – D. 2. b. (4))
- The objective flow shall be taken as the estimated pre-development peak flow rate less 10 % of the difference between the estimated pre-development and post-development peak flow rates from the site for all standard design storms ranging in frequency from the 2-year and up to and including 100-year. In no case, however, shall the objective flow be less than 90 percent of the estimated pre-development flow (Placer County Stormwater Management Manual – Section VII. – D.1. a. and Figure 7-1).

With respect to the future Retail Commercial and High-Density Residential areas on Parcel B of the North Village site and Business Professional and High-Density Residential areas on Parcel C-2 of the South Village site, these areas were not analyzed as part of the *College Park/Sierra Villages Project Preliminary Drainage Study Quality Control Review*, *College Park Site "A" Preliminary Drainage Study*, and *College Park Site "C-1" Preliminary Drainage Study*, as no development is proposed as part of this development application in these areas. Therefore, to ensure that development on Parcel B of the North Village and Parcel C-2 of the South Village would not substantially alter the existing drainage pattern of the site or area, in a manner that would result in substantial erosion or siltation, result in flooding, or exceed the capacity of the existing or planned stormwater drainage systems, projects proposed on these parcels must demonstrate compliance with the City of Rocklin and PCWFCD requirements, as required by Mitigation Measure 3.9-5. This would require projects on Parcel B of the North Village and Parcel C-2 of the South Village to design drainage systems that meet the City's and PCWFCD drainage design criteria, as well as the City's MS4 permit requirements.

Thus, incorporation of the aforementioned North Village and South Village drainage systems and the implementation of Mitigation Measures 3.9-1, 3.9-2, 3.9-3, 3.9-4, and 3.9-5 would ensure that the proposed Project would not substantially alter the existing drainage pattern of the site or area, in a manner that would result in substantial erosion or siltation, result in flooding, or exceed the capacity of the existing or planned stormwater drainage systems. Therefore, this is a ***less than significant*** impact.

Impact 3.9-4 The proposed Project has the potential to, in a flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation. (Less than Significant)

As previously noted, the North Village site is not located within a designated Federal Emergency Management Agency (FEMA) Flood Zone; however, a portion of the South Village site associated with the unnamed tributary to Secret Ravine Creek is located within a 100-year floodplain and regulatory floodway.

As shown in Figure 2.0-6, the proposed Project proposes residential development within the southern portion of the South Village site, south of Secret Ravine Creek. The area surrounding the creek and immediately north of the creek is identified as open space/preserve area. The Tentative Subdivision Map and Grading Plans for the South Village note an approved creek setback from Secret Ravine as well as an additional open space buffer between the creek of the proposed single-family residential lots. The creek setback and proposed open space buffer ensures that Secret Ravine would not be altered and ensures the impervious surfaces, including the proposed single-family homes, would not be placed in the 100-year flood zone. Therefore, impacts related to the 100-year flood hazard area to a ***less than significant*** level. No additional mitigation is required.

Impact 3.9-5: The proposed Project has the potential to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. (Less than Significant)

The Water Quality Control Plan for the Sacramento River and San Joaquin River Basins and the Western Placer County Groundwater Management Plan are the two guiding documents for water quality and sustainable groundwater management in the City of Rocklin. Consistency with the two plans is discussed below.

WATER QUALITY CONTROL PLAN FOR THE SACRAMENTO RIVER AND SAN JOAQUIN RIVER BASINS

The Water Quality Control Plan for the Sacramento River and San Joaquin River Basins, includes a summary of beneficial water uses, water quality objectives needed to protect the identified beneficial uses, and implementation measures. The preparation and adoption of water quality control plans (Basin Plans) is required by the California Water Code (Section 13240) and supported by the Federal Clean Water Act. Section 303 of the Clean Water Act requires states to adopt water quality standards which "consist of the designated uses of the navigable waters involved and the water quality criteria for such waters based upon such uses." The Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term "water quality standards," as used in the Federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality that must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions by the RWQCB and others that are necessary to achieve and maintain the water quality standards.

The overall design of the drainage infrastructure will be required to comply with the *City of Rocklin Post-Construction Manual* (City of Rocklin, June 2015), which ensures development projects comply with the NPDES permit requirements, facilitates review of applications, and promotes integrated Low Impact Development (LID) design. The *City of Rocklin Post-Construction Manual* also ensures proposed storm drains and infiltration/detention system have been designed to convey the required flow rates and will comply with the flood protection and storm water quality requirements of the City of Rocklin and Placer County. As discussed in Impacts 3.9-1, impacts related to water quality during construction and operation would be less-than-significant with implementation of the Mitigation Measure 3.9-1. Mitigation Measure 3.9-1, requires the preparation of a SWPPP, and structural BMPs to effectively reduce pollutants from stormwater leaving the site, which would ensure that stormwater runoff does not adversely increase pollutant levels. Additionally, Mitigation 3.9-2 requires the Project applicant to demonstrate compliance, through its grading plans, erosion control plan, and SWWP, with all requirements of the City's Stormwater Runoff Pollution Control Ordinance (Title 8, Chapter 8.30 of the Code) and the Grading and Erosion and Sedimentation Control Ordinance (Title 15, Chapter 15.28 of the Code). Chapter 8.30 of the Code (*Stormwater Runoff Pollution Control*) was adopted pursuant to the Federal Water Pollution Control Act and is to protect and improve water quality of receiving waters, as well as reduce the adverse effects of polluted runoff discharges on waters of the state. Title 15, Chapter 15.28 of the Code regulates stormwater and prohibit non-stormwater discharges except where regulated by an NPDES permit.

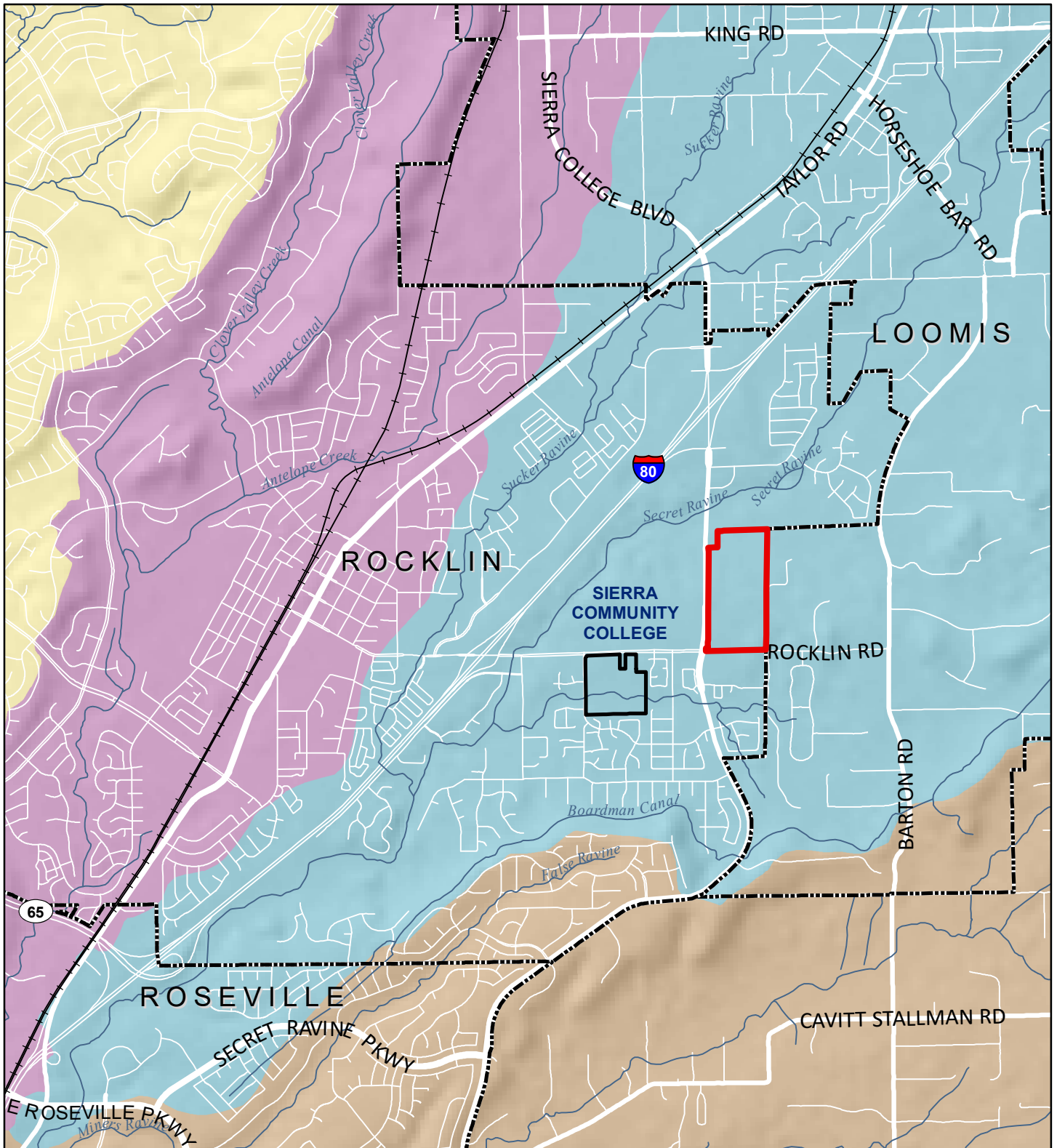
WESTERN PLACER GROUNDWATER MANAGEMENT PLAN

The Western Placer County Groundwater Management Plan presents water balances for the Western Placer County (WPC) to help develop groundwater management options. The water balances and storage estimates were developed utilizing the Sacramento Regional Model (SRM), a regional groundwater flow model developed using the United States Geological Survey MODFLOW code. As discussed in Impact 3.9-2, the proposed Project would not decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed Project may impede sustainable groundwater management of the basin. Surface water will be the main source of water for the proposed Project, which will be supplied through the Foothill-Sunset-Ophir treated water system, and groundwater is only to be used as a backup supply. Additionally, as shown in Figure 9 of the Western Placer Groundwater Management Plan, the North Village and South Village site are located in an area of low annual groundwater recharge.








Additionally, Mitigation Measure 3.9-1 requires the preparation of a SWPPP, and structural BMPs. The SWPPP would require the application of BMPs to effectively reduce pollutants from stormwater leaving the site, which would ensure that stormwater runoff does not adversely increase pollutant levels, and would reduce the potential for disturbed soils and ground surfaces to result in erosion and sediment discharge into adjacent surface waters during construction and operational phases of the proposed Project. Additionally, Mitigation 3.9-2 requires the Project applicant to demonstrate compliance, through its grading plans, erosion control plan, and SWWP, with all requirements of the City's Stormwater Runoff Pollution Control Ordinance (Title 8, Chapter 8.30 of the Code) and the Grading and Erosion and Sedimentation Control Ordinance (Title 15, Chapter 15.28 of the Code). Chapter 8.30 of the Code (*Stormwater Runoff Pollution Control*) was adopted pursuant to the Federal Water Pollution Control Act and is to protect and improve water quality of receiving waters, as well as reduce the adverse effects of polluted runoff discharges on waters of the state. Title 15, Chapter 15.28 of the Code regulates stormwater and prohibits non-stormwater discharges except where regulated by an NPDES permit.

CONCLUSION

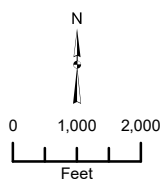
Overall, implementation of the proposed Project and adherence to the requirements of Mitigation Measures 3.9-1 and 3.9-2 would have ***a less than significant impact*** related to conflicts with the Basin Plan and Western Placer County Groundwater Management Plan.



Legend

-  College Park North Village
-  College Park South Village
-  City Boundary
- USGS Watershed Boundary:**
-  Antelope Creek
-  Miners Ravine
-  Pleasant Grove Creek
-  Secret Ravine

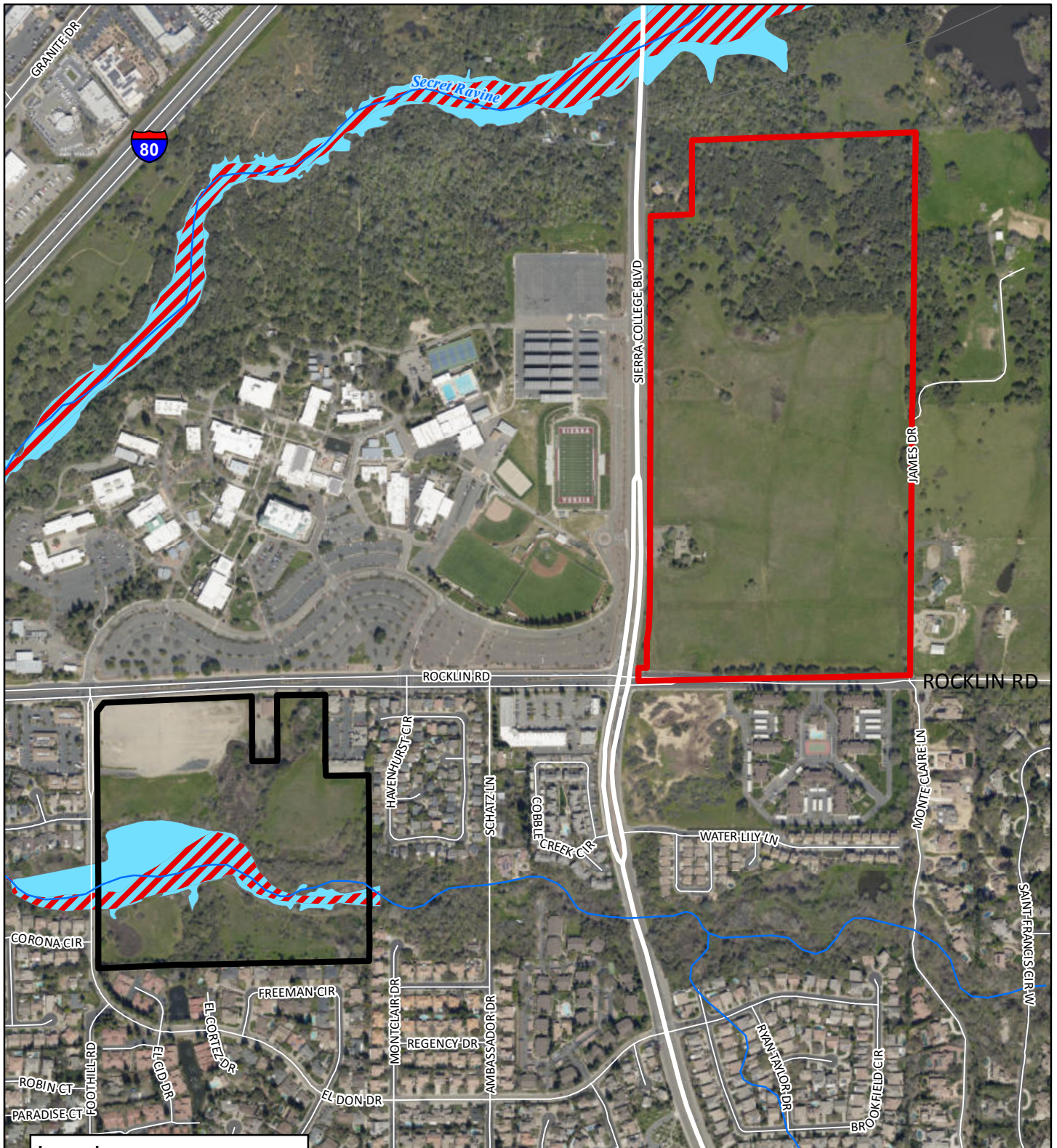
Sources: USGS Watershed Boundary Dataset; Placer County GIS. Map date: April 29, 2021.



COLLEGE PARK

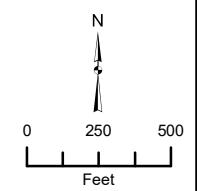
Figure 3.9-1. Principal Watersheds

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Legend

- College Park North
- College Park South
- FEMA Flood Zone Designation**
- 100-yr Flood Plain
- Regulatory Floodway
- Area of Minimal Flood Hazard

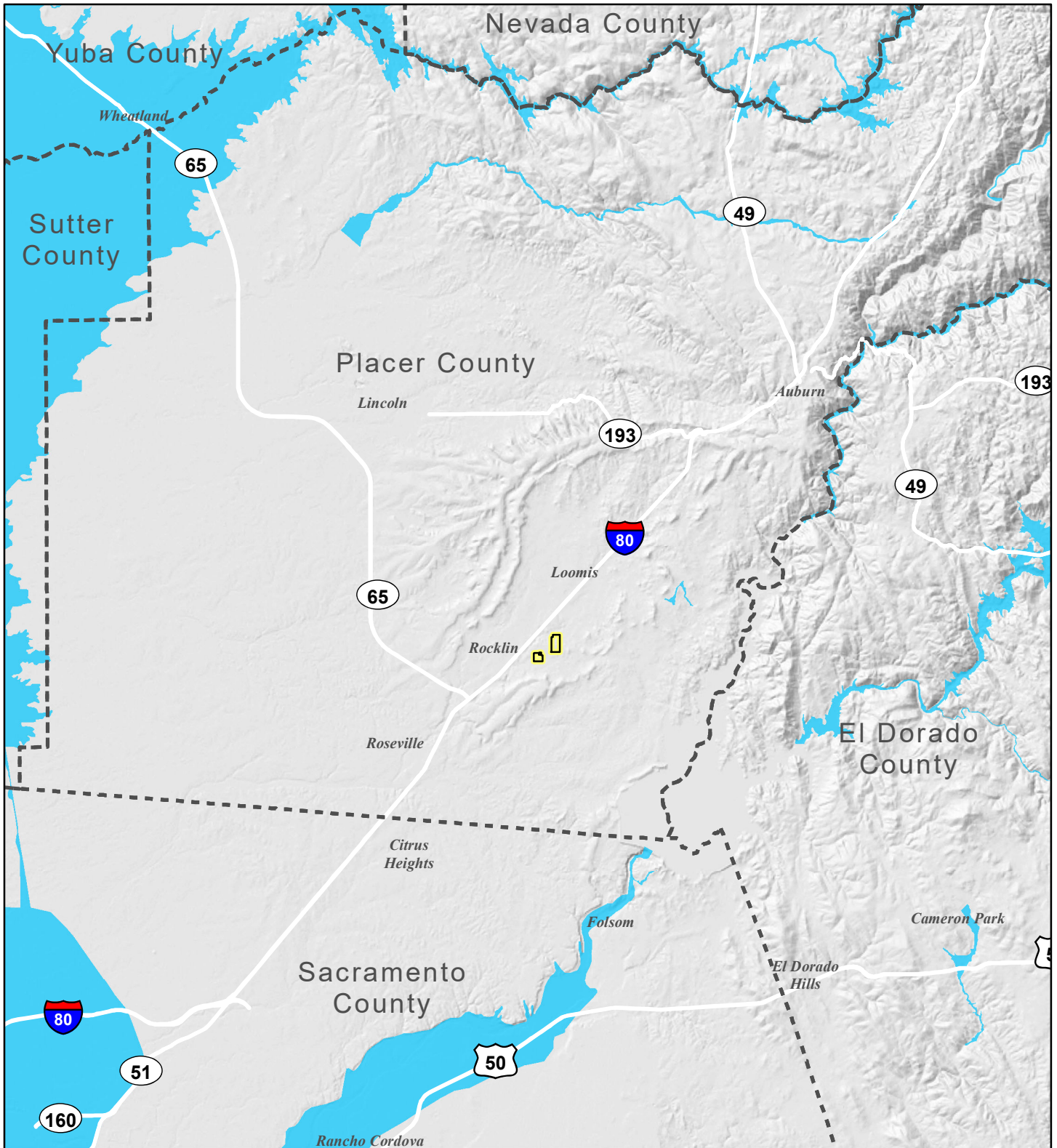


COLLEGE PARK




Figure 3.9-2. FEMA Flood Insurance Rate Map

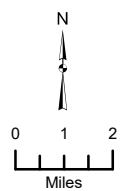
Sources: FEMA NFHL_06061C, 11/23/2020; ArcGIS Online World Imagery Map Service; Placer County GIS. Map date: April 29, 2021.

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Legend

-  Project Locations
-  County Boundary
-  Dam Inundation Areas



COLLEGE PARK

Figure 3.9-3. Dam Inundation Areas

Sources: California Office of Emergency Services (CalOES); Placer County GIS. Map date: April 29, 2021.

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The purpose of this section is to identify the existing land use conditions within the proposed College Park Project Area and the surrounding areas, analyze the project's compatibility with existing land uses, analyze the project's consistency with relevant planning documents and policies, and recommend mitigation measures to avoid or minimize the significance of potential impacts. Comments were received during the public review period for the Notice of Preparation regarding this topic from the following: Sherry Di Lulo (March 4, 2019), Denise Gaddis (March 1, 2019), Bill and Kathi Gandara (February 27, 2019), Arlene Jamar (March 4, 2019), Town of Loomis (February 6, 2019) Davinder Mahal (March 4, 2019), Kim Steinjann (March 4, 2019), Janet Thew (March 4, 2019) and County of Placer (March 4, 2019). Each of the comments related to land use are addressed within this section, and comments are included within Appendix A.

Information in this section is primarily based on information provided by the project applicant, site surveys conducted by De Novo Planning Group in 2019, ground and aerial photographs, and the following reference documents:

- *City of Rocklin General Plan* (City of Rocklin, October 2012).
- *City of Rocklin General Plan EIR* (City of Rocklin, August 2011).
- *City of Rocklin Housing Element* (2013);
- *City of Rocklin Municipal Code*. Adopted January 2019. Municipal Code, Title 17 Zoning.
- *Town of Loomis General Plan* (Town of Loomis, 2001).

3.10.1 ENVIRONMENTAL SETTING

PROJECT AREA

The Project Area is located within the City of Rocklin along the Rocklin Road corridor. The Project Area consists of approximately 108.4-acres and includes the 72.6-acre North Village site and the 35.8-acre South Village site. The Project Area is generally bounded by existing open space to the north, rural residence estates to the east, residential subdivisions to the south and Sierra College to the west. The project's regional location is shown in Figure 2.0-1 and the Project Area and site boundary are shown in Figure 2.0-2.

On-Site Land Uses

The North Village site is located at the northeast corner of Rocklin Road and Sierra College Boulevard and consists of APNs 045-150-011, -023, -048, and -052. The North Village site is rectangular excluding one small outparcel in the northwest corner of the site, east of Sierra College Boulevard. With the exception of a single home, the North Village site is uninhabited and comprised of gently rolling terrain at elevations ranging from 330 to 380 feet above mean sea level. The predominant vegetation is non-native annual grassland and oak woodland dominated by interior live oak, blue oak and grey pine. Portions of the site were historically mined, resulting in an irregular and disturbed landscape in the northern portion of the site. Two drainages and associated wetlands run from south to north and are discontinuous. Seeps and depressional seasonal wetlands as well as granite outcroppings occur within the non-native annual grassland.

The South Village site is located at the southeast corner of Rocklin Road and El Don Drive and consists of APNs 045-131-001 and -003. The South Village site is nearly square excluding two areas on the north side of the site, south of Rocklin Road. The South Village site is comprised of rolling terrain at elevations ranging from 290 to 310 feet above mean sea level. An unnamed tributary of Secret Ravine Creek runs from east to west through the site and is bordered on both sides by a riparian wetland that occupies the creek's floodplain. An intermittent drainage within a riparian area flows from Sierra College Boulevard southeast into the unnamed tributary. The northwest corner of the site is barren and used as a parking lot for Sierra College. Monte Verde Park, an existing City neighborhood park, is located in the west-central portion of the site and includes play and turf areas. In the southwest portion of the site is a seep. The site, south of the floodplain, is occupied by patches of non-native annual grassland and oak woodland dominated by interior live oak, blue oak and valley oak. Granitic outcroppings are scattered throughout the site.

General Plan Land Use and Zoning Designations

The existing General Plan designation for the North Village is Mixed Use (MU). The Rocklin Zoning Ordinance designates the North Village site as Planned Development – Community College (PD-CC) within the Sierra College Area General Development Plan.

The existing General Plan designations for the South Village are Mixed Use (MU) and Recreation-Conservation (R-C). Within the South Village site, the northern half is zoned Planned Development – Commercial (PD-C) within the Rocklin Road East of I-80 General Development Plan. The remainder of the South Village area is zoned Open Area (OA), and R1-10 (Residential Single Family 10,000-square foot minimum lot).

SURROUNDING LAND USES

Existing land uses surrounding the North and South Village sites are described below.

North Village.

West of the North Village, the Sierra College's Rocklin campus is located on the northwest corner of Rocklin Road and Sierra College Boulevard and a commercial center is located on the southwest corner. James Drive is immediately east of the North Village site with an approved, recently under construction, equestrian facility located contiguous to the North Village project site at the end of James Drive in the Town of Loomis. To the east of James Drive are rural residential parcels in the Town of Loomis. Rocklin Road forms the site's southern boundary and Rocklin Manor Apartments and the recently under construction Sierra Gateway Apartments are located south of Rocklin Road. There is a parcel with a single-family residence near the northwest corner of the North Village site and the parcel north of the site is vacant and vegetated with oak woodland and grassland. There is an additional parcel with a single-family residence near the southern portion of the site, adjacent to Sierra College Boulevard.

Adjoining land to the north of the North Village project site is designated Medium Density Residential (MDR). Land to the west is designated Public/Quasi-Public (PQP), and lands to the south are designated Medium Density Residential (MDR), Medium-High Density Residential (MHDR), and High Density

Residential (HDR). Land to the east is located outside of the City of Rocklin city limits and within the Town of Loomis; this land is designated Residential Estate in the Town of Loomis General Plan.

The adjoining zoning to the north and south of the North Village project site is Planned Development Residential. Land to the west of the North Village project site is zoned Planned Development Community College (PD-CC). Land to the east is located outside of the City of Rocklin city limits and within the Town of Loomis; this land is zoned Residential Estate in the Town of Loomis General Plan.

South Village.

Rocklin Road and El Don Drive are located north and west of the South Village site, respectively, and the Sierra College campus is located immediately north of Rocklin Road. Office buildings and the Rocklin Latter-day Saints (LDS) Institute are situated in two separate areas south of Rocklin Road, outside of the Project Area. West of the South Village, office and retail uses are located on the southwest corner of El Don Drive and Rocklin Road. Single-family residential uses are west, south and east of the site and there is also a small open space area to the east of the site before the single-family residential uses. A branch of Secret Ravine Creek runs from east to west through the site.

Adjoining lands to the south of the South Village project site are designated MDR. Land to the east is designated MDR and Retail Commercial (RC). Land to the north is designated RC and PQP, and land to the west is designated MDR and Recreation-Conservation (R-C). There are also R-C lands to the east and west of the South Village project site.

Adjoining zoning designations to the south of the South Village project site are Planned Development Residential, and Residential Single Family 6,000 Square Feet Minimum Lots. Zoning to the east of the South Village project site is designated Planned Development Residential, Open Area, and Residential Single Family 6,000 Square Feet Minimum Lots. Land to the north is designated PD-CC, and land to the west is designated PD-CC, Planned Development Residential, and Residential Single Family 7,500 Square Feet Minimum Lots (R1-7.5).

3.10.2 REGULATORY SETTING

STATE

Government Code

California Government Code (CGC) Section 53091 states that all local agencies shall comply with the applicable building and zoning ordinance within the territory where the local agency, such as a community college district, is located. A local agency, as defined by CGC Section 53090(a), is “an agency of the state for the local performance of governmental or proprietary function within limited boundaries.” Furthermore, CGC Section 53094 specifically gives parameters for school districts to render a zoning ordinance inapplicable for any proposed use of property by a school district. California Education Code Section 80 defines a school district as “school districts of every kind or class, except a community college district.” Therefore, a community college district would be subject to the applicable building and zoning

ordinance of the territory where the district is located pursuant to CGC Section 53091 and, in this case, the City of Rocklin.

California Government Code Section 65300 et seq. establishes the obligation of cities and counties to adopt and implement general plans. The general plan is a comprehensive, long-term, and general document that describes plans for the physical development of a jurisdiction and of any land outside its boundaries that, in the jurisdiction's judgment, bears relation to its planning. The general plan addresses a broad range of topics, including, at a minimum, land use, circulation, housing, conservation, open space, noise, and safety. In addressing these topics, the general plan identifies the goals, objectives, policies, principles, standards, and plan proposals that support the jurisdiction's vision for the area. The general plan is a long-range document that typically addresses the physical character of an area over a 20-year period. Although the general plan serves as a blueprint for future development and identifies the overall vision for the planning area, it remains general enough to allow for flexibility in the approach taken to achieve the plan's goals.

The State Zoning Law (California Government Code Section 65800 et seq.) establishes that zoning ordinances, which are laws that define allowable land uses within a specific district, are required to be consistent with the general plan and any applicable specific plans. When amendments to the general plan are made, corresponding changes in the zoning ordinance may be required within a reasonable time to ensure the land uses designated in the general plan would also be allowable by the zoning ordinance (Government Code, Section 65860, subd. [c]).

REGIONAL

Sacramento Area Council of Governments (SACOG)

SACOG is an association of local governments from six counties and 22 cities within the Sacramento Region. The counties include El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba. SACOG is responsible for the preparation of, and updates to, the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for the region and the corresponding Metropolitan Transportation Improvement Program (MTIP). The MTP/SCS provides a 20-year transportation vision and corresponding list of projects. The MTIP identifies short-term projects (seven-year horizon) in more detail. The 2020 MTP/SCS was adopted by the SACOG board in 2020.

LOCAL

Rocklin General Plan

The City of Rocklin General Plan guides physical development of the land and expresses community goals allowing growth to meet community needs, while preserving environmental and historical integrity. The general plan is comprehensive in scope and represents the city's expression of quality of life and community values. General plans are prepared under a mandate from the State of California, which requires that each city and county prepare and adopt a comprehensive, long-term general plan for its jurisdiction and any adjacent related lands. State law requires General Plans to address seven mandated

components: circulation, conservation, housing, land use, noise, open space, and safety. Chapter IV Sections A through F of the Rocklin General Plan contain the General Plan Elements in the form of goals and policies which address the State-required components as well as additional issues identified by the City. Each of the sections within Chapter IV provides background information on a topic and the goals, policies, standards and actions that apply to it.

- Section A, Land Use, addresses land use development, and sets policy for population density and building intensity;
- Section B, Open Space, addresses conservation, development, utilization of natural resources, water resources, heritage trees, soils and geologic features, creeks and riparian habitat, plants and wildlife, flood protection, energy, air quality, minerals and cultural resources;
- Section C, Circulation, addresses streets and roads, highways, transit services, bicycle/pedestrian facilities, and other transportation services and facilities;
- Section D, Community Safety, addresses emergency preparedness, homeland security, flooding, hazardous materials/contaminated sites, fire hazards, seismic and geologic hazards, and other hazards;
- Section E, Noise, addresses exposure of the community to excessive noise levels;
- Section F, Public Services, addresses infrastructure, law enforcement, fire protection, emergency response, schools, refuse collection and disposal, utilities, storm drainage, libraries and cemeteries;
- Section G, Housing (contained under separate cover), addresses current and future housing needs at all income levels.

GENERAL PLAN LAND USE MAP

The General Plan Land Use Map portrays the anticipated uses of land within the City's planning area, which includes the City boundaries and the City's Sphere of Influence. The Land Use Map designates areas intended for Professional Office, Business Professional / Commercial, Business Professional / Commercial / Light Industrial, Heavy Industrial, Light Industrial, Retail Commercial, Service Commercial, Mixed Use, Public/Quasi-Public, High Density Residential, Medium-High Density Residential, Medium Density Residential, Low Density Residential, Rural Residential, Recreation/Conservation, Park, Downtown Plan Area.

As stated, the City of Rocklin's General Plan Land Use Map designates the Project Area as Mixed Use (MU) and Recreation-Conservation (R-C).

Mixed Use (MU): Mixed Use provides for land use patterns and mixed-use development that integrate residential and non-residential land uses such that residents may easily access shopping, services, employment and leisure activities. This land use also provides for non-residential land uses such as institutional, office, educational, civic and other facilities proximate to residential uses. MU designated parcels may be all residential, all non-residential, or a mix of residential and nonresidential uses. The MU land use designation has an allowed density of 10 to 40 dwelling units per acre and an allowed Floor Area Ratio (FAR) of 0.25 to 1.6.

Recreation-Conservation (R-C): Recreation-Conservation provides for land to be used for active and passive recreation, to be preserved for future recreational use, and/or to protecting land that has important environmental and ecological qualities.

GENERAL PLAN LAND USE POLICIES

General Plan goals and policies applicable to environmental issues associated with land use are identified in Table 3.10-1. General Plan policies associated with specific environmental topics (aesthetics, air quality, biological resources, cultural resources, geology/soils, hazards, hydrology/water quality, housing, noise, parks, public services, transportation, utilities, etc.) are discussed in the relevant chapters of this EIR.

Rocklin Zoning Code

Rocklin Municipal Code Title 17, Zoning, comprises the Zoning Code of the City of Rocklin. The purpose of the Zoning Code is to implement the City's General Plan; encourage the most appropriate use of land; conserve, protect and stabilize the value of property; provide adequate open space for light and air; prevent undue concentration of population; lessen congestion on the streets; provide adequate provisions for community utilities; and promote the public health, safety, and general welfare of the City. This is done, in part, through the regulation of the use of buildings; location, height, bulk, number of stories, and size of buildings and structures; size and use of lots, setbacks, courts and other open spaces; percentage of a lot occupied by a building or structure; intensity of land use; and requirements for off-street parking and loading.

As stated above, the Zoning Map identifies the zoning for the North Village site as Planned Development – Community College (PD-CC) within the Sierra College Area General Development Plan, and the South Village site as Planned Development – Commercial (PD-C) within the Rocklin Road east of I-80 General Development Plan, Open Area (OA), and R1-10 (Residential Single Family 10,000 square foot minimum lot).

The purpose of planned development zones is to provide the means for greater creativity and flexibility in environmental design than is provided under the strict application of the zoning and subdivision ordinances, while at the same time protecting public health, safety and welfare and property values.

PLANNED DEVELOPMENT – COMMUNITY COLLEGE (PD-CC)

The Sierra College Area General Development Plan was created to allow the integrated development of the Project Area in a manner that would accommodate various types of large scale, complex and phased development. This area provides areas for a variety of uses which could include office, medical office, retail, college uses, assisted and/or senior living, adjacent to the Sierra College Campus.

PLANNED DEVELOPMENT – COMMERCIAL (PD-C)

The Rocklin Road east of I-80 General Development Plan encompasses the area of Rocklin Road frontage east of I-80 with proximity to Sierra Community College. Approximately 50 percent of the South Village, located south of Rocklin Road and north of the creek, is within Area 2 of this General Development Plan. This area was intended to accommodate typical commercial uses.

OPEN AREA (OA)

This zone is generally used to protect steep, hazardous or sensitive area in an undeveloped state. Where appropriate, some limited uses may be allowed subject to the approval of a conditional use permit. The following uses may be permitted in this zone: parks, playgrounds, golf courses, swimming pools, country clubs, equestrian facilities, museums, art galleries, public buildings, public utility substations, and commercial uses accessory to permitted or conditional uses, such as refreshment stands, restaurants, sports equipment rental and sales, and marinas.

R1-10 (RESIDENTIAL SINGLE FAMILY 10,000-SQUARE FOOT MINIMUM LOT)

This zone is designed for residential single-family units on lots with a minimum of 10,000 square feet. Permitted uses in the R1-10 zone include single-family dwellings, accessory uses and buildings, Section 5116 homes, schools, and secondary residential units.

Rocklin General Plan EIR

In August 2012, the City of Rocklin adopted a new General Plan and certified the associated General Plan EIR (State Clearinghouse (SCH) # 2008072115) -- a Program EIR pursuant to CEQA Guidelines Section 15168. Later environmental documents (EIRs, mitigated negative declarations, or negative declarations) can incorporate by reference materials from a program EIR regarding regional influences, secondary impacts, cumulative impacts, broad alternatives, and other factors (CEQA Guidelines Section 15168[d][2]). These later documents need only focus on new impacts that have not been considered before (CEQA Guidelines Section 15168[d][3]). As noted in Chapter 1.0, Introduction, the General Plan EIR assumed full development and buildout of the Project Area. While the components of the Project are not consistent with the land uses under the General Plan EIR, the development footprint of the Project is the same; therefore, the physical impacts of developing the Project Area would be similar as under the General Plan EIR, as the area of impact is fully defined consistent with the General Plan EIR.

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on land use as a result of the future urban development that was contemplated by the General Plan. These impacts included dividing an established community and potential conflicts with established land uses within and adjacent to the City (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.1-1 through 4.1-38). The analysis found that while development and buildout of the General Plan can result in land use impacts, these impacts would be reduced to a less than significant level through the application of General Plan goals and policies that would assist in minimizing or avoiding land use impacts.

These goals and policies include, but are not limited to goals and policies in the General Plan Land Use Element requiring buffering of land uses, reviewing development proposals for compatibility issues, establishing and maintaining development standards and encouraging communication between adjacent jurisdictions.

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for impacts to land use incorporated as goals and policies in the Rocklin General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

3.10.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed Project will have a significant impact on land use and planning if it will:

- Physically divide an established community;
- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

IMPACTS AND MITIGATION MEASURES

Impact 3.10-1: The project may result in the physical division of an established community (Less than Significant)

As noted in the Rocklin General Plan, the City of Rocklin has planned to promote orderly and well-planned development which enhances the City. The General Plan describes that it seeks to promote flexibility and innovation in new development through the use of planned unit developments, development agreements, specific plans, mixed-use projects, and other innovative design and planning techniques.

The Project proposes a mix of residential, business professional, commercial, and parks and open space uses. The proposed Project would not disrupt or physically divide an established community, as the Project Area is currently undeveloped, with the exception of a single home on an approximately 1-acre parcel on the North Village site, and is primarily surrounded by existing roadways, undeveloped land, or existing development that is consistent with the proposed uses for the sites.

NORTH VILLAGE

The approximately 72.6-acre North village project site is currently undeveloped and vacant, with the exception of the existing rural residence on the North Village site. The North Village site is located at the eastern edge of the City of Rocklin and is primarily surrounded by roadways to the south and west and undeveloped land to the north and east. Development of the North Village site would not divide an established community, as the site is primarily vacant with the exception of one single-family home, and the site is separated from surrounding uses within the City by Sierra College Boulevard and Rocklin Road. The majority of the site is proposed to be developed with a mix of residential uses at varying densities that transition for lower densities along the eastern border with the Town of Loomis to higher density along Sierra College Boulevard and Rocklin Road as well as within the central portion of the site. The Project would provide a residential community connected by park and open space uses. The southwest portion of the site is proposed for retail commercial development while the southeast portion of the site is proposed for multi-family development, which would provide a transition from Rocklin Road to the proposed less dense residential uses. Development of the North Village site, as proposed, would be consistent with the pattern of development that occurs within the surrounding area.

SOUTH VILLAGE

The majority of the approximately 35.8-acre South Village project site is currently undeveloped and vacant, with the exception of the existing Monte Verde Park. The South Village site is located within an area that is currently developed with residential, commercial, and community college uses. Development of the South Village site would not divide an established community, as the site is separated from uses to the north and west by Rocklin Road and El Don Drive, respectively. Existing residential uses to the east and south of the site back onto the project site and do not provide any connection to the site or each other. Uses adjacent to Rocklin Road and the northern portion of the site are currently separated by open space areas within the South Village site. The southern portion of the South Village would be developed with single-family residential uses consistent with the residential uses that occur to the east, south, and west of the area. A local street would extend from El Don Drive eastward into the project site, to provide access to the proposed residential uses. The Project would extend the pattern of residential development that occurs within the surrounding area into the South Village site. The central portion of the site would remain open space/preserve area, providing a separation and transition from the proposed and existing residential uses to the south and the proposed high density residential and business professional/commercial uses within the northeast and northwest portions of the site, respectively. The northwestern corner of the South Village site currently serves as parking for Sierra College, located north of the South Village site across Rocklin Road. The introduction of business professional/commercial uses (anticipated to be 75,000 square feet of business professional/commercial uses for purposes of the analysis) is envisioned to provide institutional, medical, office, and small-scale retail uses that will connect the Project to Sierra College, as it will serve an important need for College Park residents, Sierra College students, and the surrounding community. Additionally, these uses would be consistent with existing uses along Rocklin Road and would continue the development pattern that occurs within the area.

Overall, the Project represents a mixed-use development within the City limits, adjacent to areas of the City that are currently urbanized. The proposed Project would not divide an establish community; rather it would extend or support existing uses within the surrounding area. Within both the North and South Villages, open space and park areas would provide connections and transitions between residential uses and non-residential development. Pedestrian and bicycle connections to the Project Area would enhance mobility within the Project Area and to the surrounding environs. Therefore, the Project would have a *less than significant* impact related to physically dividing an established community.

Impact 3.10-2: Implementation of the proposed Project may conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted to avoid or mitigate an environmental effect (Less than Significant)

CONSISTENCY WITH THE GOVERNMENT CODE

California is in the midst of a housing crisis, and the proposed Project is in part a response to a market need for housing. (See Gov. Code, § 65589.5[a][1][A] [“California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home,

stifling economic opportunities for workers and businesses, worsening poverty and homelessness, and undermining the State's environmental and climate objectives.”.] The proposed Project is consistent with California’s legislative findings about the current housing crisis, including Senate Bill (SB) 330, which is intended to maximize the production of housing (Gov. Code, § 66300(f)(2).) Where housing is an allowable use, SB 330 generally precludes cities from amending their general plan/specific plan land use designations or zoning to a less intensive use in comparison to those in place on January 1, 2018. However, there are exceptions to this limitation, including concurrently adopted changes in other development standards, ensuring no net loss in residential capacity. Based on a review of the proposed General Plan Amendments and Rezone under the Project, it appears the Project complies with SB 330, as the Project would not result in a net loss in residential capacity. Additionally, the Project would provide a range of housing, including affordable and market rate units, which would assist with providing increased housing opportunities for households of varying AMI and ability levels.

CONSISTENCY WITH THE ROCKLIN GENERAL PLAN

GENERAL PLAN LAND USE DESIGNATION

The City of Rocklin’s General Plan Land Use Map designates the North Village site as Mixed Use and the South Village site as Mixed Use and Recreation-Conservation.

As part of the proposed Project, the applicant is requesting a General Plan Amendment (GPA) to change the Project Area’s General Plan designation in the North Village from Mixed Use to Retail Commercial, Medium Density Residential, Medium High Density Residential, High Density Residential, and Recreation-Conservation; and in the South Village from Mixed Use and Recreation-Conservation to Business Professional/Commercial, Medium Density Residential, High Density Residential, and Recreation-Conservation. The Medium Density Residential category in the General Plan establishes a density of between 3.5 and 8.4 dwelling units per gross acre. At a proposed density of approximately 6.2 units per acre (38 units on 6.1 acres) in the North Village and approximately 5.2 units per acre (25 units on 4.8 acres) in the South Village, the proposed medium density portion of the project complies with the City’s existing General Plan Medium Density Residential levels. The Medium High Density Residential category in the General Plan establishes a density of between 8.5 and 15.4 dwelling units per gross acre. At a proposed density of approximately 9.5 units per acre (279 units on approximately 29.4 acres) in the North Village, the proposed medium high density portion of the project complies with the City’s existing Medium High Density Residential General Plan density range. The High Density Residential category in the General Plan establishes a density of 15.5+ dwelling units per gross acre. At a proposed density of approximately 17.6 units per acre to 36.1 units per acre (325 – 668 units on 18.5 acres) in the North Village and approximately 24.7 units per acre (180 units on 7.3 acres) in the South Village, the proposed high density portion of the Project complies with the City’s existing General Plan High Density Residential levels. The proposed GPA would amend the General Plan Land Use Map to change the land use designations for the North and South sites as described above. Upon approval of the GPA, the Project would be consistent with the General Plan Land Use Map.

GENERAL PLAN POLICIES

The General Plan is the primary planning document that guides land uses in the City and contains goals and policies for development, which pertain to the Project. Table 3.10-1 provides an analysis of the Project’s consistency with the relevant General Plan Urban Form, Land Use, and Design Element policies adopted for the purposes of avoiding or mitigating an environmental effect. Since general plans often contain numerous policies emphasizing differing legislative goals, a development project may be “consistent” with a general plan, taken as a whole, even though the project appears to be inconsistent or arguably inconsistent with some individual policies. (*Sequoyah Hills Homeowners Association v. City of Oakland* (1993) 23 Cal.App.4th 704, 719.)

TABLE 3.10-1: GENERAL PLAN POLICY CONSISTENCY ANALYSIS

<i>GENERAL PLAN POLICY</i>		<i>CONSISTENCY ANALYSIS</i>
<i>URBAN FORM, LAND USE, AND DESIGN ELEMENT</i>		
<i>GENERAL LAND USE</i>		
LU-1	Promote flexibility and innovation in new development through the use of planned unit developments, development agreements, specific plans, mixed-use projects, and other innovative design and planning techniques.	Consistent. The proposed Project encourages flexibility in planning techniques through the zoning of a PD zoning district. The PD zone provides the means for greater creativity and flexibility in environmental design than is provided under the strict application of the zoning and subdivision ordinances, while at the same time protecting the public health, safety and welfare and property values. Various land uses may be combined in a planned development zone to create a mixed-use project. The specific purposes of the planned development zone are to promote and encourage cluster development; encourage creative and innovative design on large sites by allowing flexibility in property development standards; and encourage the preservation of open space.
LU-2	Encourage a variety of building sites, building types, and land use concepts in Medium High and High Density Residential, commercial, and industrial areas that are located along major streets, rights of way, and highways/freeways.	Consistent. The Project proposes a mix of residential and non-residential uses along Sierra College Boulevard and Rocklin Road. Within the North Village and South Village sites, residential densities will vary, providing a mix of residential uses from lower single-family residential to higher multiple-family residential uses within varying building types. Similarly, retail commercial uses are proposed within the southwest portion of the North Village site, along Rocklin Road. Additionally, business professional/commercial uses are proposed in the northwest portion of the South Village site, along Rocklin Road. The proposed office/commercial uses on both sites would allow for a variety of uses and building types along Rocklin Road. The specific

<i>GENERAL PLAN POLICY</i>		<i>CONSISTENCY ANALYSIS</i>
		uses allowed within these areas could include office, medical office, retail, college uses, assisted and/or senior living.
LU-4	Utilize techniques that minimize the adverse effects of light and glare on surrounding properties, and incorporate dark sky concepts to the extent practicable.	Consistent. Implementation of the proposed Project would introduce new sources of light and glare into the Project Area. Although detailed site plans are not currently available, there are no specific land uses or features within the proposed Project that would create unusual light and glare. As discussed in Section 3.1, Aesthetics and Visual Resources, as detailed site plans are provided for site-specific development, the plans would be reviewed for compliance with the City's Design Review Guidelines and the General Plan policies addressing light and glare. With compliance with the City's Design Review Guidelines and General Plan policies addressing light and glare, implementation of the proposed Project would ensure that potential impacts associated with daytime glare or nighttime lighting is reduced to a less than significant level.
LU-5	Encourage residential, commercial, and industrial development projects to be designed in a manner that effectively protects existing oak trees designated to be retained through the development review process.	Consistent. The proposed Project's land plan is designed to reduce impacts on natural resources to extent feasible, including oak woodlands. In the past, the North Village's woodland canopy was fragmented from oak woodlands previously located west of Sierra College Boulevard. Neighborhood park and open space uses planned on the north and central portions of the North Village site will retain oak woodlands and avoid impacts on ephemeral drainages and seasonal swales to the extent feasible. Trees in the park and open space parcels will maintain the woodland resource adjacent to Secret Ravine Creek. Additionally, to comply with the City's Riparian Policy (Action Step OCRA-11 of the City of Rocklin Draft General Plan), the applicant has set aside 13.5 acres on the South Village site for open space uses to protect the existing riparian habitat. The riparian zone within the South Village site has largely been avoided by the proposed Project. The only exceptions are five road, trail, and utility crossings, which are allowed by the City's Riparian Policy. Removal of oak trees within the Project site would be subject to Chapter 17.77 of the

<i>GENERAL PLAN POLICY</i>		<i>CONSISTENCY ANALYSIS</i>
		<p>Rocklin Municipal Code (Oak Tree Preservation Ordinance). Furthermore, the City of Rocklin Oak Tree Preservation Guidelines requires replacement of TDBH (Total Diameter Breast height) at a 2:1 basis for the removal of Oak Trees on the Project site. As stated within chapter 3.6 Biology of the EIR, approximately 1,393 healthy native oak trees with a cumulative DBH (Diameter Breast height) of 12,780 inches would be impacted by the proposed Project. However, as the majority of the avoided habitats will already be woodlands or wetlands, planting replacement trees onsite is not a feasible alternative. Therefore, the applicant has proposed to mitigate for loss of native oak communities through protection and long-term management of existing native oak communities. The Project applicant has prepared the College Park Oak Tree Mitigation Plan. Under the Oak Mitigation Plan, a 22.5-acre Mitigation Area would be set aside as mitigation for these impacts to native oak trees. This Mitigation Area is located along Secret Ravine Creek, and as a result, supports both a diverse, high quality riparian corridor, and oak woodlands further from the Creek. The Mitigation Area contains 1,014 native trees with a cumulative DBH of 12,688 inches.</p>
Residential Land Use		
LU-6	<p>Buffer residential areas from land use impacts of adjacent non-residential land uses through the use of landscaping, sound walls, berms, fencing, open space setbacks, terrain features, greenbelts, building orientation and/or other similar techniques.</p>	<p>Consistent. The residential uses proposed within the South Village site would be buffered from non-residential and higher density residential uses to the north through the existing open space/preserve area that would be maintained as part of the Project. Within the North Village, open space and park areas are proposed within the residential area and as a transition from the retail commercial and high density residential areas within the southern portion of the site. Site-specific details such as potential fencing between the Project site and surrounding uses have not been identified at this time. However, as detailed site plans are provided for site-specific development, the plans would be reviewed for compliance with the City's Design Review Guidelines, including the use of buffering techniques between residential and</p>

<i>GENERAL PLAN POLICY</i>		<i>CONSISTENCY ANALYSIS</i>
		non-residential uses. It is anticipated that in addition to open space, the Project would utilize landscaping, and native plant usage to buffer land uses and reduce impacts.
LU-11	Encourage infill residential development that is in keeping with the character and scale of the surrounding neighborhood, while providing a variety of densities and housing types as reflected by the zoning and land use designation of the infill property.	Consistent. Development proposed within the Project Area is consistent with the scale, massing, character, and type of the surrounding uses within the area. Furthermore, the proposed Project is within the existing boundaries of the City of Rocklin and does not propose expansion outside of the designated city limits. The North Village site would provide for a variety of residential densities while placing lower density single-family residential uses adjacent to the Town of Loomis and transitioning to higher densities toward the center of the site and along Sierra Boulevard and Rocklin Road. The South Village site proposes single-family residential uses consistent with the lower density single-family residential uses that occur within the surrounding area, as well as high density uses along Rocklin Road. Further, site plans for future residential development would be required to comply with the College Park GDP residential development standards for minimum lot area and width, setbacks, maximum lot coverage and building height, and reviewed for consistency with the City's Design Review Guidelines, including for compatibility with scale and character of nearby neighborhoods.
LU-12	Provide a variety of residential land use designations that will meet the future needs of the City.	Consistent. The Project proposes a variety of residential land use densities ranging from 8.4 to 15.5+ dwelling units per acre in the North Village and South Village sites, providing the opportunity for a mix of residential uses to serve the needs of the City.
LU-13	Review proposals for new residential development for compatibility with the character and scale of nearby neighborhoods, while providing a variety of densities and housing types as reflected by the zoning and land use designation of the infill property.	Consistent. Refer to Response to LU-12. The Project proposes residential densities within the North and South Village sites that would be consistent and compatible with the character and scale of residential uses and other development within the surrounding area. Further, site plans for future residential development would be required to comply with the College Park GDP residential development standards for minimum lot area and width, setbacks, maximum lot coverage and building height, and reviewed for consistency with the City's Design Review

<i>GENERAL PLAN POLICY</i>		<i>CONSISTENCY ANALYSIS</i>
		improvements in the Project Area would be consistent with the California Building Code and the Americans with Disabilities Act.
LU-23	Prohibit gated roads that would adversely affect vehicular, bicycle and pedestrian circulation, discourage the interconnection of neighborhoods, or hinder access to public facilities and lands.	Consistent. The Project does not propose gated roads or entrances that would hinder access into the Project Area.
Mixed Land Uses		
LU-24	Encourage mixed commercial, office, and residential land uses within the Downtown Rocklin Plan Area and other areas outside of Downtown if appropriate.	Consistent. The proposed Project includes a retail commercial component within the North Village site at the northeast corner of Sierra College Boulevard and Rocklin Road adjacent to proposed High Density Residential uses to the east. The retail commercial and high density residential uses would provide a transition to lower density residential uses within the northern portion of the site. The Business Professional / Commercial component of the South Village site would be located southeast of the intersection of Rocklin Road and El Don Drive, adjacent to proposed medium and high density residential uses. Although at this time specific development of these sites has not been defined, for purposes of the EIR analysis it is assumed up to 75,000 square feet of non-residential development would occur within these areas, including 52,500 square feet of professional office uses and 22,500 square feet of medical office uses
LU-25	Encourage mixed use developments to locate near major arterial and/or collector streets.	Consistent. Refer to Response to LU-24.
LU-26	Allow a variety of compatible commercial, service and residential uses that will contribute to an active pedestrian environment.	Consistent. The Project proposes a mix of uses that include residential, commercial, and office located along significant transportation corridors in the City, including Sierra College Boulevard, Rocklin Road and El Don Drive which contribute to an active pedestrian environment.
LU-27	Allow professional offices in mixed use projects to increase employment and daytime activity in those areas.	Consistent. The South Village site includes areas designated to be retained by Sierra College along Rocklin Road which may be utilized as office space to further increase employment and daytime activity.
LU-28	Allow uses in mixed use projects that will generate activity during evenings, nights and weekends including restaurants, cafes, nightclubs, and theaters, where appropriate.	Consistent. The North Village site includes the development of approximately 3.0 acres of Retail Commercial development that could potentially include evening activity generating uses such as restaurants, cafes, etc., which are a permitted use. The south Village includes 9.0 of business professional/commercial uses

<i>GENERAL PLAN POLICY</i>		<i>CONSISTENCY ANALYSIS</i>
		that provides for a variety of uses which could include office, medical office, restaurant, retail, college uses, assisted and/or senior living, adjacent to the Sierra College Campus.
LU-29	Allow a variety of housing opportunities within mixed use projects to add activity and vitality within those neighborhoods.	Consistent. The North Village site includes the development of 6.1 acres of Medium Density Residential uses, 29.4 acres of Medium-High Density uses, and 18.5-acres of High Density Residential uses which are anticipated to include a variety of single-family and multi-family residential uses. Additionally, the North Village site includes 3.0 acres of Retail Commercial adjacent to the residential uses, further adding activity and vitality within the neighborhood.
LU-30	Incorporate natural features, public spaces and plazas within mixed use areas to create focal points and areas for gathering.	Consistent. Consistency with the Design Review Guidelines and the City’s Municipal Code will ensure adequate natural features, public spaces and plazas within mixed use areas are included in the approved development plans.
Commercial Land Use		
LU-31	Ensure that adequate parking and vehicle, bicycle and pedestrian access are included in approved commercial development plans.	Consistent. Consistency with the Design Review Guidelines and the City’s Municipal Code will ensure adequate parking and vehicle, bicycle and pedestrian access are included in approved commercial development plans
LU-32	Encourage pedestrian oriented plazas, walkways, bike trails, bike lanes and street furniture within commercial developments.	Consistent. The Project proposes a system of park and open space facilities, including paths and trails, on both the North and South Village project sites which would facilitate pedestrian and bicycle access from residential areas to commercial developments. The proposed Project would include pedestrian facilities along the frontages of commercial, office, and mixed-use developments where they are not currently constructed along El Don Drive, and Rocklin Road. The project will also incorporate a number of design recommendations into the Project Area site plans, which includes some pedestrian facility improvements that will further facilitate pedestrian and bicycle access from the residential areas to the commercial developments.
LU-35	Maximize internal vehicular, pedestrian and bicycle connections between adjacent commercial developments.	Consistent. Additional commercial development adjacent to the proposed commercial uses within the Project site are not proposed at this time. However, as noted above, the proposed Project would develop road extensions from Sierra College Boulevard

<i>GENERAL PLAN POLICY</i>		<i>CONSISTENCY ANALYSIS</i>
		into the North Village and a road extension from El Don Drive into the South Village, which include pedestrian, bicycle and vehicular access and could potentially connect proposed commercial developments to the future development of adjacent commercial uses as delineated by the Rockling zoning Map and zoned by the City of Rockling Municipal Code.
LU-36	Minimize conflicts between new commercial land uses and other land uses, such as residential, park, and recreational uses.	Consistent. On the South Village site, commercial office/public use areas in the northern portion of the site would be buffered from single family residential uses in the southern portion of the site by open space/preserve area. Within the North Village site, the retail commercial and high density residential components would be located within the southern portion of the site and a high density residential component would be located within the central portion of the site. Site-specific development within the retail commercial use component and High Density Residential component along Rocklin Road is not currently proposed. As future development is proposed, the site plan would be reviewed by the City to ensure compliance with the College Park GDP and the City's Design Review Guidelines to ensure that the proposed design takes into consideration adjacent residential uses and that the mixed-use development is designed in a way that minimizes conflicts between the proposed non-residential uses and the existing and proposed residential uses within the area.
LU-37	Require that commercial land uses be protected from encroachment by residential or other incompatible uses through the use of landscaping, sound walls, berms, fencing, open space setbacks, terrain features, greenbelts, building orientation and/or other similar techniques.	Consistent. Refer to Response to LU-36.
LU-43	Attract job generating land uses that will provide a variety of employment opportunities for those who live, or are likely to live, in the community or South Placer subregion.	Consistent. The South Village project site includes a 9.0-acre area designated Business Professional/Commercial which has the possibility to be utilized as office, medical office, retail, college uses, assisted and/or senior living, etc., which could further increase employment opportunities for residents in the community or South Placer subregion. The North Village project site includes a 3.0-acre area designated Commercial located in the southwest corner

<i>GENERAL PLAN POLICY</i>		<i>CONSISTENCY ANALYSIS</i>
		of the site, adjacent to Rocklin Road and Sierra College Boulevard. The Commercial designation of the North Village would allow for the development of 45,000 square feet of commercial use that could further increase employment opportunities for residents in the community or South Placer subregion
Housing Production		
HO-2.1	Provide quality housing opportunities for current and future residents with a diverse range of income levels.	Consistent. The Project would result in the addition of up to 695 dwelling units on the North Village site and approximately 205 dwelling units on the South Village site. The Project would provide a mix of residential uses at varying densities to provide a range of residential options at various income levels.
HO-2.2	Provide expanded housing opportunities for the community's workforce.	Consistent. Refer to Response to HO-2.1
HO-2.6	Encourage diversity of unit size and number of bedrooms within housing developments to expand lower cost rental opportunities for large families.	Consistent. The Project would result in the addition of up to approximately 378 multi-family units and 317 single family units on the North Village site and approximately 180 multi-family units and 25 single family units on the South Village site with a range of residential densities with a variety of unit size and number of bedrooms to provide residential opportunities for large families at a variety of income levels.
Adequate Housing Sites		
HO-3.2	Ensure new residential projects are developed at densities consistent with the density ranges established for each residential district in the Land Use Element.	Consistent. The project is consistent with the residential densities established in the Medium Density Residential (MDR), Medium-High Density Residential (MHDR), and High-Density Residential (HDR) land use designations of the Rocklin General Plan in the North Village; Medium Density Residential (MDR) and High-Density Residential (HDR) land use designations of the Rocklin General Plan in the South Village.
HO-3.3	Facilitate the development of multi-family housing on vacant parcels designated for medium-high and high density residential uses.	Consistent. The North Village proposes the development of 325 to 668 multi-family units on 18.5 acres designated High Density Residential, and the South Village site proposes 180 multi-family units on a 7.3-acres designated for High Density Residential.

As concluded in Table 3.10-1, the project would be consistent with the relevant General Plan policies. This is considered a *less than significant* impact and no mitigation is required.

3.10 LAND USE & PLANNING

CONSISTENCY WITH THE ZONING CODE

The North Village is located within the existing Sierra College Area General Development Plan, which is an approximately 375-acre Planned Development (PD) including Sierra Community College and surrounding properties. Additionally, approximately 50 percent of the South Village is located within Area 2 of the Rocklin Road East of I-80 General Development Plan (East of I-80 GDP), which encompasses the area of Rocklin Road frontage east of I-80 with proximity to Sierra Community College. General Development Plans outlines the specific-standards of the PD adopted pursuant to Rocklin Municipal Code Chapter 17.60, described below.

Rocklin Municipal Code Chapter 17.60, PD Zone, establishes the purposes and intent and requirements for established a PD zone. A PD Zone is intended to provide for greater creativity and flexibility in environmental design than is provided under the strict application of the zoning and subdivision ordinances, while at the same time protecting the public health, safety and welfare and property values. Various land uses may be combined in a PD zone including combinations of residential, commercial, industrial, utility, institutional, educational, cultural, recreational and other uses, provided the combination of uses results in a balanced and stable environment. Development within a PD zone is required to comply with the City's Design Review procedures.

Currently, the North Village is zoned Planned Development - Community College (PD-CC) and the South Village is zoned Planned Development – Commercial (PD-C), Open Area (OA), and Residential - 10,000 square foot minimum lot (R1-10).

The Project includes a proposal to remove the North Village Site from the Sierra College GDP and remove the South Village site from the East of I-80 GDP to create the College Park GDP. As part of the College Park GDP, the North Village and South Village sites would be rezoned, as described further below. The College Park GDP defines the development criteria for the Project Area. The GDP will serve as the regulatory land use document for the Project Area during all future development and establish the following:

- The interrelationship between land uses within the plan area and other surrounding uses.
- Permitted and conditionally permitted land uses for all districts within the Sierra College Area.
- Development standards such as the lot sizes, building setbacks, and height limits.

The Project proposes to rezone the North Village to the following College Park GDP zoning designations: Planned Development –Commercial (PD-C), Planned Development – Medium Density Residential (PD-8.4), Planned Development – Medium-High Density Residential (PD-15.4), Planned Development – High Density Residential (PD-15.5+), Planned Development – Park (PD-P) and Planned Development – Open Area (PD-OA).

The Project also proposes to rezone the South Village to the following College Park GDP zoning designations: Planned Development – Business Professional/Commercial (PD-BP/C), Planned Development – Medium Density Residential (PD-8.4), Planned Development – High Density Residential (PD-15.5+), Planned Development – Park (PD-P) and Planned Development – Open Area (PD-OA).

PD-C

The PD-C zoning district is intended to provide retail and services to meet the daily need of surrounding residents, college students and faculty, and visitors to the area. The PD-C zone provides for retail stores, professional offices, supportive-commercial uses, and amusement uses in a concentrated area for the convenience of the public that is mutually beneficial.

PD-BP/C

The Business Professional/Commercial District is envisioned as a center for business and medical office, health care, institutional and college related professions, with compatible small-scale retail and services convenient for employees. Overall, the PD-BP/C zone is intended to create employment centers and preserve flexibility in the marketing and development process by making land available for a variety of business/professional office, retail commercial and restricted non-intensive facilities.

RESIDENTIAL (PD-8.4/PD-15.4/PD-15.5+)

Residential land uses are envisioned to include detached and attached single-family and multi-family residential units.

In both villages, opportunities are available to design small residential enclaves adjacent to park and open space amenities. In the North Village, deeper lots would be included on the east side of the site as a transition to adjacent rural residential uses in Loomis. Densities will be higher on the west side of the North Village, adjacent to Sierra College Boulevard, as well as toward the middle of the plan area and along Rocklin Road. In the South Village, residential densities will be higher adjacent to Rocklin Road, transitioning to lower densities adjacent to existing neighborhoods to the south.

PD-P

The PD-P designation provides for active and passive recreation uses within an attractive landscaped environment.

PD-OA

The PD-OA designation provides open space uses that serve to protect and preserve natural features, drainage courses and wooded areas throughout the Project Area.

Tentative Maps

In addition to the Zone Change, the Project requests approval of Tentative Maps, which, according to Rocklin Municipal Code Chapter 16.16, Tentative Map, would confer a right to proceed with the development if the Tentative Maps comply with the requirements of Rocklin Municipal Code Chapter 16.16, the Rocklin Zoning Code, General Plan, and any other specific plan or applicable, ordinances, resolutions, or provisions of law.

Upon approval of the project entitlements discussed above, the Project would be consistent with the Rocklin Municipal Code and Zoning Map. Overall, the Project would be consistent with Rocklin's General Plan and zoning requirements. Therefore, the Project will have a *less than significant* impact.

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This section provides a general description of the existing noise sources in the Project vicinity, a discussion of the regulatory setting, and identifies potential noise impacts associated with the proposed Project. Project impacts are evaluated relative to applicable noise level criteria and to the existing ambient noise environment. Mitigation measures have been identified for significant noise-related impacts. This section is based in part on the following documents, reports and studies:

- *City of Rocklin General Plan* (City of Rocklin, October 2012)
- *City of Rocklin General Plan EIR* (City of Rocklin, August 2011)
- *City of Rocklin Municipal Code* (City of Rocklin, January 2019)
- *College Park Environmental Noise Assessment* (j.c. brennan & associates, June 2021).

The *College Park Environmental Noise Assessment* can be found in Appendix H.

Comments were received during the public review period or scoping meeting for the Notice of Preparation regarding this topic from the following: Dennis Gaddis, El Don Neighborhood Advisory Committee (March 4, 2019). Each of the comments related to this topic are addressed within this section.

3.11.1 ENVIRONMENTAL SETTING

KEY TERMS

The following defines key terms used throughout this section of the Draft EIR.

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given area consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
Attenuation	The reduction of noise.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound, defined as ten times the logarithm of the ratio of the sound pressure squared over the reference pressure squared.
CNEL	Community noise equivalent level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of five and nighttime hours (10 p.m. – 7 a.m.) weighted by a factor of 10 prior to averaging.
Frequency	The measure of the rapidity of alterations of a periodic acoustic signal, expressed in cycles per second or Hertz.
Impulsive	Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.
L_{dn}	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
L_{eq}	Equivalent or energy-averaged sound level.

L_{max}	The highest root-mean-square (RMS) sound level measured over a given period of time.
L_(n)	The sound level exceeded a described percentile over a measurement period. For instance, an hourly L ₅₀ is the sound level exceeded 50 percent of the time during the one hour period.
Loudness	A subjective term for the sensation of the magnitude of sound.
Noise	Unwanted sound.
SEL	Sound exposure levels. A rating, in decibels, of a discrete event, such as an aircraft flyover or train passby, that compresses the total sound energy into a one-second event.

FUNDAMENTALS OF ACOUSTICS

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels, but are expressed as dB, unless otherwise noted.

The decibel scale is logarithmic, not linear. In other words, two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound, and twice as loud as a 60 dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (Leq), which corresponds to a steady-state A weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The Leq is the foundation of the composite noise descriptor, Ldn, and shows very good correlation with community response to noise.

The day/night average level (Ldn) is based upon the average noise level over a 24-hour day, with a +10 decibel weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because Ldn represents a 24-hour average, it tends to disguise short-term variations in the noise environment. CNEL is similar to Ldn, but includes a +5 dB penalty for evening noise (7:00 p.m. – 10:00 p.m.). Table 3.11-1 lists several examples of the noise levels associated with common situations.

TABLE 3.11-1: TYPICAL NOISE LEVELS

<i>COMMON OUTDOOR ACTIVITIES</i>	<i>NOISE LEVEL (DBA)</i>	<i>COMMON INDOOR ACTIVITIES</i>
	--110--	Rock Band
Jet Fly-Over at 300 m (1,000 ft)	--100--	
Gas Lawn Mower at 1 meter (3 ft)	--90--	
Diesel Truck at 15 meters (50 ft), at 80 km/hour (50 mph)	--80--	Food Blender at 1 m (3 ft) Garbage Disposal at 1 m (3 ft)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 meter (100 ft)	--70--	Vacuum Cleaner at 3 m (10 ft)
Commercial Area Heavy Traffic at 90 m (300 ft)	--60--	Normal Speech at 1 m (3 ft)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

SOURCE: CALTRANS, TECHNICAL NOISE SUPPLEMENT, TRAFFIC NOISE ANALYSIS PROTOCOL. SEPTEMBER 2013.

EFFECTS OF NOISE ON PEOPLE

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction;
- Interference with activities such as speech, sleep, and learning; and
- Physiological effects such as hearing loss or sudden startling.

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a 1 dBA change cannot be perceived;
- Outside of the laboratory, a 3dBA change is considered a just-perceivable difference;
- A change in level of at least 5 dBA is required before any noticeable change in human response would be expected; and
- A 10 dBA change is subjectively heard as approximately a doubling in loudness, and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6 dB per doubling of distance from the source, depending on environmental conditions (i.e., atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres, or a street with moving vehicles, would typically attenuate at a lower rate.

GROUNDBORNE VIBRATION

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

EXISTING NOISE LEVELS

Existing Surrounding Land Uses

North Village. On the northwest side of the site, a single residential home site is adjacent to the Project. West of the North Village, the Sierra College's Rocklin campus is located on the southwest corner of Sierra College Boulevard and Rocklin Road. James Drive is immediately east of the North

Village site with an approved and under construction equestrian facility and rural residential parcels in the Town of Loomis located east of James Drive. Rocklin Road forms the site's south boundary and Rocklin Manor Apartments and the recently under construction Sierra Gateway Apartments are south of Rocklin Road. The parcel north of the site is vacant and vegetated with oak woodland and grassland.

South Village. Rocklin Road and El Don Road are located north and west of the South Village site, respectively, and the Sierra College campus is located immediately north of Rocklin Road. The Rocklin Ladder Day Saints (LDS) Institute and office buildings are situated in two separate areas south of Rocklin Road, outside of the Project site. West of the South Village, office and commercial uses are on the southwest corner of El Don Drive and Rocklin Road. Single-family residential uses are west, south, and east of the site and the El Don Condominiums are to the south of the southwest corner of the site.

Existing Sensitive Receptors

The term sensitive receptors refers to noise-sensitive land uses where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, daycares, hospitals, guest lodging, libraries, churches, nursing homes, auditoriums, concert halls, amphitheatres, playgrounds and parks are considered sensitive receptors. The following describes the existing sensitive receptors adjacent to the North and South Village site.

North Village. Existing sensitive receptors surrounding the North Village site include the equestrian facility and rural residential parcels located in the Town of Loomis to the east, the single-family residence surrounded by the North Village site to the west and the single family residence adjacent to the project on the northwest side, and the Rocklin Manor Apartments to the south across Rocklin Road.

South Village. Existing sensitive receptors surrounding the South Village site include, the El Don Condominiums to the south and the single-family subdivisions to the west, east, and south.

Existing Ambient Noise Levels

To quantify the existing ambient noise environment in the Project vicinity short-term and continuous (24-hour) noise level measurements were conducted on each of the Project sites (North Village and South Village) on October 9 and 10, 2019. The noise measurement locations are shown on Figure 3.11-1. The noise level measurement survey results are provided in Table 3.11-2. Appendix B of the *College Park Environmental Noise Assessment* (see Appendix H) shows the complete results of the continuous and short-term noise monitoring at the North Village and South Village sites.

3.11 NOISE

TABLE 3.11-2: SUMMARY OF EXISTING BACKGROUND NOISE MEASUREMENT DATA

SITE	LOCATION	L_{DN}	AVERAGE MEASURED HOURLY NOISE LEVELS, dB					
			DAYTIME (7AM-10PM)			NIGHTTIME (10PM-7AM)		
			L_{EQ}	L_{50}	L_{MAX}	L_{EQ}	L_{50}	L_{MAX}
Continuous (24-hour) Noise Level Measurements								
A	North Village SW Portion of Site	63.3 dB	60.8	58.4	76.0	55.7	49.5	74.1
B	South Village SW Portion of Site	53.7 dB	49.6	47.6	64.7	46.7	44.8	58.1
Short-term Noise Level Measurements								
1	North Village SW Portion of Site	NA	56.8	55.0	69.5	@12:15 P.M. ROCKLIN RD AND SIERRA COLLEGE BLVD		
2	North Village North Portion of Site	NA	56.7	55.0	63.5	@1:30 P.M. SIERRA COLLEGE BLVD. IS DOMINANT NOISE		
3	South Village SE Corner of the Site	NA	42.7	40.3	54.2	@ 11:15 A.M. DISTANT TRAFFIC FROM ROCKLIN ROAD		
4	South Village West Portion of Site	NA	58.6	56.2	73.4	@11:45 A.M. ROCKLIN ROAD IS DOMINANT NOISE		

SOURCE: J.C. BRENNAN & ASSOCIATES, INC., 2019.

The sound level meters were programmed to collect hourly noise level intervals at each site during the survey. The maximum value (L_{max}) represents the highest noise level measured during an interval. The average value (L_{eq}) represents the energy average of all of the noise measured during an interval. The median value (L_{50}) represents the sound level exceeded 50 percent of the time during an interval.

Larson Davis Laboratories (LDL) Model 820 and 824 precision integrating sound level meters were used for the ambient noise level measurement survey. The meters were calibrated before and after use with an LDL Model CAL200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

Existing Roadway Noise Levels

The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA RD-77-108) was used to predict existing noise levels due to traffic. The model is based upon the Calveno reference noise emission factors for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA model was developed to predict hourly L_{eq} values for free-flowing traffic conditions.

Traffic volumes for existing conditions were obtained from the traffic study prepared for the Project (refer to Appendix H) and truck percentages and vehicle speeds on the local area roadways were estimated from field observations.

Traffic noise levels are predicted at the sensitive receptors located at the closest typical setback distance along each Project-area roadway segment. Where traffic noise barriers occur for single family residences or where common outdoor areas are provided for multi-family residences (predominately along a roadway segment), a -5 dB offset was added to the noise prediction model. In some locations, sensitive receptors may be located at distances which vary from the assumed calculation distance and may experience shielding from intervening barriers or sound walls. However, the traffic noise analysis is representative of the majority of sensitive receptors located closest to the Project-area roadway segments analyzed in this section.

Table 3.11-3 shows the existing traffic noise levels in terms of Ldn at the closest sensitive receptors along each roadway segment. A complete listing of the FHWA Model input data is contained in Appendix B of the College Park Environmental Noise Assessment (see Appendix H).

TABLE 3.11-3: EXISTING TRAFFIC NOISE LEVELS @ 75-FEET FROM ROADWAY CENTERLINES

<i>ROADWAY</i>	<i>SEGMENT</i>	<i>EXTERIOR TRAFFIC NOISE LEVEL, dB LDN</i>
Rocklin Rd.	West of Aguilar Rd.	69
Rocklin Rd.	Aguilar Rd. to El Don Dr.	69
Rocklin Rd.	El Don Dr. to Havenhurst Cir.	62
Rocklin Rd.	Havenhurst Cir. to Sierra College	62
Rocklin Rd.	Sierra College to Rocklin Manor West	60
Rocklin Rd.	Rocklin Manor West to Barton Rd.	65
Sierra College Blvd.	North of I-80	68
Sierra College Blvd.	I-80 to Schriber Way	69
Sierra College Blvd.	Schriber Way to Stadium Entrance	69
Sierra College Blvd.	Stadium Entrance to Rocklin Rd.	69
Sierra College Blvd.	Rocklin Rd. to El Don Dr.	64
Sierra College Blvd.	South of El Don Dr.	63
El Don Dr.	Rocklin Rd. to Wildflower Ln.	54
El Don Dr.	South of Wildflower Ln.	52
Barton Rd.	North of Rocklin Rd.	56
Barton Rd.	South of Rocklin Rd.	61

SOURCE: FHWA-RD-77-108 WITH INPUTS FROM FEHR & PEERS, AND J.C. BRENNAN & ASSOCIATES, INC. 2020 and 2021

Stationary Noise Sources

North Village. The North Village site vicinity consists of residential, recreational, institutional, and open spaces uses. The primary sources of stationary noise in the vicinity of the North Village site are urban-related activities (e.g., heating, ventilation, and air conditioning units, parking areas, and conversations) and recreational activities associated with the Sierra College stadium (e.g., stadium speaker system, crowds cheering) and the equestrian center (e.g., direct noise from horses and on-site animals, maintenance activities, conversations). The noise associated with these sources may represent a single-event or a continuous occurrence.

South Village. The South Village site vicinity consists of residential and commercial/office uses. The primary sources of stationary noise in the vicinity of the North Village site are urban-related activities (e.g., lawn mowers, heating, ventilation, and air conditioning units, car doors, and conversations). The noise associated with these sources may represent a single-event or a continuous occurrence.

3.11.2 REGULATORY SETTING

FEDERAL

There are no federal regulations related to noise that apply to the proposed Project.

STATE

California Environmental Quality Act

The California Environmental Quality Act (CEQA) Guidelines, Appendix G, indicate that a significant noise impact may occur if a project exposes persons to noise or vibration levels in excess of local general plans or noise ordinance standards, or cause a substantial permanent or temporary increase in ambient noise levels. CEQA standards are discussed more below under the Thresholds of Significance criteria section.

California State Building Codes

The State Building Code, Title 24, Part 2 of the State of California Code of Regulations establishes uniform minimum noise insulation performance standards to protect persons within new buildings which house people, including hotels, motels, dormitories, apartment houses and dwellings other than single-family dwellings. Title 24 mandates that interior noise levels attributable to exterior sources shall not exceed 45 dB L_{dn} or CNEL in any habitable room.

Title 24 also mandates that for structures containing noise-sensitive uses to be located where the L_{dn} or CNEL exceeds 60 dB, an acoustical analysis must be prepared to identify mechanisms for limiting exterior noise to the prescribed allowable interior levels. If the interior allowable noise levels are met by requiring that windows be kept closed, the design for the structure must also specify a ventilation or air conditioning system to provide a habitable interior environment.

LOCAL

City of Rocklin General Plan

The City of Rocklin General Plan Noise Element contains goals, policies, and noise level criteria for assessing noise impacts within the City. Listed below are the noise goals and policies, and criteria that are applicable to the proposed Project:

NOISE ELEMENT

Goal: Protect City residents from the harmful and annoying effects of exposure to excessive noise.

Goal: To protect the economic base of the City by discouraging noise-sensitive land uses from encroaching upon existing or planned noise-producing uses.

Goal: To encourage the application of innovative land use planning methodologies in areas of potential noise conflict.

Policy N-1. Determine noise compatibility between land uses, and to provide a basis for developing mitigation, an acoustical analysis shall be required as part of the environmental review process for all noise-sensitive land uses which are proposed in areas exposed to existing or projected exterior noise levels exceeding the level standards contained within this Noise Element.

Policy N-2. Emphasize site planning and project design to achieve the standards of this Noise Element. The use of noise barriers shall be considered a means of achieving the noise standards; however, the construction of aesthetically intrusive wall heights shall be discouraged.

Goal: To prevent noise-sensitive land uses from being adversely affected by stationary noise sources.

Policy N-3. Ensure that stationary noise sources do not interfere with sleep by applying an interior hourly maximum noise level design standard of 45 dBA in the enclosed sleeping areas of residences affected by stationary noise sources. This standard assumes doors and windows are closed.

Policy N-4. Restrict development of noise-sensitive land uses where the noise levels due to existing or planned stationary noise sources will exceed the exterior stationary noise level design standards of the Noise Element, unless effective noise mitigation measures have been incorporated into the project.

Policy N-5. Evaluate and mitigate as appropriate, noise created by proposed stationary noise sources so that the exterior stationary noise level design standards of the Noise Element are not exceeded.

Policy N-6. Apply the noise level design standards contained within Table 2-1 of the Noise Element [Table 3.11-4 of this section] to Policies N-4 and N-5.

3.11 NOISE

TABLE 3.11-4 - TABLE 2-1 OF THE NOISE ELEMENT EXTERIOR NOISE LEVEL DESIGN STANDARDS FOR NEW PROJECTS AFFECTED BY OR INCLUDING STATIONARY NOISE SOURCES

<i>NOISE LEVEL DESCRIPTOR</i>	<i>DAYTIME (7:00 A.M. - 10:00 P.M.)</i>	<i>NIGHTTIME (10:00 P.M. - 7:00 A.M.)</i>
<i>HOURLY LEQ</i>	55 dBA	45 dBA

The City can impose noise level standards that are more restrictive than those specified above based upon determination of existing low ambient noise levels.

“Fixed” noise sources which are typically of concern include, but are not limited to the following:

HVAC Systems	Cooling Towers/Evaporative Condensers
Pump Stations	Lift Stations
Emergency Generators	Boilers
Steam Valves	Steam Turbines
Generators	Fans
Air Compressors	Heavy Equipment
Conveyor Systems	Transformers
Pile Drivers	Grinders
Drill Rigs	Gas or Diesel Motors
Welders	Cutting Equipment
Outdoor Speakers	Blowers

The types of uses which may typically produce the noise sources described above include but are not limited to: industrial facilities including pump stations, trucking operations, tire shops, auto maintenance shops, metal fabricating shops, shopping centers, drive-up windows, car washes, loading docks, batch plants, bottling and canning plants, recycling centers, electric generating stations, race tracks, landfills, sand and gravel operations, and athletic fields.

NOTE: The point of measurement for noise levels is at a location at least 5 feet inside the property line of the receiving land use and at a point 5 feet above ground level. In the case of lots where the noise-sensitive use has a reasonable outdoor activity area for outdoor enjoyment, the stationary noise source criteria can be applied at a designated outdoor activity area (at the discretion of the Community Development Director).

Goal: To prevent noise-sensitive land uses from being adversely affected by transportation noise sources.

Policy N-7. Restrict development of noise-sensitive land uses in areas exposed to existing or projected levels of noise from transportation noise sources that exceed the noise level standards contained within the Noise Element, unless the project design includes effective mitigation that results in noise exposure which meets standards.

Policy N-8. Evaluate and mitigate as appropriate, noise created by new roadway noise sources not contained within the General Plan, so as not to exceed the noise level standards of the Noise Element

Policy N-9. Apply the noise level design criteria contained within Table 2-2 of the Noise Element [Table 3.11-5 of this section] to Policies N-7 and N-8 of the Noise Element.

TABLE 3.11-5 - TABLE 2-2 OF THE GENERAL PLAN MAXIMUM ALLOWABLE NOISE EXPOSURE (LDN) TRANSPORTATION NOISE SOURCES

LAND USE	OUTDOOR ACTIVITY AREAS ¹	INTERIOR SPACES	
	LDN/CNEL, dBA	LDN/CNEL, dBA	LEQ, dBA ²
Residential	60 ³	45	--
Transient Lodging	60 ⁴	45	--
Hospitals, Nursing Homes	60 ³	45	--
Theaters, Auditoriums	--	--	35
Non-Commercial Places of Public Assembly	60 ³	--	40
Office Buildings	--	--	45
Schools, Libraries, Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	--

Notes:

¹The outdoor activity area is generally considered to be the location where individuals may generally congregate for relaxation, or where individuals may require adequate speech intelligibility. Such places may include patios of residences, picnic facilities, or instructional areas.

Where it is not practical to mitigate exterior noise levels at patio or balconies of apartment complexes, a common area such as a pool or recreation area may be designated as the outdoor activity area.

At the discretion of the City, where no outdoor activity areas are provided or known, only the interior noise level criteria can be applied to the project.

²As determined for a typical worst-case hour during periods of use.

³Where it is not possible to reduce noise in outdoor activity areas to 60 dB L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

City of Rocklin Construction Noise Guidelines

The City of Rocklin has established a noise policy on all construction projects within or near residential areas:

- No Noise on Weekdays before 7 a.m. or after 7 p.m.;
- No Noise on Weekends before 8 a.m. or after 7 p.m.

Rocklin General Plan EIR

In August 2012, the City of Rocklin adopted a new General Plan and certified the associated General Plan EIR (State Clearinghouse (SCH) # 2008072115) -- a Program EIR pursuant to CEQA Guidelines Section 15168. Later environmental documents (EIRs, mitigated negative declarations, or negative declarations) can incorporate by reference materials from a program EIR regarding regional influences, secondary impacts, cumulative impacts, broad alternatives, and other factors (CEQA Guidelines Section 15168[d][2]). These later documents need only focus on new impacts that have not been considered before (CEQA Guidelines Section 15168[d][3]). As noted in Chapter 1.0,

Introduction, the General Plan EIR assumed full development and buildout of the Project Area. While the components of the Project are not consistent with the land uses under the General Plan EIR, the development footprint of the Project is the same; therefore, the physical impacts of developing the Project Area would be similar as under the General Plan EIR, as the area of impact is fully defined consistent with the General Plan EIR.

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts of noise associated with the future urban development that was contemplated by the General Plan. These impacts included construction noise, traffic noise, operational noise, groundborne vibration, and overall increased in noise resulting from implementation of the General Plan Update (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.5-1 through 4.5-48). Mitigation measures to address these impacts are incorporated into the General Plan in the Noise Element, which includes policies that require acoustical analyses to determine noise compatibility between land uses, application of stationary and mobile noise source sound limits/design standards, restriction of development of noise-sensitive land uses unless effective noise mitigations are incorporated into projects, and mitigation of noise levels to ensure that the noise level design standards of the Noise Element are not exceeded.

The General Plan EIR concluded that, despite these goals and policies, significant noise impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will result in exposure of persons to, or generation of, noise levels in excess of applicable noise standards, will result in exposure to surface transportation noise sources and stationary noise sources in excess of applicable noise standards and will contribute to cumulative transportation noise impacts within the Planning Area. Findings of fact and a statement of overriding consideration were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for impacts associated with noise incorporated as goals and policies in the Rocklin General Plan, will be applied to the Project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this Project to ensure consistency with the General Plan and compliance with City rules and regulations. Additionally, as noted above, the General Plan EIR assumed full development and buildout of the Project Area; however, the components of the Project are not consistent with the land uses under the General Plan EIR. For this reason, a Noise Report (see Appendix H) was prepared to adequately analyze the project-level impacts associated with the specific components of the proposed Project, which were not analyzed under the General Plan EIR.

VIBRATION STANDARDS

The City of Rocklin does not have specific policies pertaining to vibration levels. However, vibration levels associated with construction activities and railroad operations are addressed as potential noise impacts associated with Project implementation.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 3.11-6 indicates that the threshold for damage to structures ranges from 2 to 6 peak particle velocity in inches per second (in/sec p.p.v). One-half this minimum threshold or 1 in/sec p.p.v. is considered a safe criterion that would protect against architectural or structural damage. The general threshold at which human annoyance could occur is noted as 0.1 in/sec p.p.v.

TABLE 3.11-6: EFFECTS OF VIBRATION ON PEOPLE AND BUILDINGS

P.P.V.		HUMAN REACTION	EFFECT ON BUILDINGS
MM/SEC.	IN./SEC.		
0.15-0.30	0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10-15	0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage.

SOURCE: CALTRANS. TRANSPORTATION RELATED EARTHBOEN VIBRATIONS. TAV-02-01-R9601 FEBRUARY 20, 2002.

3.11.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the Project will have a significant impact related to noise if it will result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;
- A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project;
- A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project; or

- For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public or private use airport or airstrip, expose people residing or working in the Project area to excessive noise levels.,

Determination of a Significant Increase in Noise Levels

The CEQA guidelines define a significant impact of a project if it “increases substantially the ambient noise levels for adjoining areas”. The City of Rocklin General Plan Noise Element discusses the subjective reaction to changes in noise levels. The Rocklin General Plan indicates that a 6 dB change is considered to be "Clearly Noticeable". For this Project, an increase in noise levels of 6 dB due to the Project will be used as a test of significance.

IMPACTS AND MITIGATION MEASURES

Impact 3.11-1: The Project may result in exposure of persons to or generation of substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies – Project Operation (Less than Significant with Mitigation)

EXTERIOR TRAFFIC NOISE IMPACTS – EXISTING RECEPTORS

According to the *College Park Environmental Noise Assessment*, the FHWA Highway Traffic Noise Prediction Model (FHWA RD-77-108) was used to predict noise levels due to Project traffic. Traffic volumes for existing conditions were obtained from the traffic data prepared for the Project. Table 3.11-7 shows the predicted traffic noise level increases on the local roadway network for existing and cumulative project and no project conditions. Appendix B of Appendix H of the Environmental Noise Assessment provides the complete inputs and results of the FHWA traffic noise modeling.

TABLE 3.11-7: EXISTING AND CUMULATIVE TRAFFIC NOISE LEVELS @ 75-FEET FROM ROADWAY CENTERLINE

ROADWAY	SEGMENT	NOISE LEVELS (L _{DN} , dB) AT NEAREST SENSITIVE RECEPTOR ¹					
		EXISTING	EXISTING + PROJECT	CHANGE	CUMULATIVE	CUMULATIVE + PROJECT	CHANGE
Rocklin Rd.	West of Aguilar Rd.	69	70	+1	70	71	+1
Rocklin Rd.	Aguilar Rd.to El Don Dr.	69	69	0	69	70	+1
Rocklin Rd.	El Don Dr. to Havenhurst Cir. ¹	62	63	+1	63	64	+1
Rocklin Rd.	Havenhurst Cir. to Sierra College ¹	62	63	+1	63	64	+1
Rocklin Rd.	Sierra College to Rocklin Manor	60	61	+1	57	58	+1

	West ¹						
Rocklin Rd.	Rocklin Manor West to Barton Rd. ¹	65	65	0	67	67	0
Sierra College Blvd.	North of I-80	68	68	0	71	71	0
Sierra College Blvd.	I-80 to Schriber Way	69	69	0	72	72	0
Sierra College Blvd.	Schriber Way to Stadium Entrance	69	69	0	72	73	+1
Sierra College Blvd.	Stadium Entrance to Rocklin Rd.	69	69	0	72	72	0
Sierra College Blvd.	Rocklin Rd. to El Don Dr. ¹	63	64	+1	67	68	+1
Sierra College Blvd.	South of El Don Dr. ¹	63	63	0	67	67	0
El Don Dr.	Rocklin Rd. to Wildflower Ln.	54	55	+1	55	57	+2
El Don Dr.	South of Wildflower Ln.	52	52	0	55	55	0
Barton Rd.	North of Rocklin Rd.	56	56	0	60	60	0
Barton Rd.	South of Rocklin Rd. ¹	61	61	0	61	62	+1

SOURCE: J.C. BRENNAN & ASSOCIATES, INC. 2020 & 2021.

NOTES:

¹ EXTERIOR NOISE LEVELS AT THIS LOCATION ARE PREDICTED TO EXCEED 60 DB L_{DN} DUE TO THE PROJECT. HOWEVER, THE RESULTING NOISE LEVEL OF 61.2 DB IS STILL WITHIN THE CITY'S CONDITIONALLY ACCEPTABLE EXTERIOR NOISE LEVEL STANDARD OF 65 DB L_{DN}.

Based upon Table 3.11-7, the Project will result in increases in traffic noise levels between 0 dB and 1 dB under the Existing + Project scenario. The Project will result in increases in traffic noise levels between 0 dB and 2 dB under the Cumulative + Project scenario. Some noise sensitive receptors located along the Project-area roadways are currently exposed to exterior traffic noise levels exceeding the City of Rocklin exterior noise level standard for residential uses. As shown by Table 3.11-7, these receptors will continue to experience elevated exterior noise levels with implementation of the proposed Project. However, the Project will not result in a significant increase in traffic noise levels. In one case, under the Existing + Project scenario, the Project will result in an exceedance of the 60 dB L_{dn} standard by 1 dB (Rocklin Road between Sierra College Blvd. and Rocklin Manor West). However, this is an apartment complex, and the common outdoor area is located more than 200-feet from the roadway; as such, the predicted traffic noise levels will be less than 60 dB L_{dn}. Therefore, this would be a **less than significant**.

3.11 NOISE

EXTERIOR TRAFFIC NOISE IMPACTS – PROPOSED RECEPTORS

The FHWA traffic noise prediction model was used to predict Cumulative + Project traffic noise levels at the proposed residential land uses associated with the Project. The complete inputs and results to the FHWA traffic noise prediction model and barrier calculations are contained in the Appendix B and C of the *College Park Environmental Noise Assessment* (see Appendix H). The modeled noise barriers assume flat site conditions where roadway elevations, base of wall elevations, and building pad elevations are approximately equivalent. The modeled noise barriers for Sierra College Boulevard include the grading plans provided by the Project engineer (Wood-Rodgers). The grading plans provided detailed analyses of the roadway, building pad and property line elevations which were detailed from north to south.

As noted on the tentative subdivision maps for the North Village and South Village sites, the residential uses are divided into villages to allow a more detailed analysis for each portion of the Project site. Table 3.11-8 shows the predicted traffic noise levels at the proposed residential villages adjacent to Sierra College Boulevard. Table 3.11-8 also indicates the property line noise barrier heights required to achieve compliance with the exterior noise level standards of the normally acceptable 60 dB Ldn and the upper end 65 dB Ldn.

TABLE 3.11-8: Cumulative + Project Transportation Noise Levels at Proposed Residential Uses

LOCATION	APPROXIMATE RESIDENTIAL SETBACK, FEET ¹	ADT	REQUIRED BARRIER HEIGHTS TO ACHIEVE EXTERIOR NOISE LEVEL STANDARDS	
			65 DB LDN	60 DB LDN
College Park North - Sierra College Boulevard				
Village 8	75-feet	50,650		
Pad @ +8.5-feet			6-feet	10-feet
Pad @ +5.0-feet			6-feet	10-feet
Pad @ +6.0-feet			6-feet	10-feet
Pad @ +5.5-feet			6-feet	10-feet
Pad @ +3.5-feet			6.5-feet	10-feet
Pad @ +2.0-feet			6.5-feet	10.5-feet
Pad @ +1.0-feet			7-feet	11-feet
Pad @ +1.5-feet			6.5-feet	11-feet
Pad @ +2.5-feet			6.5-feet	10.5-feet
Pad @ +3.0-feet			6.5-feet	10.5-feet
Village 5	250-feet	50,650	6-feet	6-feet
Future Mixed Use (General Commercial and High Density Residential)	75-feet	50,650	Alternative Mitigation	
College Park North - Rocklin Road				
Villages 2, 4, and 5	650-feet	21,410	None	None
Future Mixed Use (General Commercial and High Density Residential)	75-feet	21,410	Alternative Mitigation	
College Park South - Rocklin Road				

Village 1	960-feet	21,140	None	None
Future Mixed Use (General Commercial and High Density Residential)	75-feet	2,140	Alternative Mitigation	
College Park South - El Don Drive				
Village 1	75-feet	5,940	None	None

Source: FHWA-RD-77-108 WITH INPUTS FROM FEHR & PEERS, AND J.C. BRENNAN & ASSOCIATES, INC. 2020 & 2021.

Notes:

¹Setback distances are measured in feet from the centerlines of the roadways to the center of residential backyards.

²The modeled noise barriers assume flat site conditions where roadway elevations, base of wall elevations, and building pad elevations are approximately equivalent.

According to Table 3.11-8, exterior noise levels at the residential areas of the South Village site are below the City’s exterior noise standard. Additionally, with respect to the High Density Residential shown on the South Village conceptual site plan (see Figure 2.0-10), the Project proponent has indicated that no residential shall be located within the north “finger” of that designation. Based upon the Project traffic noise levels from Rocklin Road, the residential units will be located outside of the 60 dB Ldn noise contour, and will comply with the City of Rocklin exterior noise level standards.

Village 8 and Village 5 of the North Village site exceed the City’s exterior noise standards. To reduce the impact of the exterior traffic noise on the proposed sensitive receptors at the North Village site, the applicant will be required to incorporate barriers consistent with those shown in Table 3.11-8 into the final Project design, as required by Mitigation Measure 3.11-1. Additionally, according to College Park Environmental Noise Assessment (see Appendix H), the mixed use areas at the North Village (General Commercial and High Density Residential) may need sound barriers or other noise reduction measures; however, without a specific development proposal for these areas, the exact noise reduction measures to ensure these areas comply with the exterior noise standards for the City of Rocklin cannot be determined at this time.

According to the College Park Environmental Noise Assessment, the noise reduction measures for residential units should be evaluated at the design review stage of the Project, which could include setbacks, shielding of outdoor activity areas with building facades, or a combination of the two. Therefore, to ensure the General Commercial and High Density Residential areas at the North Village comply with the City’s Exterior Noise Standards, the applicant will be required to have a qualified acoustical consultant review the final plans and Project design prior to issuance of building permits to calculate the expected exterior noise levels, as required by Mitigation Measure 3.11-2. The qualified acoustical consultant will confirm if the future mixed use areas (General Commercial and High Density Residential) on the North Village result in exterior noise levels that are consistent with the City of Rocklin’s exterior noise level standards. If the exterior noise levels exceed the City standard, the qualified noise consultant will determine the specific noise reduction measures necessary to reduce traffic noise levels at each of the mixed use areas. The noise reduction measures will be required to be implemented into the Project design prior to issuance of building permits.

3.11 NOISE

Therefore, by implementing Mitigation Measures 3.11-1 and 3.11-2, the Project would result in a **less than significant** impact.

INTERIOR NOISE IMPACTS

Modern construction typically provides a 25-dB exterior-to-interior noise level reduction with windows closed. Therefore, sensitive receptors exposed to exterior noise of 70 dB L_{dn}, or less, will typically comply with the City's 45 dB L_{dn} interior noise level standard. Additional noise reduction measures, such as acoustically-rated windows, are generally required for exterior noise levels exceeding 70 dB L_{dn}.

The predicted interior noise level calculations are shown in Appendix D of the *College Park Environmental Noise Assessment* (see Appendix H). Table 3.11-9 shows the predicted exterior and interior noise levels for each of the two Project sites.

TABLE 3.11-9: Cumulative + Project Interior Noise Levels at Proposed Residential Uses

LOCATION	APPROXIMATE RESIDENTIAL SETBACK, FEET ¹	PREDICTED EXTERIOR UNMITIGATED TRAFFIC NOISE LEVEL	PREDICTED INTERIOR NOISE LEVEL	
				REQUIRED MITIGATION
College Park North - Sierra College Boulevard				
Village 8 First Floor Second Floor	75-feet	73 dB Ldn 76 dB Ldn	48 dB Ldn 51 dB Ldn	Installation of Barriers STC 32 Windows
Village 5 First Floor Second Floor	250-feet	65 dB Ldn 68 dB Ldn	40 dB Ldn 43 dB Ldn	None Required None Required
Villages 1 through 4 and Villages 7 and 8	Sufficient setbacks and shielding and will comply with the City's 45 dB Ldn interior standard			
College Park North - Rocklin Road				
Villages 2, 4 and 5 First Floor Second Floor	650-feet	65 dB Ldn 68 dB Ldn	40 dB Ldn 43 dB Ldn	None Required None Required
College Park South - Rocklin Road				
Village 1	960-feet	Setbacks and will comply with the City's 45 dB Ldn interior standard		
Future Mixed Use (General Commercial and High Density Residential) First Floor Residential	75-feet	64 dB Ldn 67 dB Ldn	39 dB Ldn 42 dB Ldn	None Required None Required
College Park South - El Don Drive				
Village 1 First Floor Second Floor	75-feet	55 dB Ldn 58 dB Ldn	30 dB Ldn 33 dB Ldn	None Required None Required

Source: FHWA-RD-77-108 WITH INPUTS FROM FEHR & PEERS, AND J.C. BRENNAN & ASSOCIATES, INC. 2020.

Notes:

¹Setback distances are measured in feet from the centerlines of the roadways to the center of residential backyards.

²The modeled noise barriers assume flat site conditions where roadway elevations, base of wall elevations, and building pad elevations are approximately equivalent.

North Village Site Analysis

It should be noted that exterior noise levels are typically 2-3 dB higher at second floor locations. Additionally, noise barriers do not reduce exterior noise levels at second floor locations. At the North Village site, the proposed residential uses are predicted to be exposed to unmitigated first floor exterior transportation noise levels ranging between 65 to 73 dB L_{dn}. Therefore, second floor facades are predicted to be exposed to exterior noise levels of up to 68 to 76 dB L_{dn}.

This analysis assumes that mechanical ventilation will be provided to allow residents to keep doors and windows closed, as desired for acoustical isolation. Based upon a 25-dB exterior-to-interior noise level reduction, the interior noise levels are predicted to range between 40 to 51 dB L_{dn}. Specifically, the predicted interior noise levels at Village 8 adjacent to Sierra College Boulevard are estimated to be 48 dB L_{dn} at the first floor and 51 dB L_{dn} at the second floor exceeding the City's 45 dB L_{dn} interior noise level standard. Therefore, this is a potentially significant impact. To reduce the interior noise impacts, the College Park Environmental Noise Assessment notes the second floor facades of the first three rows of buildings will require STC 32 windows and sliding glass doors on the parallel and perpendicular facades to Sierra College Boulevard (see Mitigation Measure 3.11-3). STC rated windows will not be required on the building facades opposite of Sierra College Boulevard.

South Village Site Analysis

At the South Village site, the proposed residential uses within the southern portion of the site are predicted to be exposed to unmitigated first floor exterior transportation noise levels ranging between 55 to 64 dB L_{dn}. Therefore, second floor facades are predicted to be exposed to exterior noise levels of up to 58 to 67 dB L_{dn}.

This analysis assumes that mechanical ventilation will be provided to allow residents to keep doors and windows closed, as desired for acoustical isolation. Based upon a 25-dB exterior-to-interior noise level reduction, the interior noise levels are predicted to range between 30 to 42 dB L_{dn} at the South Village site, which is below the City's 45 dB L_{dn} interior noise level standard. Therefore, this is a less than significant impact and no mitigation or noise reduction measures would be required for the residential area in the southern portion of the South Village site.

COMMERCIAL AND OFFICE USE NOISE

As described in Chapter 2.0, Project Description, the North Village site includes 3.0-acres designated Retail Commercial located in the southwest corner of the site, adjacent to the intersection of Sierra College Boulevard and Rocklin Road. Additionally, the South Village site includes 9.0 acres of Business Professional/Commercial uses in the northwest corner of the site. For the purposes of the EIR analysis it is assumed there would be up to 45,000 square feet of retail uses on the North Village site and 52,500 square feet of professional office and 22,500 square feet of medical office on the South Village site. The primary noise sources generally associated with these uses includes truck deliveries, trash pickup, parking lot use, and HVAC equipment operation.

Heating, air conditioning, and ventilation equipment can be a primary noise source associated with commercial or office uses. These types of equipment are often mounted on roof tops, located on the ground, or located within mechanical rooms. The noise sources can take the form of fans, pumps, air compressors, chillers, or cooling towers. Noise levels from these types of equipment can vary significantly, ranging between 45 dB to 70 dB at a distance of 50 feet and could exceed City standards at nearby receptors.

Loading docks and delivery areas can be a source of noise. Generally, when medium trucks such as UPS delivery trucks or Federal Express trucks (dual axle) provide deliveries, these types of deliveries occur at the front of stores and they do not create increases in noise levels above typical parking lots. However, when large eighteen-wheeler truck deliveries occur, they can be a source of noise. Generally, loading docks are associated with these large truck deliveries.

Large 18-wheeler truck passbys and loading dock operations produce an average Sound Exposure Level (SEL) of 88 dBA at a distance of 50 feet. This includes deliveries, unloading of trucks, and departures. This includes the use of back-up beepers, revving of engines, and air brake use which may be used during the arrivals/departures, and the loading or unloading from the trucks. According to the College Park Environmental Noise Assessment, assuming two large truck deliveries in a peak hour, truck loading dock and circulation noise levels at a distance of 50-feet is 55 dBA Leq.

Therefore, commercial and office land use activities could produce noise levels which affect adjacent sensitive land uses. These noise sources can be continuous and may contain tonal components which may be annoying to individuals who live in the nearby vicinity. In addition, noise generation from fixed noise sources may vary based upon climatic conditions, time of day and existing ambient noise levels. As described above, these sources may result in a potentially significant impact with noise levels in excess of the City's standards at nearby receptors. Where commercial, business professional, office, or similar uses abut residential uses or where loading docks and/or truck routes face residential areas, the applicant will need to incorporate noise reduction measures, such as barriers and sound walls, into the final Project design, as required by Mitigation Measure 3.11-4.

MITIGATION MEASURE(S)

Mitigation Measure 3.11-1: *Prior to issuance of improvement plans and/or building permits, the improvement plans and/or building permits for the proposed Project shall incorporate sound barriers at the residential villages consistent with the heights included in Table 3.11-8 of this EIR and in Appendix C of the College Park Environmental Noise Assessment prepared by j.c. brennan & associates (dated June 17, 2021) located in Appendix H of this EIR, per the approval of the City Engineer.*

Mitigation Measure 3.11-2: *Prior to issuance of improvement plans and/or building permits, a qualified acoustical consultant shall review final site plans, building elevations, and floor plans of the future mixed use (General Commercial and High Density Residential) areas to calculate the expected exterior noise levels as required by the City of Rocklin to confirm that the exterior noise levels are 65 dBA CNEL or lower. If the exterior noise levels exceed 65 dBA CNEL, the consultant shall determine specific noise reduction measures necessary to reduce the exterior noise levels at each future mixed*

use (General Commercial and High Density Residential) area to 65 dBA CNEL or lower. Results of the analysis, including the description of any necessary noise control treatments, shall be submitted to the City along with the building plans to be approved prior to issuance of a building permit. Potential measures to reduce traffic noise levels at the future mixed use (General Commercial and High Density Residential) areas could include, but would not be limited to,

- Creating setbacks from the roadways, based upon distances to contours shown in Appendix B of the College Park Environmental Noise Assessment prepared by j.c. brennan & associates (dated June 17, 2021);
- Shielding primary outdoor activity areas such as backyard and sideyard patios by residential building facades; and/or
- Shielding residential uses by including commercial or business uses between roadways and the residential areas.

Mitigation Measure 3.11-3: Prior to issuance of building permits, the North Village residences within Village 8, which are 100-feet from the Sierra College Boulevard centerline, will be required to incorporate STC 32 or higher windows and sliding glass doors into the final building design for second floor rooms. This applies to windows and sliding glass doors parallel and perpendicular to Sierra College Boulevard.

Mitigation Measure 3.11-4: Where commercial, business professional, office, or similar uses abut residential uses or where loading docks or truck circulation routes face residential areas, the following mitigation measures shall be included in the Project design:

- All heating, cooling and ventilation equipment shall be located within mechanical rooms where possible or shielded from view with solid barriers;
- Emergency generators shall comply with the City's noise criteria at the nearest noise-sensitive receivers;
- Delivery/loading activities shall comply with the City's stationary noise source standards;
- Sound walls with a minimum height of six-feet shall be considered in the Project design;
- Where noisy activities associated with commercial uses occur adjacent to residences, consideration should be given to combinations of sound walls and single-story residences; and
- The applicant shall submit a noise study to verify the appropriate noise control measures have been incorporated into the Project design and will achieve compliance with the City's noise level standards.

SIGNIFICANCE AFTER MITIGATION

Mitigation Measures 3.11-1 and 3.11-2 would ensure that North Village and South Village sites would not be subject to exterior noise levels in excess of the City's standards. Additionally, Mitigation Measure 3.11-3 ensures that the future residential portions of the Project sites would not be subject to interior noise levels in excess of the City's standards. Lastly, Mitigation Measure 3.11-4 requires noise reduction measures, such as barriers and sound walls, be incorporated into

the final Project design to ensure that the commercial and office land use activities do not produce noise levels in excess of the City’s standards at nearby sensitive receptors. Therefore, implementation of Mitigation Measures 3.11-1 through 3.11-4 would ensure that the Project would not generate substantial temporary or permanent increase in ambient noise levels in excess of City standards during Project operation. This is a *less than significant* impact relative to this topic.

Impact 3.11-2: The Project may result in exposure of persons to or generation of substantial temporary increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies – Project Construction (Less than Significant with Mitigation)

During the construction of the Project including roads, water and sewer lines and related infrastructure, noise from construction activities would add to the noise environment in the Project vicinity. Activities involved in construction would generate maximum noise levels, as indicated in Table 3.11-10, ranging from 76 to 90 dB at a distance of 50 feet.

TABLE 3.11-10: CONSTRUCTION EQUIPMENT NOISE

TYPE OF EQUIPMENT	MAXIMUM LEVEL, DB	
	25 FEET	50 FEET
Backhoe	84	78
Compactor	89	83
Compressor (air)	84	78
Concrete Saw	96	90
Dozer	88	82
Dump Truck	82	76
Excavator	87	81
Generator	87	81
Jackhammer	94	89
Pneumatic Tools	91	85

SOURCE: ROADWAY CONSTRUCTION NOISE MODEL USER’S GUIDE. FEDERAL HIGHWAY ADMINISTRATION. FHWA-HEP-05-054. JANUARY 2006.

Noise would also be generated during the construction phase by increased truck traffic on area roadways. A significant Project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from construction sites. This noise increase would be of short duration, and would likely occur primarily during daytime hours.

Construction activities would be temporary in nature and are exempt from noise regulation during the hours of 7:00 a.m. to 7:00 p.m. on weekdays and 8:00 a.m. to 7:00 p.m. on Saturdays and Sundays as outlined in the City’s Construction Noise Guidelines.

Although construction activities are temporary in nature and would likely occur during normal daytime working hours, construction-related noise could result in sleep interference at existing noise-sensitive land uses in the vicinity of the construction if construction activities were to occur

outside the normal daytime hours. Therefore, impacts resulting from noise levels temporarily exceeding the threshold of significance due to construction would be considered potentially significant. For this reason, construction activities must adhere to the requirements of the City of Rocklin Construction Noise Guidelines and all construction equipment must be fitted with factory equipped mufflers and be in good working order, as required by Mitigation Measures 3.11-5.

MITIGATION MEASURE(S)

Mitigation Measure 3.11-5: *Prior to Grading Permit issuance, the Applicant and/or construction contractor shall demonstrate, to the satisfaction of the City of Rocklin Community Development Department, that the Project complies with the following:*

- *Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other State required noise attenuation devices.*
- *Construction activities shall not occur weekdays between the hours of 7:00 p.m. and 7:00 a.m. or weekends between the hours of 7:00 p.m. and 8:00 a.m.*
- *The construction contractor shall ensure that equipment operators limit equipment idling to five minutes or less. If greater than five minutes, idling equipment shall be turned off when not in use.*
- *The construction contractor shall maintain equipment to ensure that vehicles and the loads are secured to limit reduce rattling or banging noises.*

SIGNIFICANCE AFTER MITIGATION

Implementation of the mitigation measures identified above would ensure that the nearby sensitive receptors to the North and South Village sites would not be subject to construction noise levels in excess of the City’s standards, resulting in a **less than significant** impact.

Impact 3.11-3: The Project would not result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels (Less than Significant)

Typical residential, commercial, and recreation activities would not result in excessive groundborne vibration or groundborne noise levels. However, Project construction could result in groundborne vibration or noise levels. Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural damage. Table 3.10-11 shows the typical vibration levels produced by construction equipment. As previously stated, the general threshold at which human annoyance could occur is noted as 0.1 in/sec p.p.v.

TABLE 3.11-11: VIBRATION LEVELS FOR VARYING CONSTRUCTION EQUIPMENT

TYPE OF EQUIPMENT	P.P.V. @ 25 FEET (IN/SEC)	P.P.V. @ 50 FEET (IN/SEC)	P.P.V. @ 100 FEET (IN/SEC)
Large Bulldozer	0.089	0.039	0.011
Loaded Trucks	0.076	0.029	0.010

3.11 NOISE

Small Bulldozer	0.003	0.000	0.000
Auger/drill Rigs	0.089	0.036	0.011
Jackhammer	0.035	0.009	0.004
Vibratory Hammer	0.070	0.026	0.009
Vibratory Compactor/roller	0.210 (less than 0.2 at 26 feet)	0.074	0.026

SOURCE: FEDERAL TRANSIT ADMINISTRATION, TRANSIT NOISE AND VIBRATION IMPACT ASSESSMENT GUIDELINES, MAY 2006.

The closest sensitive receptor to the North Village site that could be impacted by vibration produced by construction equipment would be the single-family residences adjacent to James Drive east of the site and single-family residence adjacent to the northwest corner of the North Village site. The main structure of the nearest single-family home adjacent to James Drive is located approximately 150 feet from the nearest lot boundary in the southeast corner of the site. Additionally, the main structure of the single-family home adjacent to the northwest corner of the North Village site is located approximately 100 feet from the North Village site boundary. At these distances, construction vibrations are not predicted to cause damage to existing buildings or cause annoyance to sensitive receptors on the North Village site.

The closest sensitive receptor to the South Village site that could be impacted by vibration produced by construction equipment would be the El Don Estates condominiums located south of proposed residential lots in the southwest area of the site (i.e., Lots 1 through 7 on the South Village Tentative Subdivision Map), as well as the single-family residences located south of the proposed residential lots in the south and southeast area of the site (i.e., Court A and Lot 25). The closest condominium structure is located approximately 25 feet to the southern Project boundary, but over 50 feet from the nearest proposed residence. Additionally, the single-family residential structures are located approximately 20 to 30 feet to the southern Project boundary, but over 50 feet from the nearest proposed residence or internal roadway. At a distance of 25 feet, Table 3.11-11 indicates that construction vibration levels could range from 0.003 in/sec p.p.v to 0.210 in/sec p.p.v, exceeding the general threshold at which human annoyance could occur. However, at a distance of 50 feet, construction vibration levels could range from 0.000 in/sec p.p.v to 0.074 in/sec p.p.v, below the general threshold at which human annoyance could occur.

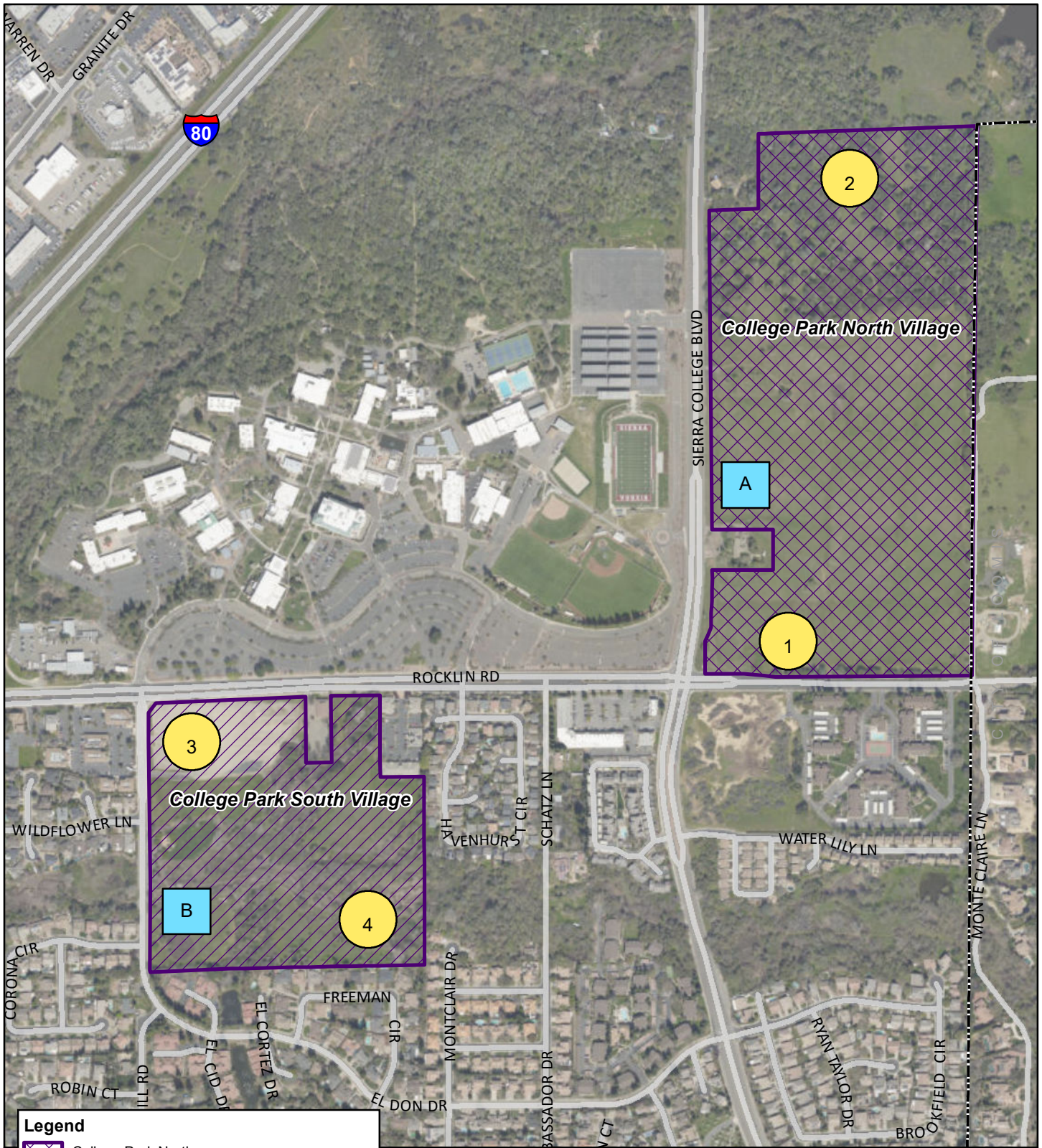
It should be noted that construction activities would be temporary in nature and would occur during normal daytime hours. Additionally, according to the College Park Environmental Noise Analysis (see Appendix H), the North and South Village sites' primary construction areas are approximately 100 feet or further from sensitive receptors. Therefore, the majority of construction would take place 100 feet or further from sensitive receptor/structures, resulting in minimal exposure. At a distance of 100 feet, maximum construction vibration levels are 0.026 in/sec p.p.v. (see Table 3.11-11); thus, construction vibrations are not predicted to generate excessive groundborne vibration that would result in damage to existing buildings or cause annoyance to sensitive receptors.

Overall, implementation of the proposed Project would have a *less than significant* impact relative to this environmental topic.

Impact 3.11-4: The Project would not expose people residing or working in the Project area to excessive noise levels as a result of nearby airstrips or airports (No Impact)

The Project site is not located within two miles of a public or private airport or airstrip. The nearest airport, Lincoln Regional Airport, is located over 10 miles northwest of the Project sites. Therefore, aircraft related noise would be extremely minimal and there would be *no impact*.

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Legend

- College Park North
- CollegePark South
- Rocklin City Boundary
- Continuous 24-Hour Noise Monitoring Location
- Short-Term Noise Monitoring Location

N

0 200 400

Feet

COLLEGE PARK

Figure 3.11-1. Noise Monitoring Locations

Sources: Placer County GIS; j.c.brennan & associates. Map date: February 26, 2021.

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The purpose of this EIR section is to analyze and disclose the anticipated growth in population that would result from Project implementation, analyze the project's consistency with relevant planning documents and policies related to population and housing, and recommend mitigation measures to avoid or minimize the significance of potential impacts.

Information in this section is based on information provided by the project applicant in the project application package submitted to the City of Rocklin, site surveys conducted by De Novo Planning Group in 2019, ground and aerial photographs, and the following reference materials:

- *City of Rocklin General Plan* (City of Rocklin, October 2012).
- *City of Rocklin General Plan EIR* (City of Rocklin, August 2011).
- *City of Rocklin Housing Element* (2013);
- City of Rocklin. Adopted January 2019. Municipal Code, Title 17 Zoning.
- US Census data (U.S. Census, 2020)
- California Department of Finance Population and Housing Estimates (E-5 Reports) (California Department of Finance, 2020)

During the NOP comment period for the EIR, comments regarding this topic were received from Sherri Di Lulo (March 4, 2019), Denise Gaddis (March 1, 2019), Bill Gandara (February 27, 2019), Michael Garabedian (march 2, 2019), Arlene Jamar (March4, 2019), Loomis Union School District (February 27, 2019), Davinder Mahal (March 4, 2019), Shute, Mihaly & Weinberger (February 2, 2019), Janet Thew (March 4, 2019) and Kim Steinjann (March 4, 2019).

3.12.1 ENVIRONMENTAL SETTING

DEMOGRAPHICS

POPULATION TRENDS

After decades of limited or negative growth between 1900 and 1950, the City population began to increase in the 1960s. The number of residents increased 103% in the 1960s and another 142% in the 1970s. The City's annexation of the formerly unincorporated Sunset-Whitney area propelled the City's population growth yet another 159% in the 1980s. Rocklin's population reached 36,330 by 2000; the 91% increase from 1990 was the largest proportional increase of all Placer County jurisdictions in the 1990s. By January 2008, the City's population had grown another 48% to 53,843. As of 2010, Rocklin had a population of 56,974 residents, representing a growth of 57% since 2000. Most of Rocklin's population growth since 2000 can be attributed to development in Whitney Oaks, Stanford Ranch, and Southeast Rocklin along with annexation and subsequent development of the Northwest Rocklin Annexation Area. U.S. Census data indicates that the City of Rocklin experienced strong population growth from 1990 to 2000, increasing from 18,806 to 36,330 persons at an annual average increase of 9.3 percent as shown in Table 3.12-1. During the decade from 2000 to 2010, the rate of growth continued at an annual average increase of 5.7 percent, reaching a total population of 56,974 in 2010. The City's population has continued to increase to a population of 70,350 in 2020.

3.12 POPULATION AND HOUSING

TABLE 3.12-1: POPULATION GROWTH – ROCKLIN

YEAR	POPULATION	ANNUAL AVERAGE CHANGE
1990	18,806	--
2000	36,330	9.3%
2010	56,974	5.7%
2015	60,502	1.2%
2017	64,397	3.2%
2018	66,711	3.6%
2019	69,249	3.8%
2020	70,350	1.6%

SOURCE: US CENSUS BUREAU; CALIFORNIA DEPARTMENT OF FINANCE, 2020.

HOUSING STOCK

Table 3.12-2 summarizes the growth of the City of Rocklin’s housing stock from the years 2000 to 2020, based on information from the US Census Bureau and California Department of Finance. The number of housing units has increased from 22,010 in 2010 to 26,342 in 2020, an average annual increase of 1.8 percent.

TABLE 3.12 -2: HOUSING UNIT GROWTH – ROCKLIN

YEAR	HOUSING UNITS	ANNUAL AVERAGE CHANGE
2000	14,421	--
2010	22,010	5.3%
2015	22,862	0.8%
2017	24,155	2.8%
2019	25,945	3.7%
2020	26,342	1.5%

SOURCE: US CENSUS BUREAU; CALIFORNIA DEPARTMENT OF FINANCE, 2020.

PERSONS PER DWELLING UNIT

The average number of persons residing in a dwelling unit in Rocklin is 2.80 (California Department of Finance, 2020).

JOBS: HOUSING BALANCE

The Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan (MTP) Land Use Forecast for 2035, dated September 2020, indicates a 0.9 job housing ratio for Rocklin in 2016 and projects that Rocklin's job housing ratio will be 1.01 in 2035.

GROWTH PROJECTIONS

As described in the Rocklin General Plan Update, the city is realistically expected to result in the construction of 8,247 new residential dwellings by the 2030 planning horizon to arrive at a total of 29,283 housing units and a population of 76,136. By comparison, the Sacramento Area Council of Governments (SACOG) projects a City of Rocklin population of 75,719 by the year 2035. The City's General Plan population projection assumes total buildout of all available residential lands in the city will be reached by the year 2030, in which case substantial population and housing growth would be dramatically reduced from that point on as any residential development would be limited to redevelopment activity.

3.12.2 REGULATORY SETTING

SACRAMENTO AREA COUNCIL OF GOVERNMENTS

SACOG is an association of local governments from six counties and 22 cities within the Sacramento Region. The counties include El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba. SACOG is responsible for the preparation of, and updates to, the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for the region and the corresponding Metropolitan Transportation Improvement Program (MTIP). The MTP/SCS provides a 20-year transportation vision and corresponding list of projects. The MTIP identifies short-term projects (seven-year horizon) in more detail. The 2020 MTP/SCS was adopted by the SACOG board in 2020.

Metropolitan Transportation Plan/Sustainable Communities Strategy

The 2020 MTP/SCS is a long-range plan for transportation improvements in the region. The plan is based on projections for growth in population, housing, and jobs. SACOG determines the regional growth projections by evaluating baseline data (existing housing units and employees, jobs/housing ratio, and percent of regional growth share for housing units and employees), historic reference data (based upon five- and ten-year residential building permit averages and historic county-level employment statistics), capacity data (General Plan data for each jurisdiction), and current MTP data about assumptions used in the most recent MTP/SCS. SACOG staff then meets with each jurisdiction to discuss and incorporate more subjective considerations about planned growth for each area. Finally, SACOG makes a regional growth forecast for new homes and new jobs, based upon an economic analysis provided by a recognized expert in order to estimate regional growth potential based on market analysis and related economic data. This growth forecast is then incorporated into the MTP/SCS.

Regional Housing Needs Plan

California General Plan law requires each city and county to have land zoned to accommodate a fair share of the regional housing need. The share is known as the Regional Housing Needs Allocation (RHNA) and is based on a Regional Housing Needs Plan (RHNP) developed by councils of government. SACOG is the lead agency for developing the RHNP for a six-county area that includes Placer County and the City of Rocklin. The latest housing allocation for the City of Rocklin covers the nearly eight-year period from 2013 through 2021 and consists of 3,813 units (520 very low, 729 low, 709 moderate, and 1,335 above moderate income). The City is not required to directly develop these units; however, the City must facilitate housing production by ensuring that land is available and that unnecessary development constraints have been removed. The City prepared and adopted an updated Housing Element to cover the 2013-2021 regional housing needs cycle (adoption date: July 1, 2013).

ROCKLIN GENERAL PLAN

The Rocklin General Plan articulates the community's vision of its long-term physical form and development. The general plan is comprehensive in scope and represents the city's expression of quality of life and community values. General plans are prepared under a mandate from the State of California, which requires that each city and county prepare and adopt a comprehensive, long-term general plan for its jurisdiction and any adjacent related lands. State law requires General Plans to address seven mandated components: circulation, conservation, housing, land use, noise, open space, and safety. Population, housing, and growth policies relevant to this EIR are identified below.

LAND USE ELEMENT

Goal for Residential Land Uses. To designate, protect, and provide sufficient land to meet residential development needs and to preserve and protect existing residential neighborhoods

Policy LU-6: Buffer residential areas from land use impacts of adjacent non-residential land uses through the use of landscaping, sound walls, berms, fencing, open space setbacks, terrain features, greenbelts, building orientation and/or other similar techniques.

Policy LU-7: Preserve and enhance the quality of existing residential areas by continuing to provide high-quality public services, by rehabilitating useful structures and by removing substandard units.

Policy LU-8: Continue programs for the prevention of blight, utilizing public and private resources such as code enforcement, neighborhood rehabilitation programs, and Redevelopment Agency actions.

Policy LU-9: Encourage active involvement by individuals and citizen organizations in maintaining and upgrading existing residential neighborhoods.

Policy LU-10: Encourage preservation and adaptive reuse of significant historic structures and sites.

Policy LU-11: Encourage infill residential development that is in keeping with the character and scale of the surrounding neighborhood, while providing a variety of densities and housing types as reflected by the zoning and land use designation of the infill property.

Policy LU-12: Provide a variety of residential land use designations that will meet the future needs of the City.

Policy LU-13: Review proposals for new residential development for compatibility with the character and scale of nearby neighborhoods, while providing a variety of densities and housing types as reflected by the zoning and land use designation of the infill property.

Policy LU-16: To the extent feasible, require that new development in areas contiguous to neighboring jurisdictions be compatible with those existing land uses.

Policy LU-17 Designate residential land according to the following densities:

<u>Dwelling Units Per Gross Acre</u>	
Rural	Less than 1
Low Density	1-3.4
Medium Density	3.5-8.4
Medium High Density	8.5-15.4
High Density	15.5-20
Mixed Use	10.0-40 ¹

Dwelling units will be rounded to the nearest tenth.

(Land use projects that propose fewer or more units than the designated residential land use density ranges allowed shall be considered inconsistent with the General Plan.)

Policy LU-20: Encourage Medium High and High Density Residential uses to locate near major arterial and/or collector streets.

Policy LU-21: Maintain development standards unique to Central Rocklin that encourage residential development on infill parcels, including affordable housing, while maintaining compatibility with existing residential land uses.

Policy LU-29: Allow a variety of housing opportunities within mixed use projects to add activity and vitality within those neighborhoods.

¹ Density in this designation is typically calculated using net acreage. No individual parcel which has a Mixed-Use land use designation is required to build a specific ratio of residential to non-residential development. Mixed Use designated parcels may be all residential, all non-residential, or a mix of residential and non-residential uses. However, if residential uses are developed, they must be within the density range assigned to the Mixed-Use category as noted above.

HOUSING ELEMENT

Goal for Housing Conservation. Maintain and improve the quality of existing housing and residential neighborhoods in Rocklin.

Policy HO-1.1: Promote increased awareness of the importance of property maintenance to long-term housing quality and engage the community to preserve neighborhoods.

Goal for Housing Production. Facilitate the provision of a range of housing types to meet the diverse needs of the community.

Policy HO-2.1: Provide quality housing opportunities for current and future residents with a diverse range of income levels.

Policy HO-2.2: Provide expanded housing opportunities for the community's workforce.

Policy HO-2.3: Encourage both the private and public sectors to produce or assist in the production of housing, with particular emphasis on housing affordable to lower income households, including extremely low-income households, as well as housing suitable for seniors, large families, female-headed households, the homeless, and persons with disabilities.

Policy HO-2.4: Encourage the provision of housing affordable to extremely low-income households when reviewing proposals for new affordable housing developments.

Policy HO-2.5: Facilitate the provision of second units as a means of providing affordable rental housing opportunities in existing neighborhoods.

Policy HO-2.6: Encourage diversity of unit size and number of bedrooms within housing developments to expand lower cost rental opportunities for large families.

Goal for Provision of Adequate Housing Sites. Provide adequate housing sites through appropriate land use and zoning designations to accommodate the City's share of the regional housing needs.

Policy HO-3.1: Identify vacant parcels and provide to interested developers in conjunction with information on available development incentives.

Policy HO-3.2: Ensure new residential projects are developed at densities consistent with the density ranges established for each residential district in the Land Use Element.

Policy HO-3.3: Facilitate the development of multi-family housing on vacant parcels designated for medium-high and high density residential uses.

Policy HO-3.4: Continue to work with developers requesting General Plan Amendments converting nonresidential designation to residential uses or from a higher density residential category to a lower density residential category to incorporate affordable housing as a component of the overall development. As an objective, target up to ten percent of the units as affordable, depending on the level of affordability or other amenities provided.

Pursue the inclusion of extremely low-income units in the negotiated target number of affordable units.

Goal for Equal Housing Opportunity. Promote equal opportunity for all residents to reside in the housing of their choice.

Policy HO-6.1: Support the enforcement of fair housing laws prohibiting arbitrary discrimination in the building, financing, selling or renting of housing on the basis of race, color, ancestry, national origin, gender, religion, marital status, family status, physical or mental disability, or other arbitrary factors.

Policy HO-6.3: Promote housing that meets the special needs of the homeless, seniors, large families, and persons with disabilities.

Rocklin General Plan EIR

In August 2012, the City of Rocklin adopted a new General Plan and certified the associated General Plan EIR (State Clearinghouse (SCH) # 2008072115) -- a Program EIR pursuant to CEQA Guidelines Section 15168. Later environmental documents (EIRs, mitigated negative declarations, or negative declarations) can incorporate by reference materials from a program EIR regarding regional influences, secondary impacts, cumulative impacts, broad alternatives, and other factors (CEQA Guidelines Section 15168[d][2]). These later documents need only focus on new impacts that have not been considered before (CEQA Guidelines Section 15168[d][3]). As noted in Chapter 1.0, Introduction, the General Plan EIR assumed full development and buildout of the Project Area. While the components of the Project are not consistent with the land uses under the General Plan EIR, the development footprint of the Project is the same; therefore, the physical impacts of developing the Project Area would be similar as under the General Plan EIR, as the area of impact is fully defined consistent with the General Plan EIR.

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated population and housing impacts that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included population growth and availability of housing opportunities (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.11-1 through 4.11-13). The analysis found that while development and buildout of the General Plan can result in population and housing impacts, implementation of the General Plan would not contribute to a significant generation of growth that would substantially exceed any established growth projections nor would it displace substantial numbers of housing units or people.

As noted above, the General Plan EIR assumed full development and buildout of the Project Area; however, the components of the Project are not consistent with the land uses under the General Plan EIR. For this reason, a project-level analysis has been included to determine if the Project would contribute to a significant generation of growth that would substantially exceed any established growth projections and/or displace substantial numbers of housing units or people.

3.12.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Based on the standards established by Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on population and housing if it will:

- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure);
- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

IMPACTS AND MITIGATION MEASURES

Impact 3.12-1: Implementation of the proposed project may induce unplanned substantial population growth (Less than Significant)

The City's 2020 population is 70,350 persons. The proposed Project would be expected to increase the City's population above existing conditions through the construction of a mixed-use development with a residential component. The Project would result in the addition of up to approximately 695 dwelling units on the North Village site and approximately 205 dwelling units on the South Village site. Based on the California Department of Finance's estimate of 2.80 persons per dwelling unit, the Project is forecast to generate approximately 2,520 new residents in Rocklin at buildout. This represents an approximately 3.6 percent increase in population growth over 2020 conditions.

Population growth by itself is not considered a significant environmental impact. However, development of housing, infrastructure, and facilities and services to serve this growth can have significant environmental impacts through land conversion, commitment of resources, and other mechanisms.

The Project would not induce substantial unplanned population growth in an area, either directly (i.e., by proposed new unplanned homes) or indirectly (i.e., by the extension of roads or other infrastructure). The Project is largely consistent with the existing land uses as envisioned under the City's General Plan. As part of the proposed Project, the applicant is requesting a General Plan Amendment to change the Project Area's General Plan land use designation from Mixed Use to Medium Density Residential, Medium-high Density Residential, High Density Residential, Recreation-Conservation and Retail Commercial in the North Village; and from Mixed Use and Recreation-Conservation to Medium Density Residential, High Density Residential, Recreation-Conservation, and Business Professional/Commercial in the South Village; under the Rocklin General Plan Land Use Map. If the Project were developed based on the Project Area's current General Plan land use designations, approximately 1,005 to 4,020 dwelling units could be developed on the approximately 100.5 gross acres currently designated Mixed Use (using General Plan guidance for

Mixed Use development of 10 to 40² dwelling units per acre), which is greater than the approximately 900 dwelling units that would result from the proposed Project. Development of 1,005 to 4,020 dwelling units, as allowed under the current General Plan, could result in a population increase of approximately 2,814 to 11,256 new residents, while the proposed Project is forecast to result in approximately 2,520 new residents. Thus, the proposed Project could result in fewer residents when compared to the residents that are anticipated by the current General Plan land use designations for the site. No development would occur on the approximately 7.9 acres with a Recreation/Conservation designation under the existing General Plan. Thus, the housing and population growth that could occur with the proposed project would be within the growth anticipated by the General Plan. Therefore, the project does not directly induce substantial unplanned population growth.

In addition, new commercial development has the potential to generate indirect growth outside of the Project site by inducing a demand for employment and housing around commercial activity. This demand can lead to unforeseen future development if located in areas that are currently lacking commercial economic activity. However, the proposed Project is located in an area that has a wide range of commercial services within proximity to the Project site. This includes commercial uses located directly adjacent to the South Village project site at the western and eastern boundary along Rockling Road; commercial uses located directly adjacent to the North Village project site to the southwest; and the Rocklin Commons and Crossings shopping centers located 0.77 miles north of the North Village project site. Moreover, the City's General Plan provides for additional commercial development in the community, which will provide goods and services to the city's expanding population. Therefore, the proposed Project would not induce unanticipated commercial growth. Furthermore, the Project also does not induce substantial unplanned growth indirectly (through the extension of roads or other infrastructure). Roads and infrastructure would be developed throughout the Project Area to provide internal circulation and utilities to the proposed development and would not extend significantly outside the Project boundaries. In addition, there are existing roadways immediately adjacent to the Project sites that serve development within the area. Overall, this extension of infrastructure would not indirectly induce substantial unplanned population growth because the roads and infrastructure do not extend outside the Project boundaries.

Overall, the Project is consistent with the regional growth projections prepared by SACOG. As described in the MTP/SCS, SACOG projects a City of Rocklin population of 75,719 by the year 2035. The proposed Project is estimated to accommodate 2,520 new residents in Rocklin at buildout. With implementation of the proposed Project, the City's housing stock would total 27,242 dwelling units, with a resultant population of approximately 72,870 persons. Therefore, the proposed Project would not cause SACOG's housing and population forecasts to be exceeded. Therefore, implementation of the proposed Project would induce less than significant population growth in the

² Density in this designation is typically calculated using net acreage. No individual parcel which has a Mixed-Use land use designation is required to build a specific ratio of residential to non-residential development. Mixed Use designated parcels may be all residential, all non-residential, or a mix of residential and non-residential uses. However, if residential uses are developed, they must be within the density range assigned to the Mixed-Use category as noted above.

City with respect to SACOG's forecasts. Additionally, the City's General Plan anticipates growth within the City, including development of the Project site. The General Plan provides goals and policies ensure that the population growth is adequately planned for. Therefore, this impact is *less than significant*.

Impact 3.12-2: Implementation of the proposed project may displace substantial numbers of people or existing housing (No Impact)

While there are no occupied housing units currently located within the South Village site, the North Village site contains one single-family home that would be demolished to construct and operate the proposed Project, which would provide 900 dwelling units, 120,000 square feet of non-residential building uses, 22.5 acres of open space, and 7.8 acres of parks. Therefore, the Project would not displace substantial numbers of people or existing housing. The Project would have a **less than significant** impact related to the displacement of substantial numbers of people or existing housing.

This section describes and evaluates potential impacts associated with the provision of police protection, fire protection and emergency services, parks and recreation, schools, and other public facilities for the proposed Project. Comments were received during the public review period or scoping meeting for the Notice of Preparation regarding this topic from the following: Save East Rocklin (March 4, 2019), Margo Rabin (February 26, 2019), Miguel Ucovich (February 28, 2019), Kathy Twisselmann (March 2, 2019), Kingsley Bogard Attorneys (February 27, 2019), Denise Gaddis (March 1, 2019). Full comments received are included in Appendix A. Information in this section is derived primarily from the following:

- *City of Rocklin General Plan* (City of Rocklin, 2012);
- *City of Rocklin General Plan Update Draft Environmental Impact Report* (City of Rocklin, 2011);
- City of Rocklin Departments website;
- *Loomis Union School District School Facilities Master Plan* (Loomis Union School District, 2018);
- *Placer Union High School District Facilities Master Plan General Obligation Bond Implementation Plan* (Placer Union High School District, 2016);
- *Rocklin Unified School District Facilities Master Plan* (Rocklin Unified School District, 2018).

3.13.1 ENVIRONMENTAL SETTING

CITY OF ROCKLIN SERVICES

City of Rocklin Police Department

Police protection services in the City of Rocklin are provided by the Rocklin Police Department. The Rocklin Police Department operates out of its headquarters located at 4080 Rocklin Road. This station is located 1.0 mile west of the South Village property and 1.5 miles west of the North Village property.

The Rocklin Police Department is a full-service police agency with 95 staff members, including one police chief, an operations captain, an investigation and support services captain, two lieutenants, various sergeants and officers, youth services officers, and other various staff and support staff. The Police Department also has 85 volunteer staff. The Police Department has a number of units and specialties including uniformed patrol, traffic enforcement, neighborhood officers, investigations, canines, school resource officers, crime prevention, dispatch, records, evidence, and animal control. Rocklin participates in a statewide agreement to provide mutual aid.

In 2018, the Rocklin Police Department handled 56,319 incidents, and officers responded to 33,301 incoming law enforcement calls for service. As of 2018, the Police Department had a response time of six minutes and 34 seconds for Priority 1 calls, seven minutes and four seconds for Priority 2 calls, and seven minutes and 48 seconds for Priority 3 calls. The average response time (from the moment the call was made to the moment an officer arrived) in 2018 was seven minutes and 23 seconds.

3.13 PUBLIC SERVICES AND RECREATION

The Rocklin Police Department currently does not have any adopted goals related to officer-to-population ratios or response times. The Police Department provides police services to maintain the current level of crime prevention and low crime rates.

Table 3.13-1 shows the crime statistics for the City of Rocklin between 2017 and 2019.

TABLE 3.13-1: ROCKLIN POLICE DEPARTMENT CRIME STATISTICS (2017-2019)

CATEGORY/CRIME	2017	2018	2019
Violent Crimes	66	52	67
Murder and nonnegligent manslaughter	0	0	0
Rape	14	13	22
Robbery	29	16	13
Aggravated Assault	23	23	32
Property Crimes	1,135	952	983
Burglary	211	172	168
Motor Vehicle Theft	111	81	77
Larceny	813	699	738
Arson	10	6	6

SOURCE: FBI. OFFENSES KNOWN TO LAW ENFORCEMENT ([HTTPS://WWW.FBI.GOV/SERVICES/CJIS/UCR/PUBLICATIONS#CRIME-IN%20THE%20U.S.](https://www.fbi.gov/services/cjis/ucr/publications#crime-in%20the%20u.s.))

ORGANIZATION

The Rocklin Police Department is organized into two divisions: Operations and Support Services. Additionally, the Police Department operates a Professional Standards Unit and also has police volunteer programs. There are currently over 85 volunteers in the Rocklin Police Department Volunteer Program. Rocklin Police Volunteers help by staffing the front counter, patrolling the city, providing accident control, working with crime statistics, fingerprinting, delivering evidence and documents, staffing special police events, performing inspections, and delivering safety presentations to schools and businesses.

Operations Division: The Operations Division is the largest division of the Department. The units included in the Operations Division are animal control, canine, crime prevention, homeland security, patrol, reserve officer program, SWAT & HNT, traffic, and field training.

Support Services Division: The Support Services Division includes all the teams and units that support the line police function of the Police Department. These teams include the 911 Communications and Dispatch Center, Investigations, Records Unit, Technical Services and Youth Services.

Professional Standards Unit: The Professional Standards Unit's primary function is to protect the overall integrity and reputation of the Rocklin Police Department. The Professional Standards Unit's duties range from managing the agency's accreditation process to overseeing the complaint and commendation processes of police personnel.

City of Rocklin Fire Department

The Rocklin Fire Department provides fire suppression, emergency medical, and special operations/rescue services to the City of Rocklin. The Fire Department has 39 full-time personnel

including administration, prevention, and suppression staff, as well as an additional volunteer firefighting and support force. The Fire Department has a mutual aid agreement with the Western Placer County Fire Chief's Association. All Placer County fire agencies are signatory agencies to the agreement, with the closest to Rocklin being Roseville, Lincoln, South Placer, Loomis, the California Department of Forestry and Fire Protection (CalFire), Penryn, Newcastle, and Auburn. In addition, the Fire Department has automatic aid agreements with Roseville, Loomis, South Placer, and CalFire.

The Rocklin Fire Department operates out of three stations in the City of Rocklin:

1. **Station 1**, County Station 23 is located at 4060 Rocklin Road. There are three personnel at this station per shift, with three shifts, each rotating after a 48-hour tour of duty. Equipment at this station includes a staffed engine, a reserve engine, a brush engine, a utility/air unit, and several staff vehicles.
2. **Station 2**, County Station 24 is located at 3401 Crest Drive. There are three to four personnel at this station per shift, with three shifts, each rotating after a 48-hour tour of duty. Equipment at this station includes a staffed truck, a reserve engine, a brush engine, a grass unit, a staffed Battalion Chief vehicle, a utility unit, and a training truck.
3. **Station 3**, County Station 25 is located at 2001 Wildcat Boulevard. There are three personnel at this station per shift, with three shifts, each rotating after a 48-hour tour of duty. Equipment at this station includes a staffed engine, a brush engine, and a grass unit.

A fourth station (Station 4, County Station 26) is under consideration, but is currently being postponed until adequate funding for construction and staff needs is identified. The Fire Department's Standards of Response Coverage Analysis is currently underway and should be complete in late 2021.¹ The Standards of Response Coverage Analysis helps determine the need for and potential location of additional staffing to meet the performance standards.² The closest station to the project area is Station 1, County Station 23, which is located 1.0 mile west of the South Village property and 1.5 miles west of the North Village property.

The Fire Department's current (2018) average response time for all incidents is 7 minutes and 53 seconds. For fire incidents within the City of Rocklin, the total response time was 10 minutes and 38 seconds or less, 90 percent of the time.³ Rocklin has not formally adopted a performance standard for total response time.

The Fire Department is primarily funded through General Fund revenues, with some fee-based revenue, grants, and educational reimbursements through Sierra College. The City of Rocklin

¹ Personal Communication with Reginald Williams, City of Rocklin Fire Department Fire Chief. August 3, 2021.

² Personal Communication with Parrker Barnes, City of Rocklin Fire Department. April 29, 2021.

³ Personal Communication with William R. Hack, City of Rocklin Fire Department Fire Chief. May 16, 2019.

3.13 PUBLIC SERVICES AND RECREATION

charges a construction tax that is used for the acquisition of fire equipment, as well as parks, open space, bike trails, and public buildings, needed as a result of increased development in the City. Additional funds for recently annexed areas are collected through Community Facilities District 1. The Fire Department also charges fees for some services, including fire inspections, false alarm response, and fire and rescue services.

ISO RATING

The Insurance Services Office (ISO) Public Protection Classification Program currently rates the Fire Department as 3 on a scale of 1 to 10, with 1 being the highest possible protection rating and 10 being the lowest. The ISO rating measures individual fire protection agencies against a Fire Suppression Rating Schedule, which includes such criteria as facilities and support for handling and dispatching fire alarms, first-alarm response and initial attack, and adequacy of local water supply for fire-suppression purposes.

City of Rocklin Parks and Recreation Department

Rocklin is home to 30 developed parks and an additional 200 acres of open space. The City’s Parks and Recreation Department operates and maintains the City’s amenities, including amphitheaters, trails, open spaces, wildlife, trails and bikeways, water spraygrounds, playgrounds, basketball and tennis courts, sports fields, barbeque areas, picnic tables, and Wi-Fi in the parks. The City of Rocklin has three existing community parks with rental pavilions, including Johnson-Springview Park, Margaret Azevedo Park, and Whitney Park.

As discussed in Section 3.12, Population and Housing, the City of Rocklin has an estimated population (2020) of 70,350 people. Rocklin currently has 428 acres of developed parkland, with the additional acreage of planned future parks bringing the City’s total park acreage to 440. Based on the Department of Finance estimated population of 70,350, the City meets its General Plan parkland goal of five acres per 1,000 residents. See Table 3.13-2 for an inventory of the existing community/specialty park and neighborhood park facilities.

TABLE 3.13-2: PARK FACILITIES INVENTORY

<i>NAME</i>	<i>ADDRESS</i>	<i>AMENITIES</i>
Johnson-Springview Park	5480 4 th St.	Lighted baseball and softball fields, pickleball, a football field, lighted tennis courts, 18-hole disc golf course, restrooms
Kathy Lund Park	6101 West Oaks Bl.	Lighted soccer fields, a seasonal water sprayground, five youth softball fields (four are lighted), 1,200 square-foot restroom/concession building and 12.65 acres of open turf
Margaret Azevedo Park	1900 Wildcat Bl.	Lighted soccer fields, a regulation-size baseball/softball field, youth playgrounds, restrooms, and off-street parking
Twin Oaks Park	5500 Park Dr.	Lighted sports fields, public restrooms, tennis courts, soccer fields
Whitney Park	1801 Whitney Ranch Pkwy.	Lighted sports fields for soccer, baseball and softball, a water sprayground, restrooms, youth-aged playgrounds, and picnic facilities
Bolton Park	Bridlewood Dr.	Two playgrounds, a half-court basketball court, open turf, and covered picnic areas
Boulder Ridge Park	Park Dr.	Basketball court, a small covered picnic area, and playgrounds
Breen Park	2842 Shelton St.	Large school-aged playground, preschool-aged playground, and two open-turf fields. A one-acre oak tree restoration project was completed in Breen

NAME	ADDRESS	AMENITIES
		Park in Spring 2003 with over 75 seedling blue, valley, and oak trees.
Brigham & Hawes Park	Telegraph Hill	Two playgrounds, two half-court basketball courts, and covered picnic areas
Clarke Dominguez Park	3098 Crest Dr.	Youth playground, picnic tables, benches, pathways, and two half court basketball courts
Clover Valley Park	4298 Clover Valley Rd.	Large play area, picnic tables, barbeques
Corral-Alva Park	Brookshire Dr.	Playground, covered picnic area, pathways, and open turf
Gayaldo Park	Aitken Dairy Rd.	Covered picnic area, a playground, pathways, and open turf area
Joe Hernandez Park	6901 Ballantrae Way	Playgrounds, a small covered picnic area, benches, pathways, and a basketball court
Mansion Oaks Park	2406 Saint Andrews Dr.	Two playgrounds, an open-turf field, and pathways
Memorial Park	3980 Rocklin Rd.	Playground, restrooms, a large barbeque, and multiple picnic tables
Monte Verde Park	4651 El Don Dr.	Preschool-aged playground, a small turf field, picnic tables, and benches
Monument Park	4401 Hood Rd.	Small covered picnic area with picnic tables, barbecues, and benches as well as a youth playground
Night Ridge Park	6299 Night Ridge Way	Barbecue areas, picnic tables, a turf field, a basketball court, drinking fountains, and school-aged and preschool-aged playgrounds
Pebble Creek Park	5839 Pebble Creek Dr.	Playground, picnic tables, large oak trees, barbecue areas, and plenty of open space
Pernu Park	Old Ranch House Rd.	Basketball court, swings and a covered picnic area
Peter Hill Heritage Park	5251 Front St.	Features the roundhouse monument, the reconstructed "Old Firehouse", Old St. Mary's Church, and a public fruit tree orchard. This park has rentable space.
Pleasant Valley Creek Park	Whitney Oaks Dr.	Basketball court, youth playgrounds, picnic tables, barbecues, and a small open turf field
Quarry Park	4060 Rocklin Rd.	Amphitheater, trails, open space, and wildlife
Ruhkala Park	2160 Arnold Dr.	Large turf field, picnic tables, preschool-aged and school-aged playgrounds, barbecues, pathways, sand volleyball court, and a basketball court
Sasaki Park	5014 Southside Ranch Rd.	Half-court basketball court
Sierra Meadows Park	2530 Sierra Meadows Dr.	A full basketball court, open turf field, playground, barbeque areas, benches
Sonora Park	2101 Great Divide Way	Preschool-aged and school-aged playgrounds, a small covered picnic area, a half-court basketball court, and large turf field
Sunset East Park	5953 Willowynd Dr.	Half-court basketball court, play area, picnic tables, and barbecues
Vista Grande Park	5639 Onyx Dr.	Half-court basketball court, multi-level play areas, picnic tables, a small turf field, barbecue areas, and benches
Wesley Park	5376 Wesley Rd.	Two playgrounds, an open turf field, two half-court basketball courts, a small covered picnic area, and many pathways
Wickman Park	Monroe Ct.	Play structure, turf field, walking path, benches and a covered picnic area
Woodside Park	3300 Westwood Dr.	Basketball court, two play areas, picnic tables, barbecues, and decomposed granite pathways that wind through a grove of large oak trees

SOURCE: CITY OF ROCKLIN PARKS AND RECREATION DEPARTMENT WEBSITE. CITY OF ROCKLIN PARK FINDER.
([HTTP://GISSERVICES.ROCKLIN.CA.US/PARKSSHORTLIST/](http://gisservices.rocklin.ca.us/parksshortlist/)).

SCHOOL SERVICES

The project area is located within the boundaries of three school districts, each of which are discussed in detail below.

3.13 PUBLIC SERVICES AND RECREATION

Rocklin Unified School District

The South Village property is located within the service boundaries of the Rocklin Unified School District (RUSD). RUSD operates 11 elementary schools, two middle schools, three high schools (including one alternative high school and two comprehensive high schools), and one charter school. See Table 3.13-3 for the RUSD school inventory.

As shown in Table 3.13-3, the RUSD had a total enrollment (2019/2020) of approximately 12,140 students, of which 5,686 were enrolled in elementary school, 1,971 were enrolled in middle school, 4,290 were enrolled in high school, 88 were enrolled in the continuation school, and 105 were enrolled in the charter school.

TABLE 3.13-3: RUSD CITY OF ROCKLIN SCHOOL INVENTORY

SCHOOL	GRADES SERVED	ADDRESS	ENROLLMENT 2019-2020 SCHOOL YEAR	CAPACITY
<i>ELEMENTARY SCHOOLS (11)</i>				
Antelope Creek Elementary	TK-6	6185 Springview Dr.	499	588
Breen Elementary	TK-6	2751 Breen Dr.	467	738
Cobblestone Elementary	TK-6	5740 Cobblestone Dr.	389	626
Parker Whitney Elementary	TK-6	5145 Topaz Ave.	458	901
Rock Creek Elementary	TK-6	2140 Collet Quarry Dr.	579	788
Rocklin Elementary	TK-6	5025 Meyers St.	587	1,000
Ruhkala Elementary	TK-6	6530 Turnstone Wy.	356	850
Sierra Elementary	TK-6	6811 Camborne Wy.	493	600
Sunset Ranch Elementary	TK-6	2500 Bridlewood Dr.	713	813
Twin Oaks Elementary	TK-6	2835 Club Dr.	572	676
Valley View Elementary	TK-6	3000 Crest Dr.	573	701
<i>Elementary School Enrollment Subtotal</i>			5,686	8,281
<i>MIDDLE SCHOOLS (2)</i>				
Granite Oaks Middle	7-8	2600 Wyckford Blvd.	1,070	1,239
Spring View Middle	7-8	5040 5th St.	901	1,089
<i>Middle School Enrollment Subtotal</i>			1,971	2,328
<i>COMPREHENSIVE HIGH SCHOOLS (2)</i>				
Rocklin High	9-12	5301 Victory Ln.	2,228	2,427
Whitney High	9-12	701 Wildcat Blvd.	2,062	1,825
<i>Comprehensive High School Enrollment Subtotal</i>			4,290	4,252
<i>CONTINUATION HIGH SCHOOLS (1)</i>				
Victory High	11-12	3250 Victory Dr.	88	243
<i>INDEPENDENT CHARTER SCHOOLS (1)</i>				
Rocklin Alternative Education Center	K-12	3250 Victory Dr.	105	N/A

SOURCE: ROCKLIN UNIFIED SCHOOL DISTRICT WEBSITE ([HTTP://WWW.ROCKLINUSD.ORG/SCHOOLS/INDEX.HTML](http://www.rocklinusd.org/schools/index.html)); AND ROCKLIN UNIFIED SCHOOL DISTRICT FACILITIES MASTER PLAN (APRIL 2018).

The South Village property is within the Sierra Elementary School attendance boundary, the Spring View Middle School attendance boundary, and the Whitney High School attendance boundary. As identified in Table 3.13-3, Whitney High School is the only the school in the RUSD currently exceeding capacity.

Loomis Union School District

The North Village property is located within the service boundary of the Loomis Union School District (LUSD). LUSD operates seven schools, including: Franklin Elementary School (Loomis), H. Clarke Powers School (Loomis), Loomis Grammar School (Loomis), Loomis Basin Charter School (Loomis), Ophir Elementary STEAM Academy (Newcastle), Penryn Elementary School (Penryn), and Placer Elementary School (Loomis). See Table 3.13-4 for the LUSD school inventory.

TABLE 3.13-4: LUSD CITY OF ROCKLIN SCHOOL INVENTORY

SCHOOL	GRADES SERVED	ADDRESS	ENROLLMENT 2019-2020 SCHOOL YEAR	CAPACITY
Franklin Elementary	K-8	7050 Franklin School Rd., Loomis	487	506
H. Clarke Powers	TK-8	3296 Humphrey Rd., Loomis	517	516
Loomis Basin Charter	K-8	5438 Laird Rd., Loomis	508	N/A
Loomis Grammar	TK-8	3505 Taylor Rd., Loomis	488	516
Ophir Elementary STEAM	K-8	1373 Lozanos Rd., Newcastle	211	246
Penryn Elementary	K-8	6885 English Colony Wy., Penryn	250	246
Placer Elementary	TK-8	8650 Horseshoe Bar Rd., Loomis	545	530

SOURCE: LOOMIS UNION SCHOOL DISTRICT WEBSITE ([HTTPS://WWW.LOOMIS-USD.K12.CA.US/APPS/PAGES/INDEX.JSP?UREC_ID=300606&TYPE=D&PREC_ID=694166](https://www.loomis-usd.k12.ca.us/apps/pages/index.jsp?UREC_ID=300606&TYPE=D&PREC_ID=694166)); AND LOOMIS UNION SCHOOL DISTRICT FACILITIES MASTER PLAN (2018).

As shown in Table 3.13-4, the LUSD had a total enrollment (2019/2020) of approximately 3,006 students. Three schools within the LUSD are currently exceeding the capacity: H. Clarke Powers School, Penryn Elementary School, and Placer Elementary School.

According to the Kingsley Bogard Attorneys' NOP comment letter submitted for the project on behalf of the LUSD (February 27, 2019), the North Village property is within the Franklin Elementary School boundary. This school is not currently exceeding capacity.

Placer Union High School District

The North Village property is located within the service boundaries of Placer Union High School District (PUHSD). PUHSD operates four high schools: Colfax, Del Oro, Placer, and Foresthill. The North Village property is located within the Del Oro High School boundary map. Del Oro High School had a 2018/2019⁴ enrollment of 1,714 students and a capacity of 1,539 students.

LIBRARY SERVICES

The Rocklin Library, a Placer County Library Branch, is located at 4890 Granite Dr. The library offers three self-checkout machines, a community room, unique reading spaces, a welcoming

⁴ The 2018/2019 School Accountability Report Card is the most recent data available for Del Oro High School.

3.13 PUBLIC SERVICES AND RECREATION

atmosphere and use of color, and expanded Friends of the Rocklin Library book sales. It also has 13 computers for public use, an Early Literacy Station, and WiFi throughout the building.

3.13.2 REGULATORY SETTING

STATE

Police Protection

There are no federal or state regulations related to police protection services applicable to the proposed Project.

Fire Protection and Emergency Response

CALIFORNIA OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION

In accordance with California Code of Regulations Title 8 Sections 1270 "Fire Prevention" and 6773 "Fire Protection and Fire Equipment" the California Occupational Safety and Health Administration (Cal/OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

EMERGENCY RESPONSE/EVACUATION PLANS

The State of California passed legislation authorizing the Office of Emergency Services (OES) to prepare a Standard Emergency Management System (SEMS) program, which sets forth measures by which a jurisdiction should handle emergency disasters. Non-compliance with SEMS could result in the State withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster.

FIRE PROTECTION

The California Fire Code contains regulations relating to construction and maintenance of buildings and the use of premises. Topics addressed in the Code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions to protect and assist first responders, industrial processes, and many other general and specialized fire safety requirements for new existing buildings and premises.

CALIFORNIA HEALTH AND SAFETY CODE

State fire regulations are set forth in Sections 13000 et seq. of the California Health and Safety Code. This includes regulations for building standards (as also set forth in the California Building

Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

NATIONAL FIRE PREVENTION ASSOCIATION (NFPA) 1710

The NFPA 1710 Standards are applicable to urban areas and where staffing is comprised of career Firefighters. According to these guidelines, a career fire department needs to respond within six minutes, 90 percent of the time with a response time measured from the 911 call to the time of arrival of the first responder.

The standards are divided as follows:

- Dispatch time of one (1) minute or less for at least 90 percent of the alarms
- Turnout time of one (1) minute or less for EMS calls (80 seconds for fire and special operations response)
- Fire response travel time of four (4) minutes or less for the arrival of the first arriving engine company at a fire incident and eight (8) minutes or less travel time for the deployment of an initial full alarm assignment at a fire incident
- Eight (8) minutes or less travel time for the arrival of an advanced life support (ALS) (4 minutes or less if provided by the fire department)

NATIONAL FIRE PREVENTION ASSOCIATION (NFPA) 1: FIRE CODE

The NFPA 1 Fire Code, formerly known as the Uniform Fire Code, addresses minimum requirements for building construction, operation, and maintenance, fire department access, and hazardous materials necessary to establish a reasonable level of fire safety and property protection in new and existing buildings. NFPA 1 provides fire code officials with a comprehensive package of criteria to ensure public safety on a routine basis.

Parks and Recreation

QUIMBY ACT

The Quimby Act (California Government Code Section 66477) states that “the legislative body of a city or county may, by ordinance, require the dedication of land or impose a requirement of the payment of fees in lieu thereof, or a combination of both, for park or recreational purposes as a condition to the approval of a tentative or parcel map.” Requirements of the Quimby Act apply only to the acquisition of new parkland and do not apply to the physical development of new park facilities or associated operations and maintenance costs. The Quimby Act seeks to preserve open space needed to develop parkland and recreational facilities; however, the actual development of parks and other recreational facilities is subject to discretionary approval and is evaluated on a case-by-case basis with new residential development. The City collects fees imposed by the park and recreation districts impact fees. The impact fees are collected at the time of building permit and include both capital impacts and land acquisition.

3.13 PUBLIC SERVICES AND RECREATION

Schools

CALIFORNIA CODE OF REGULATIONS

The California Code of Regulations, Title 5 Education Code, governs all aspects of education within the State.

CALIFORNIA DEPARTMENT OF EDUCATION

The California Department of Education (CDE) School Facilities Planning Division (SFPD) prepared a School Site Selection and Approval Guide that provides criteria for locating appropriate school sites in the State of California. School site and size recommendations were changed by the CDE in 2000 to reflect various changes in educational conditions, such as lowering of class sizes and use of advanced technology. The expanded use of school buildings and grounds for community and agency joint use and concern for the safety of the students and staff members also influenced the modification of the CDE recommendations.

Specific recommendations for school size are provided in the School Site Analysis and Development Guide. This document suggests a ratio of 1:2 between buildings and land. CDE is aware that in a number of cases, primarily in urban settings, smaller sites cannot accommodate this ratio. In such cases, the SFPD may approve an amount of acreage less than the recommended gross site size and building-to-ground ratio.

Certain health and safety requirements for school site selection are governed by state regulations and the policies of the SFPD relating to:

- Proximity to airports, high-voltage power transmission lines, railroads, and major roadways;
- Presence of toxic and hazardous substances;
- Hazardous facilities and hazardous air emissions within one-quarter mile;
- Proximity to high-pressure natural gas lines, propane storage facilities, gasoline lines, pressurized sewer lines, or high-pressure water pipelines;
- Noise;
- Results of geological studies or soil analyses;
- Traffic and school bus safety issues.

THE KINDERGARTEN-UNIVERSITY PUBLIC EDUCATION FACILITIES BOND ACT OF 2002 (PROP 47)

This act was approved by California voters in November 2002 and provides for a bond issue of \$13.05 billion to fund necessary education facilities to relieve overcrowding and to repair older schools. Funds will be targeted at areas of greatest need and must be spent according to strict accountability measures. Funds will also be used to upgrade and build new classrooms in the California Community Colleges, the California State University, and the University of California in

order to provide adequate higher education facilities to accommodate growing student enrollment.

LEROY F. GREENE SCHOOL FACILITIES ACT OF 1998 (SB 50)

The “Leroy F. Greene School Facilities Act of 1998,” also known as Senate Bill No. 50 or SB 50 (Chapter 407, Statutes of 1998), governs a school district’s authority to levy school impact fees. This comprehensive legislation, together with the \$9.2 billion education bond act approved by the voters in November 1998 known as “Proposition 1A”, reformed methods of school construction financing in California. SB 50 instituted a new school facility program by which school districts can apply for state construction and modernization funds. It imposed limitations on the power of cities and counties to require mitigation of school facilities impacts as a condition of approving new development and provided the authority for school districts to levy fees at three different levels:

- **Level I** fees are the current statutory fees allowed under Education Code 17620. This code section provides the basic authority for school districts to levy a fee against residential and commercial construction for the purpose of funding school construction or reconstruction of facilities. These fees vary by district for residential construction and commercial construction and are increased biannually.
- **Level II** fees are outlined in Government Code Section 65995.5, allowing school districts to impose a higher fee on residential construction if certain conditions are met. These conditions include having a substantial percentage of students on multi-track year-round scheduling, having an assumed debt equal to 15–30 percent of the district’s bonding capacity (percentage is based on revenue sources for repayment), having at least 20 percent of the district’s teaching stations housed in relocatable classrooms, and having placed a local bond on the ballot in the past four years which received at least 50 percent plus one of the votes cast. A Facility Needs Assessment must demonstrate the need for new school facilities for unhoused pupils is attributable to projected enrollment growth from the construction of new residential units over the next five years.
- **Level III** fees are outlined in Government Code Section 655995.7. If State funding becomes unavailable, this code section authorizes a school district that has been approved to collect Level II fees to collect a higher fee on residential construction. This fee is equal to twice the amount of Level II fees. However, if a district eventually receives State funding, this excess fee may be reimbursed to the developers or subtracted from the amount of state funding.

LOCAL

City of Rocklin General Plan

The City of Rocklin General Plan contains the following goal and policies that are relevant to public services and recreation:

3.13 PUBLIC SERVICES AND RECREATION

PUBLIC SERVICES AND FACILITIES ELEMENT

Goal for Public Facilities and Services: To provide high quality public facilities and a full range of public services to all areas and residents of the City, and to ensure that new development does not cause the inefficient use of such facilities and services

Policy PF-1. Provide for adequate lead time in the planning of needed expansions of public services and facilities.

Policy PF-3. Require that any development that generates the need for public services and facilities, including equipment, pay its proportional share of providing those services and facilities. Participation may include, but is not limited to, the formation of assessment districts, special taxes, payment of fees, payment of the City's Construction Tax, purchase of equipment, and/or the construction and dedication of facilities.

Policy PF-4. Disapprove development proposals that would negatively impact City-provided public services, unless the negative impact is mitigated.

Policy PF-5. Require that construction of private development projects be coordinated with the construction of public facilities and services that are needed to serve the project.

Policy PF-6. Maintain a Capital Improvement Program for public facilities.

Policy PF-7. Maintain and update a plan for public facilities that includes projected staff needs and building space requirements.

Policy PF-11. Ensure that new development will not create a significant negative impact on the existing level of police and fire protection services.

Policy PF-12. Identify certain types of development, such as assisted living facilities and group homes, that may generate higher demand or special needs for emergency services and require developer participation to mitigate the needs/demands.

Policy PF-13. Analyze the cost of fire protection, police services and emergency medical response for annexations and major project developments and require a funding mechanism to offset any shortfall.

Policy PF-14. Require that projects be designed with adequate access for emergency services and general circulation. Such design should typically include the provision of multiple points of access.

Policy PF-15. Require City-approved automated entry access to gated communities for emergency vehicles.

Policy PF-19. Minimize the potential for criminal activity through development project design review.

Policy PF-20. Provide fire apparatus access in new development consistent with Rocklin Fire Department requirements, including appropriate access into open space and undeveloped portions of properties.

Policy PF-21. Provide progressive fire protection resources as necessary to meet community needs.

Policy PF-23. Require special fire suppression mitigation (such as sprinklering) for any new residential development located more than two road miles from a fire station and for any new commercial development located more than one and one-half road miles from a fire station.

Policy PF-26. Evaluate all residential development project applications for their impact on school services and facilities. Where an impact is found, the project may be conditioned to the extent and in the manner allowed by law to mitigate the impact, such as requiring payment of school district fees and/or participation in a community facilities district to fund school facilities.

OPEN SPACE, CONSERVATION, AND RECREATION ELEMENT

Goal for Open Space for Outdoor Recreation: To provide high quality public facilities and a full range of public services to all areas and residents of the City, and to ensure that new development does not cause the inefficient use of such facilities and services

Policy OCR-12. Provide for park and other outdoor recreational needs, both active and passive, through methods including but not limited to: collection of park user fees, dedication of parkland, or a combination of both; rehabilitation of existing park and recreation facilities; requiring the installation of park improvements; and requiring that financial mechanisms be created for long-term park and/or open space operation and maintenance.

Policy OCR-13. Require dedication of parkland, payment of in lieu fees for parkland, or a combination of both, as a condition of approval in the early stages of the development process, including approval of rezonings, where it is necessary to insure consistency with or implementation of the goals and policies contained in this General Plan.

Policy OCR-14. Provide developed as well as undeveloped parkland, recognizing that certain unique open space attributes may be best preserved by retaining them in a natural condition.

Policy OCR-15. Look for opportunities to establish linear parklands and/or open space areas that link open space and outdoor recreation areas, providing passage for pedestrians, bicycles, and wildlife.

Policy OCR-16. Encourage the location of parks adjacent to open space corridors.

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Policy OCR-17. Encourage developers to dedicate and build parks that are integral to new development in turnkey fashion or other appropriate manner wherever feasible.

Policy OCR-18. Provide park facilities in a timely manner.

Policy OCR-19. Utilize locational and size guidelines that will allow the City to maintain a minimum of 5 acres of parkland per 1,000 residents.

Policy OCR-22. Require new development to mitigate its impact on park development and maintenance.

Policy OCR-23. Seek outside funding from local, State and Federal agencies, as well as the private sector, for new park development and rehabilitation of existing park facilities.

Policy OCR-24. Consider acquisition and development of small areas along creeks at convenient and safe locations for use by the general public.

Policy OCR-25. Protect designated outdoor recreation sites from incompatible urban development.

Policy OCR-28. Integrate, to the extent practical, the City's bike and trails network with trails in adjacent jurisdictions and the region.

Policy OCR-30. Provide recreation programs that meet resident needs.

Policy OCR-31. Provide recreation programs that foster financially self-supporting recreational facilities.

Policy OCR-33. Provide active recreation facilities and related infrastructure within community parks, such as lighted athletic fields, soccer fields, softball diamonds and parking areas.

Policy OCR-34. Provide recreation facilities for neighborhood residential areas in neighborhood parks that include informal turf areas, playgrounds, and passive recreation opportunities.

Policy OCR-35. Seek funding sources for a variety of recreational programs and facilities, including program fees, lease agreements and concessions, State and Federal funds, and the City Americans with Disabilities Act Superfund.

Policy OCR-37. Encourage joint use of City and school facilities for recreational programs.

Policy OCR-38. Provide additional active recreational opportunities such as community centers, a performing arts center, swimming pools and gymnasiums.

Rocklin General Plan EIR

In August 2012, the City of Rocklin adopted a new General Plan and certified the associated General Plan EIR (State Clearinghouse (SCH) # 2008072115) -- a Program EIR pursuant to CEQA Guidelines Section 15168. Later environmental documents (EIRs, mitigated negative declarations, or negative declarations) can incorporate by reference materials from a program EIR regarding regional influences, secondary impacts, cumulative impacts, broad alternatives, and other factors (CEQA Guidelines Section 15168[d][2]). These later documents need only focus on new impacts that have not been considered before (CEQA Guidelines Section 15168[d][3]). As noted in Chapter 1.0, Introduction, the General Plan EIR assumed full development and buildout of the Project Area. While the components of the Project are not consistent with the land uses under the General Plan EIR, the development footprint of the Project is the same; therefore, the physical impacts of developing the Project Area would be similar as under the General Plan EIR, as the area of impact is fully defined consistent with the General Plan EIR.

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on the demand for fire and police protection and school and recreation facilities as a result of the future urban development that was contemplated by the General Plan. These impacts included increased demand for fire, police and school services, provision of adequate fire flow, and increased demand for parks and recreation (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.12-1 through 4.12-45). The analysis found that while development and buildout of the General Plan can result in public services and facilities impacts, these impacts would be reduced to a less than significant level through compliance with state and local standards related to the provision of public services and facilities and through the application of General Plan goals and policies that would assist in minimizing or avoiding impacts to public services and facilities.

These goals, policies and standards include, but are not limited to the California Fire Code, the California Health and Safety Code, Chapters 8.12 and 8.20 of the Rocklin Municipal Code, and goals and policies in the General Plan Community Safety and Public Services and Facilities Elements requiring studies of infrastructure and public facility needs, proportional share participation in the financial costs of public services and facilities, coordination of private development projects with public facilities and services needed to serve the project, maintaining inter-jurisdictional cooperation and coordination and requiring certain types of development that may generate higher demand or special needs to mitigate the demands/needs. In addition, compliance with state and local standards related to the provision of public services and facilities and the application of General Plan goals and policies would assist in minimizing or avoiding impacts to public services and facilities, as noted above.

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for impacts to public services incorporated as goals and policies in the Rocklin General Plan, will be applied to the project. These serve as uniformly applied development policies and standards

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and/or as conditions of approval for the project to ensure consistency with the General Plan and compliance with City rules and regulations.

3.13.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed Project will have a significant impact on public services or recreation if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
 - Fire Protection;
 - Police Protection;
 - Schools;
 - Parks;
 - Other public facilities;
- Result in an increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; and/or
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

IMPACTS AND MITIGATION MEASURES

Impact 3.13-1: The proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered Police Department facilities, need for new or physically altered Police Department facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives. (Less than Significant)

The Rocklin Police Department would provide police response services for the project. The Rocklin Police Department currently does not have any adopted goals related to officer-to-population ratios or response times. The Police Department provides police services to maintain the current level of crime prevention and low crime rates.

The Project would not include development of any police department facilities. New or expanded facilities would not be required to serve the Project. Impact fees from new development are collected based upon projected impacts from each development. The adequacy of impact fees is

reviewed on an annual basis to ensure that the fee is commensurate with the service. Payment of the applicable impact fees by the project applicant, and ongoing revenues that would come from property taxes, sales taxes, and other revenues generated by the Project, would fund costs associated with police services. Additionally, as discussed in Section 3.12, Population and Housing, the Project does not directly induce substantial unplanned growth. While the proposed Project is forecast to generate approximately 2,520 new residents, if the site were developed as envisioned under the General Plan, the City could anticipate approximately 2,814 to 11,256 new residents.

Based on the current adequacy of existing response times and the ability of the Rocklin Police Department to serve the City, including the proposed Project, existing police department facilities are sufficient to serve the proposed Project. Consequently, any impacts would be **less than significant**.

Impact 3.13-2: The proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered Fire Department facilities, need for new or physically altered Fire Department facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives. (Less than Significant)

The Rocklin Fire Department would provide fire response services for the Project. The Fire Department is primarily funded through General Fund revenues, with some fee-based revenue, grants, and educational reimbursements through Sierra College. The City of Rocklin charges a construction tax that is used for the acquisition of fire equipment, as well as parks, open space, bike trails, and public buildings, needed as a result of increased development in the City. Additional funds for recently annexed areas are collected through Community Facilities District 1. The Fire Department also charges fees for some services, including fire inspections, false alarm response, and fire and rescue services

The Project would not include development of any fire department facilities. New or expanded facilities would not be required to serve the Project. Impact fees from new development are collected based upon projected impacts from each development. The adequacy of impact fees is reviewed on an annual basis to ensure that the fee is commensurate with the service. Payment of the applicable impact fees by the Project applicant, and ongoing revenues that would come from property taxes, sales taxes, and other revenues generated by the Project, would fund costs associated with fire services.

The Rocklin Municipal Code adopts by reference the 2019 Edition of the California Fire Code, as amended. The Project would be required to comply with the California Fire Code to ensure adequate site access, fire flow, fire hydrants, turning radii, and other fire safety criteria are

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provided. Additionally, the Rocklin General Plan includes the following policies to ensure development within the City implements fire safety criteria to reduce risk to fire.

- Policy PF-20. Provide fire apparatus access in new development consistent with Rocklin Fire Department requirements, including appropriate access into open space and undeveloped portions of properties.
- Policy PF-21. Provide progressive fire protection resources as necessary to meet community needs.
- Policy PF-23. Require special fire suppression mitigation (such as sprinklering) for any new residential development located more than two road miles from a fire station and for any new commercial development located more than one and one-half road miles from a fire station.

Based on the current adequacy of existing response times and the ability of the Rocklin Fire Department to serve the City, existing fire department facilities are sufficient to serve the proposed Project. Additionally, as discussed above, the project does not directly induce substantial unplanned growth. While the proposed Project could accommodate 2,520 new residents, if the site were developed as envisioned under the General Plan, the City could anticipate approximately 2,814 to 11,256 new residents. Consequently, any impacts would be **less than significant**.

Impact 3.13-3: The proposed Project would result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which could cause significant environmental impacts. (Significant and Unavoidable)

The South Village property is located within the service boundaries of the RUSD, the North Village property is located within the service boundaries of the LUSD and the PUSHHD.

The proposed Project includes residential units that would directly increase the student population in the area. The proposed Project may indirectly increase the number of persons in the area as a result of employment potential; however, it is not possible to determine at this time whether employment opportunities would be utilized by the existing population with existing students in the schools or if employees would be recruited from outside the region, bringing new students to Rocklin. Each of the school districts are discussed in detail below.

ROCKLIN UNIFIED SCHOOL DISTRICT

The South Village property is located within the service boundaries of the RUSD and within the attendance boundaries for Sierra Elementary, Spring View Middle, and Whitney High Schools. The South Village portion of the project would include the development of up to 25 single-family

residential units and 180 senior affordable multi-family units. According to the RUSD⁵, 0.267 elementary school students, 0.083 middle school students, and 0.175 high school students are generated per residential unit, respectively. Using these rates, the South Village would be expected to generate approximately up to 55 new students at Sierra Elementary School, up to 17 new students at Spring View Middle School, and up to 36 new students at Whitney High School.

Sierra Elementary School has a capacity of 600 and a current (2019-2020) enrollment of 493. The addition of 55 new students at Sierra Elementary School would not result in exceedance of the school's capacity. Spring View Middle School has a capacity of 1,089 and a current (2019-2020) enrollment of 901. The addition of 17 new students at Spring View Middle School would not result in exceedance of the school's capacity. Whitney High School has a capacity of 1,825 and a current (2019-2020) enrollment of 2,062; as such, this school is currently over capacity by 237 students. The addition of 36 new students at Whitney High School would result in further exceedance of the school's capacity.

It is noted that, because 180 of the proposed units in the South Village would be senior affordable multi-family units, the actual student generation resulting from the project would likely be significantly lower. Therefore, the above analysis is considered conservative. Assuming only the 25 single-family, non-age-restricted units generate students, the South Village would be expected to generate approximately up to six new students at Sierra Elementary School, up to two new students at Spring View Middle School, and up to four new students at Whitney High School.

According to the RUSD⁶, infrastructure upgrades to accommodate the enrollment growth projections at various schools in the District will be needed in the future. These infrastructure upgrades are outlined and planned for within the RUSD Facilities Master Plan (2018).

LOOMIS UNION SCHOOL DISTRICT

The North Village property is located within the attendance boundary for Franklin Elementary School.

The North Village portion of the project would include the development of up to 695 residential units (including 317 single family units and 378 multifamily units). According to the LUSD⁷, the proposed Project would generate a maximum of 0.473 students per residential unit (with an unknown number of bedrooms), 0.446 students per three-bedroom multifamily residential unit, 0.223 students per two-bedroom multifamily residential unit, and 0.0 students per one-bedroom

⁵ Personal communication with Craig Rouse, Senior Director of Facilities, Maintenance and Operations at Rocklin Unified School District, June 16, 2019.

⁶ Personal communication with Craig Rouse, Senior Director of Facilities, Maintenance and Operations at Rocklin Unified School District, June 16, 2019.

⁷ Personal communication with Gordon Medd, Superintendent of Loomis Union School District, August 12, 2021.

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multifamily residential unit. It is noted that the bedroom counts for 270 of the 378 multifamily units are currently known. Of the 270 multifamily units for which the bedroom count is known, 27 would be three-bedroom units, 146 would be two-bedroom units, and 97 would be one-bedroom units. Using these rates, the North Village would be expected to generate approximately 244 new students at Franklin Elementary School. Franklin Elementary School is currently under capacity by 19 students. The addition of 244 new students at Franklin Elementary School would result in exceedance of the school's capacity.

The LUSD Facilities Master Plan (2018) projects that, based on the location of new development, Franklin Elementary School will reach capacity in the 2018-2019 school year. The Plan further notes that if additional classrooms cannot be added in time, students may need to be shifted to other sites within the District. Ultimately, by the 2021-2022 school year, additional classroom space will be needed to accommodate all students and prevent overcrowding. LUSD has been consistently proactive in maintaining and repairing school sites as needed. As such, minimal major repairs or maintenance need to be accounted for. In addition, the general need for additional facilities will occur as student population grows due to surrounding development.

The Facilities Master Plan outlines two options for improvements at Franklin Elementary School in order to accommodate the anticipated students from new development at build out. The following is a list of needed facilities improvements for Franklin Elementary School under option 1: sewer and other utility improvements, site improvements, classroom additions, and administration and support space additions. Under option 2, Franklin Elementary School would be relocated to the Loomis Basin Charter School. It is noted that Loomis Basin Charter School currently shares a school site, including fields, playgrounds, and other facilities, with Franklin Elementary School. Additionally, the LUSD long range plan envisions relocation of the Loomis Basin Charter School to its own campus. The LUSD currently charges Level 1 fees, and the LUSD has not taken the steps required to charge Level 2 fees

Further, LUSD is currently in the process of acquiring a site for a new school and associated facilities in the Town of Loomis.⁸ This new school site is necessary to accommodate additional students resulting from existing and future development projects in the LUSD attendance boundaries. The environmental effects of this future school facility are undetermined, and will depend on the exact location, design, and mitigation that is incorporated into that project. The proposed project does not directly propose this new school facility; however, it would indirectly cause an impact by adding additional students and creating the need for the school facilities. The School District will prepare all appropriate environmental review for the new school facilities once the details are certain.

⁸ Personal communication with Gordon Medd, Superintendent of Loomis Union School District, May 18, 2021.

Depending on the timing of the Loomis school site acquisition and facility development, coupled with ongoing and planned repairs and maintenance at Franklin Elementary School, it is possible that 19 of the 244 new students generated by the Project could be accommodated at Franklin Elementary School. However, the remaining 225 students would exceed Franklin Elementary School's current capacity.

According to the LUSD 2020-2023 Strategic Plan, the LUSD has a large number of students that transfer in from other school districts (i.e., inter-district transfer) and a very small number of students who leave the district for other districts or schools. Currently, 245 students transfer into the LUSD from other districts, while 175 students transfer out of the LUSD into other neighboring school district. Additionally, 36 students have completed intra-district transfers to attend Franklin Elementary School instead of their home school in the LUSD⁹. It should be noted that if the LUSD did not accept the 245 inter-district transfers into LUSD or the 36 intra-district transfers into Franklin Elementary School, the LUSD could create additional capacity for the students generated by the Project, and it is possible that only 36 additional students generated by the Project could be accommodated at Franklin Elementary School, depending on where the 245 inter-district transfer students currently attend. For this reason, it is anticipated that, even if the LUSD did not accept such a high number of inter-district and intra-district transfers, a portion of the students generated by the Project would still not be accommodated by the Franklin Elementary School capacity, and would need to complete intra-district transfers to other schools within the LUSD or potentially inter-district transfers to other school districts.

PLACER UNION HIGH SCHOOL DISTRICT

The North Village property is located within the Del Oro High School boundary map. Del Oro High School had a 2018/2019 enrollment of 1,714 students and a capacity of 1,539 students.

As noted above, the North Village portion of the project would include the development of 695 residential units. The North Village site proposes 317 single family detached units and 378 multi-family units. The PUHSD School Facilitates Needs Analysis outlines the following student generation rates for high schools: 0.1435 students per single family detached unit and 0.0446 students per multifamily unit. Using these rates, the North Village would be expected to generate approximately 62 new high school students (46 new high school students from the single family detached units and 16 new high school students from the multifamily units) at Del Oro High School. Del Oro High School is currently over capacity by 175 students. The addition of up to 62 new high school students at Del Oro High School would result in further exceedance of the school's capacity.

⁹ Personal communication with Gordon Medd, Superintendent of Loomis Union School District, September 8, 2021.

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Because Del Oro High School is currently over capacity, inter-district transfer of students generated by the proposed Project to other schools in the District may be required. It is possible that the 62 students generated by the Project could be required to complete inter-district or intra-district transfers. Upgrades and expansions to accommodate the enrollment growth projections at Del Oro High School are also ongoing (as discussed below). In order to meet the short and long-term needs of more than 4,000 students within the PUHSD, the District developed a Facility Master Plan in 2016 that outlines project lists and priorities as the basis for a potential General Obligation (GO) bond.

Additionally, a \$40 million bond measure (Measure D) was placed on the November 2018 ballot. At the election, the measure passed for incurring the following bonded indebtedness:

To repair/upgrade aging classrooms/facilities at Del Oro High School; repair deteriorating roofs/plumbing; upgrade science, math, computer, engineering labs and career education classrooms; maintain safe drinking water; reduce overcrowding; improve safety/security; shall the measure for Del Oro High School Facilities Improvement District No. 2 of Placer Union High School District issuing \$40,300,000 in bonds at legal interest rates, averaging \$2,341,000 raised annually until 2050, rates estimated at \$27 per \$100,000 assessed valuation be adopted, with independent oversight/audits, funding for Del Oro High School only.¹⁰

Construction of various improvements and new facilities at Del Oro High School are currently ongoing. Depending on the timing of the ongoing and planned repairs and maintenance at Del Oro High School, intra-district transfer of students generated by the proposed Project to other schools in the District may be required. However, it is noted that a large number of students currently transfer into Del Oro High School, including 262 inter-district transfer students and 54 intra-district transfer students¹¹. If Del Oro High School did not accept the 262 inter-district transfer students, Del Oro High School would be able to enroll 87 new students, resulting in adequate capacity to accommodate the 62 new students generated by the proposed Project.

CONCLUSION

In summary, the South Village would be expected to generate approximately up to 55 new students at Sierra Elementary School (RUSD), up to 17 new students at Spring View Middle School (RUSD), and up to 36 new students at Whitney High School (RUSD). The addition of 36 new students at Whitney High School would result in further exceedance of the school's capacity.

¹⁰ Source: <https://www.puhsd.k12.ca.us/more-info/measure-d-del-oro>

¹¹ Personal communication with Katie Tibbetts, Assistant Principal's Secretary at Del Oro High School, September 9, 2021.

Additionally, the North Village would be expected to generate approximately up to 244 new students at Franklin Elementary School (LUSD). The addition of 244 new students at Franklin Elementary School would result in exceedance of the school's capacity, even if the LUSD did not allow the current inter- and intra-district transfer students. Further, the North Village would be expected to generate approximately up to 62 new high school students at Del Oro High School (PUHSD). The addition of 62 new high school students at Del Oro High School would result in further exceedance of the school's capacity. However, it is noted that if Del Oro High School did not accept the 262 inter-district transfer students, it would be able to enroll 87 new students, resulting in adequate capacity to accommodate the 62 new students generated by the proposed Project.

The Project would not directly include development of any school facilities. As required by state law, the Project applicant would pay the state-mandated school impact fees set by each school district. The PUHSD currently charges Level 3 fees. The City would determine the assessable square footage that would be subject to the fees at the time of development. The California Legislature has declared that the school impact fee is deemed to be full and adequate mitigation under CEQA (California Government Code Section 65996). Nevertheless, as noted above, LUSD is currently in the process of acquiring a site for a new school and associated facilities. At this stage, the environmental effects of this future school facility are undetermined. Depending on the ultimate location, it is possible that development of the future Loomis school site would result in environmental effects. The proposed project would indirectly contribute to any impacts associated with that school because of the new students that are added from the proposed Project. Therefore, due to the uncertainty of the environmental effects of the future LUSD school facility, the indirect impact of the proposed Project on the need for additional school facilities is **significant and unavoidable**. It is noted that once an exact location and design is developed by the School District, it is possible that this impact would be reduced to an insignificant level; however, that conclusion cannot be made at this point in time given the uncertainty of the new school facility.

Impact 3.13-4: The proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or physically altered park facilities, the construction of which could cause significant environmental impacts. (Less than Significant)

The proposed Project directly increases the number of persons in the area as a result of employment potential, and residential uses. The project would result in the addition of up to approximately 695 dwelling units on the North Village site and the South Village site would include approximately 205 dwelling units. Based on the City's General Plan Housing Element estimate of 2.80 persons per dwelling unit, the proposed Project is estimated to accommodate approximately 2,520 new residents in Rocklin at buildout.

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For the purposes of collecting fees to mitigate for increase park demands (Quimby Act), the California Government Code Section 66477 states: *The amount of land dedicated or fees paid shall be based upon the residential density, which shall be determined on the basis of the approved or conditionally approved tentative map or parcel map and the average number of persons per household. There shall be a rebuttable presumption that the average number of persons per household by units in a structure is the same as that disclosed by the most recent available federal census or a census taken pursuant to Chapter 17 (commencing with Section 40200) of Part 2 of Division 3 of Title 4.* According to the most recent U.S. Census (2014-2018) estimate, the average number of persons residing in a dwelling unit in the City of Rocklin is 2.88. Using this most recently available federal census figure of 2.88 persons per household and the proposed 900 units (695 units in the North Village and 205 units in the South Village), the Quimby Act population would be 2,597 persons. Therefore, for the purposes of calculating park mitigation fees, as required by Mitigation Measure 3.13-1, the Census figure of 2.88 persons per household shall be applied to the proposed Project.

The City's General Plan identifies a park standard based on a goal of five acres of developed parkland per 1,000 residents within the city limits. As noted previously, the City currently meets its General Plan parkland goal of five acres per 1,000 residents. Using this park standard goal, the Quimby Act population (2,597 persons) would require between 12.99 acres of developed parkland. The project proposes 7.8 acres of park space and 22.5 acres of open area to serve the community and surrounding area. It is noted that the 270 multi-family units on Parcel B of the North Village would pay in-lieu fees rather than dedicate additional parkland on-site.

The project includes formal park areas and natural open space. Uses in the proposed Park and Open Area parcels will provide passive and active recreation opportunities, visual amenities, and accommodate a path system with linkages to surrounding uses. Additionally, park sites will be defined and sized to meet parkland dedication requirements. In the South Village, the Park and Open Area parcels include the floodplain, wetlands and oak woodlands adjacent to Secret Ravine Creek as well as Monte Verde Park, a neighborhood park located adjacent to El Don Drive that includes a playground, open turf and picnic areas. In the North Village, the Park and Open Area parcels create a spine through the center of the site that creates a visual amenity and connectivity among uses. The Park and Open Area parcels include natural features including drainages, wetlands, and oak woodlands.

The addition of 7.8 acres of developed park space would be 9.34 acre less than the 17.14 acres that would be need to meet the five acres per 1000 goal. The project would also maintain approximately 22.5 acres of open area throughout the site. Pursuant to Chapter 3.16, Article VI (Park and Recreation Facilities Improvement Fee), the project developer would be required to pay the City of Rocklin park and recreation facilities improvement fee. The fee is established on issuance of all building permits for development in the city, and would be paid prior to issuance of building permits. The revenues raised by payment of the improvement fees are used to: pay for the cost of future construction of park and recreational facilities improvements; to reimburse the

city for those described or listed park and recreational facilities improvements constructed in whole or in part by the city with funds advanced by the city from other sources; or reimburse developers who have been required or permitted by Section 3.16.430 to install such park and recreational facilities improvements which are oversized with supplemental size or capacity. As such, with payment of the park and recreational facilities improvement fee, the proposed Project will result in a **less-than-significant** impact.

Impact 3.13-5: The proposed Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. (Less than Significant)

As stated previously, the proposed Project will directly, and may indirectly increase the number of persons in the area as a result of employment potential and visitor-serving uses. It is not anticipated that the proposed Project would result in a significant increase in the use of existing neighborhood and regional parks or other recreational facilities from people associated with the employment potential and visitor-serving uses. The proposed Project does, however, include new park and open space uses for the community and residents within the project site, which more than offset any new demand for parks or recreational facilities that could result from the employment potential and residential uses. As noted above, the project would provide passive and active recreation opportunities, visual amenities, and accommodate a path system with linkages to surrounding uses. Because the project would include ample park and open space uses on the North and South Village sites, use of the existing neighborhood parks in the area (i.e., Sasaki Park and Corral-Alva Park) is not anticipated to significantly increase as a result in the project.

The proposed Project would not significantly increase the use of an existing park, or other recreational facility. Therefore, it is not anticipated that any substantial physical deterioration of existing facilities would occur or be accelerated. Additionally, as discussed above, the project developer would be required to pay the City of Rocklin Park and Recreation facilities improvement fee. As such, the proposed Project would have a **less-than-significant** impact relative to this topic.

Impact 3.13-6: The proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered other public facilities, need for new or physically altered other public facilities, the construction of which could cause significant environmental impacts. (Less than Significant)

The proposed Project will result in residents and employees to the area which may involve the increased use of other public services such as libraries, etc. The City collects impact fees from new development based upon projected impacts from each development, including impacts on other public services. Pursuant to Chapter 3.16, Article VII (Public Facilities Improvement Fee), the project developer would be required to pay the City of Rocklin public facilities improvement fee.

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The fee is established on issuance of all building permits for development in the city, and would be paid prior to issuance of building permits. The revenues raised by payment of the improvement fees are used to: pay for the cost, including administrative costs, of future construction of public facilities; to reimburse the city for those described or listed public facilities constructed in whole or in part by the city with funds advanced by the city from other sources; or reimburse developers who have been required or permitted by Section 3.16.520 to construct or install such public facilities improvements which are oversized with supplemental size or capacity.

The City also reviews the adequacy of impact fees on an annual basis to ensure that the fee is commensurate with services provided. Payment of the applicable impact fees by the project applicant, and ongoing revenues that would come from property taxes, sales taxes, and other revenues generated by the proposed Project, would fund capital and labor costs associated with these other public services.

The proposed Project does not propose new public facilities, would not require alteration of existing public facilities, and would not need new facilities associated with other public services. Consequently, new facilities for other public services are not proposed at this time. The proposed Project would not result in the need for new facilities for other public services, thus it will have a **less-than-significant** impact relative to this topic.

This section analyzes the potential impacts of the proposed Project on the transportation system. This section identifies the potential transportation impacts of future buildout of the Project Area and recommends mitigation measures to lessen their significance to the extent feasible. Information in this section is derived primarily from the following (as well as other information described in this section):

- *City of Rocklin General Plan* (City of Rocklin, October 2012);
- *City of Rocklin General Plan EIR* (City of Rocklin, August 2011);
- Placer County Transportation Planning Agency (PCTPA) website (<https://pctpa.net/>);
- Sacramento Area Council of Governments (SACOG) 2020 Metropolitan Transportation Project/Sustainable Communities Strategy (MTP/SCS)(SACOG, November 2019);
- State of California, Governor’s Office of Planning and Research, *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018);
- *Trip Generation Manual, 10th Edition* (ITE, 2017);
- *Local Development Intergovernmental Review Safety Review Practitioners Guidance* (California State Transportation Agency, December 2020); and
- *Final Transportation Impact Study for College Park* (Fehr & Peers, June 2021).

Comments related transportation and circulation were received in response to the Notice of Preparation (NOP) for this Draft EIR. The commenters include the following: Anonymous (February 27, 2019), Arlene Jamar (March 3, 2019), Bernadette Hawkins (March 3, 2019), Bill Gandara (February 27, 2019), Bradley Eickmann (March 4, 2019), California Department of Transportation (Caltrans) (March 1, 2019), Davinder Mahal (March 4, 2019), Denise Gaddis (March 1, 2019), Gary Grewal (February 27, 2019), Janet Thew (March 4, 2019), Kathi Gandara (February 27, 2019), Kathy Twisselmann (March 2, 2019), Kim Steinjann (March 4, 2019), Laurie and Sharon Rindell (March 1, 2019), Leonard Robinson (March 4, 2019), Miguel Ucovich (February 28, 2019), Mike Garabedian (March 2, 2019), Margo Rabin (February 26, 2019), Roger and Irene Smith (March 1, 2019), Save East Rocklin (March 4, 2019), Sherry Di Lulo (March 4, 2019), Shute Mihaly & Weinberger (March 1, 2019), and Town of Loomis (February 6, 2019). Each of these comments are addressed in this section.

Unlike previous Draft EIRs published in Rocklin, this Draft EIR does not include any peak hour intersection level of service (LOS) results. This is due to the Senate Bill (SB) 743 and the implementing CEQA Guidelines. The legislation associated with this landmark law specified that “automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any.”

On December 28, 2018, the CEQA Guidelines were amended to add Section 15064.3, Determining the Significance of Transportation Impacts, which states that generally, vehicle miles traveled is the most appropriate measure of transportation impacts. According to 15064.3(a), “*Except as provided in subdivision (b)(2) (regarding roadway capacity), a project’s effect on automobile delay shall not*

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constitute a significant environmental impact.” Under that guideline, VMT was chosen as the primary metric used to identify transportation impacts. On July 1, 2020, the provisions of 15064.3 became applicable statewide. Hence, this chapter includes an extensive review of the proposed Project’s VMT. This section also addresses many other important transportation-related areas of concern including pedestrian/bicycle facilities, transit facilities and services, emergency vehicle response, hazardous conditions, and temporary construction-related conditions.

The Transportation Impact Study has been prepared to evaluate the operations of intersections in the Project vicinity. Both LOS and VMT are reported in the Transportation Impact Study. The LOS results are reported in the Transportation Impact Study for informational purposes to provide decision-makers and the general public a better understanding of the effects the proposed Project may have on the surrounding roadway network and the types of operational enhancements that could be considered to improve operations. Presentation of LOS information also helps the City evaluate the proposed Project’s consistency with Policy C-10 of the *City of Rocklin General Plan Circulation Element (2012)* pertaining to intersection LOS. VMT is estimated for the proposed Project, which is used as the basis to identify project-specific and cumulatively significant impacts on the roadway network. This report is included on the City’s website and in Appendix I for informational purposes.

3.14.1 ENVIRONMENTAL SETTING

PROJECT LOCATION

The proposed Project includes several distinct planning boundaries defined below. The following terms are used throughout this Draft EIR to describe planning area boundaries within the Project Area:

- Project Area – The Project Area is 108.4 acres in the southeastern portion of the City of Rocklin, consisting of the 72.6-acre North Village site and the 35.8-acre South Village site.
- North Village – The North Village site is 72.6 acres located northeast of the intersection of Rocklin Road and Sierra College Boulevard. The North Village Site is generally bound by Sierra College Boulevard to the west, Rocklin Road to the south, the Rocklin City limits to the east, and vacant land to the north.
- South Village – The South Village site is 35.8 acres located southeast of the intersection of Rocklin Road and El Don Drive. The South Village site is generally bound by Rocklin Road to the north, El Don Drive to the west, an open space area to the east, and residential subdivisions to the south and east.

The North Village and South Village sites are located within the City of Rocklin approximately one quarter mile apart along the Rocklin Road corridor. Figures 2.0-1 and 2.0-2 in Chapter 2.0, Project Description, show the proposed Project’s regional location and Project vicinity, respectively. As

shown in Figure 2.0-3 (APN Map), the North Village site consists of Assessor Parcel Numbers (APNs) 045-150-023, -048, and -052 and the South Village site consists of APNs 045-131-001 and -003.

PROJECT AREA ROADWAYS

Regional access to the Project Area is provided by Interstate 80 (I-80), which is a six-lane freeway within the study area. I-80 has interchanges at Rocklin Road and Sierra College Boulevard. These two arterials are described in detail below:

- **Rocklin Road** is an east-west arterial that extends from downtown Rocklin easterly to Barton Road in the Town of Loomis. Between I-80 and El Don Drive, this arterial has a posted speed limit of 40 miles per hour (mph) with two travel lanes in each direction separated by a center median or channelized left-turn pockets. A third lane is added in the eastbound direction prior to Havenhurst Circle. Directly east of Sierra College Boulevard, Rocklin Road has two lanes in each direction and on-street parking on the south side of the street. Further east, the arterial transitions to a two-lane road separated by a two-way left-turn lane and the two-way left-turn lane ends at the Town of Loomis boundary. In April 2016, the segment of Rocklin Road east of Aguilar Road was observed to carry 26,900 daily trips.
- **Sierra College Boulevard** is a north-south arterial that extends south from State Route 193 in Placer County until it becomes Hazel Avenue as it enters Sacramento County. Along the North Village frontage, this arterial has a posted speed limit of 50 mph with three lanes in the southbound direction and two lanes in the northbound direction separated by a center median or channelized left-turn pockets. In April 2016, the segment of Sierra College Boulevard north of Stadium Drive was observed to carry 24,300 daily trips.

Local access to the North Village site would be provided by Rocklin Road and Sierra College Boulevard, while local access to the South Village would be provided by Rocklin Road and El Don Drive. El Don Drive is a two-lane collector/residential street with a posted speed limit of 25 mph. Directly south of Rocklin Road, El Don Drive is median-divided and provides access to Lot "O", which is the overflow Sierra College parking lot situated in the southeast corner of the Rocklin Road/El Don Drive intersection. South of Foothill Road, El Don Drive becomes a two-lane undivided roadway with fronting residences, extending to Sierra College Boulevard.

EXISTING PEAK HOUR TRAFFIC VOLUMES

Figure 3.14-1 identifies the 23 existing intersection and driveways in the Project vicinity analyzed in the Transportation Impact Study.

Figure 3.14-2 displays the existing weekday AM and PM peak hour traffic volumes, lane configurations, and traffic controls at each study intersection. Traffic counts were obtained at the study intersections in Fall 2018; therefore, schools were in session at the time of the counts and typical traffic conditions were observed.

PEDESTRIAN AND BICYCLE FACILITIES

Figures 3.14-3 and 3.14-4 display the existing pedestrian and bicycle facilities located near the North and South Village sites, respectively. As shown, Class II facilities (designated on-street with appropriate signing and striping) exist along portions of Rocklin Road and Sierra College Boulevard. Bicycle facilities are not present along El Don Drive.

Sidewalks are present along Rocklin Road and El Don Drive adjacent to the South Village site. The segments of Sierra College Boulevard and Rocklin Road along the North Village frontage do not have sidewalks. This is to be expected since these properties are undeveloped (with the exception of one residence). At signalized intersections, crosswalks with push-button pedestrian activation are present on most approaches.

TRANSIT SERVICE

The following description of transit service in the study area was based on conditions in place just prior to the beginning of the COVID-19 pandemic (February 2020). Although some transit service operators have restored bus service to pre-COVID levels, many others have not, including providers serving the Project Area. However, since this analysis focuses on operations for a post-pandemic condition, transit service levels prior to the pandemic are presented here as they may be similar after the pandemic.

Placer County Transit and Roseville Transit serve the study area with bus stops located in the eastbound and westbound directions of Rocklin Road adjacent to El Don Drive. Additionally, a stop is located in the Rocklin Crossings Shopping Center. Placer County Transit operates the following routes in the Project's vicinity:

- The Lincoln to Sierra College route serves the area hourly in each direction from 6:00 AM to 7:50 PM on weekdays. The route travels along various Rocklin roadways into the City of Lincoln.
- The Auburn to Light Rail (Watt/I-80) route serves the Sierra College campus hourly in each direction weekdays from 5:30 AM to 7:40 PM.
- The Taylor Road Shuttle operates between the Sierra College campus to Auburn and serves the Sierra College campus every other hour in each direction weekdays from 7:15 AM to 8:25 PM.

The cost is \$1.25 per ride. Bicycles are allowed and are front-mounted on the bus exterior subject to available space. Although the northern portion of the residential component of the North Village would be about ½ mile from the stop at the Rocklin Crossings Shopping Center, sidewalks are not present on Sierra College Boulevard between the Project Area and this shopping center; however, the proposed Project would add a sidewalk along its Sierra College Boulevard frontage for a portion of the distance, but some pedestrian travel between the northerly end of the Project Area and that stop would need to occur on a paved shoulder.

According to the *Roseville Transit Local Bus Service Guide* (Effective November 18, 2019)¹, Routes E and G operate in clockwise and counter-clockwise directions, respectively, along a loop generally consisting of I-80, Rocklin Road, Sierra College Boulevard, Eureka Road, and Douglas Boulevard. These routes operate on two-hour headways on weekdays from about 7 AM to 6 PM. The fare is \$1.50 per ride. Bicycles are allowed, and are front-mounted on the bus exterior subject to available space.

Moderate levels of boarding / alighting (i.e., passengers exiting the bus) were observed during the morning, afternoon, and evening peak periods at the bus stops on Rocklin Road near El Don Drive. Riders primarily consisted of Sierra College students. In this context, moderate means about a dozen students exiting or waiting for a bus.

3.14.2 REGULATORY SETTING

Existing transportation policies, laws, and regulations that would apply to the proposed Project are summarized below. This information provides a context for the impact discussion related to the proposed Project's consistency with applicable regulatory conditions and development of significance criteria for evaluating project impacts.

STATE

Senate Bill 743

SB 743, passed in 2013, required the California Governor's OPR to develop new CEQA guidelines that address traffic metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any." In December 2018, OPR published Technical Advisory on Evaluating Transportation Impacts in CEQA, which provided guidance for implementing SB 743. On December 28, 2018, the Resources Agency adopted CEQA Guidelines Section 15064.3. Under this guideline, VMT is the primary metric used to identify transportation impacts. On July 1, 2020, the provisions of Section 15064.3 became effective statewide.

Caltrans

In May 2020, the California Department of Transportation (Caltrans) published the Vehicle Miles Traveled-Focused Transportation Impact Study Guide (TISG), which replaced its Guide for the Preparation of Traffic Impact Studies (2002). The TISG generally endorses the policies, technical approaches, and recommendations from OPR's Technical Advisory. It also indicates that Caltrans

¹ Available at:

https://www.roseville.ca.us/UserFiles/Servers/Server_7964838/File/Government/Departments/Public%20Works/Roseville%20Transit/Services%20&%20Schedules/Local/2019-Nov-18-Local-bus-route-map.pdf

intends to “transition away from requesting LOS or other vehicle operations analyses of land use projects”, instead placing the focus on VMT and safety.

As a follow-up to the TISG, Caltrans published the Interim Land Development and Intergovernmental Review (LDIGR) Safety Review Practitioners Guidance in December 2020. This document provides interim guidance for conducting safety reviews of land use projects and Projects that may affect the State Highway System. Although the LDIGR Safety Review Practitioners Guidance stops short of including specific thresholds of significance or providing recommendations for how safety evaluations should be included in CEQA documents, it does clearly indicate the State’s expectation that, when appropriate, CEQA studies of land use projects should include safety investigations of the State Highway System. Furthermore, that document specifies that mitigation measures for identified safety impacts should avoid increasing roadway capacity, which may induce VMT or affect conditions for vulnerable users, such as bicyclists or pedestrians.

REGIONAL

Placer County Transportation Planning Agency

The PCTPA is the forum for making decisions about the regional transportation system in Placer County. The decisions made are reflected in PCTPA’s planning and programming of the area’s state and federal transportation funds. In developing and adopting plans and strategies, PCTPA not only make the best use of these funds, but also fulfill the requirements as the designated Regional Transportation Planning Agency (RTPA) for Placer County. PCTPA is also the County’s Congestion Management Agency (CMA), a statutorily designated member of the Capitol Corridor Joint Powers Authority (CCJPA) and the airport land use planning body and hearing board for Lincoln, Auburn and Blue Canyon Airports. As part of their Joint Powers Agreement, PCTPA is the designated administrator for the South Placer Regional Transportation Authority (SPRTA). Under an agreement with SACOG, PCTPA also represents Placer jurisdictions in federal planning and programming issues. As a Regional Transportation Planning Agency (RTPA) with an urbanized population of over 50,000, PCTPA is responsible for preparing a Regional Transportation Plan (RTP) and Regional Transportation Improvement Plan (RTIP).

Sacramento Area Council of Governments

SACOG is an association of local governments in the six-county Sacramento region. Its members include the counties of El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba and the 22 cities within the counties. SACOG provides transportation planning and funding for the region and serves as a forum for the study and resolution of regional issues. In addition to preparing the region’s long-range transportation plan, SACOG approves the distribution of affordable housing in the region and assists in projecting for transit, bicycle networks, clean air and airport land uses.

In November 2019, the SACOG Board adopted the 2020 MTP/SCS, which provides a 20-year transportation vision and corresponding list of planned and programmed projects, as well as regional growth projections. The 2020 MTP/SCS designates the Plan Area as an established community, which are typically characterized as mature suburban communities made up of existing

low-to medium-density residential neighborhoods, office and industrial parks, or commercial strip centers. The 2020 MTP/SCS forecasts 8,590 new housing units and 8,200 new jobs in Rocklin by 2040, with 4,380 of the new housing units and 4,000 of the new jobs within areas designated as established communities by SACOG. It also projects that the City's jobs/housing balance of 0.9 in 2016, which is projected to remain unchanged in 2040.

Placer County and its cities, including Rocklin, contribute to the MTP/SCS planning process through the PCTPA under an agreement with SACOG. PCTPA submits the state mandated RTP to SACOG for inclusion in the federal Metropolitan Transportation Plan. Pursuant to the agreement with SACOG, PCTPA receives a "fair share" allocation of both federal urbanized Surface Transportation Program (STP) funds and Congestion Air Quality Mitigation Improvement Program funds. PCTPA nominates projects for these funds, and SACOG has agreed to select these nominated projects unless they fail to meet a federal requirement. SACOG cannot add projects to the PCTPA nominations.

The 2020 MTP/SCS currently identifies two projects within the vicinity of the Planning Area, including the Rocklin Road Widening project and the Rocklin Road /I-80 Interchange project. The Rocklin Road Widening project would widen Rocklin Road from two to four lanes from the Loomis town limits to east of Sierra College Boulevard and widen Rocklin Road from four to six lanes west of Sierra College Boulevard to Aguilar Road/Eastbound I-80 ramps. Additionally, the I-80/Rocklin Road Interchange project would construct roundabouts or other improvements from Rocklin Road onto both the east bound and west bound ramp terminus. Currently, both of these transportation projects are considered "planned" projects by SACOG. Planned projects include those projects with no funding commitment listed in the four years covered by the MTIP (2019-2022) and are generally longer lead projects with funding coming later in the planning period.

South Placer Regional Transportation Authority

The SPRTA is a Joint Powers Authority (JPA) comprised of the Cities of Lincoln, Rocklin, Roseville and the County of Placer. The Authority was formed for the purpose of implementing a Regional Transportation and Air Quality Mitigation Fee to fund specified regional transportation projects. SPRTA is governed by a Board of Directors representing the JPA member jurisdictions and is staffed by the Placer County Transportation Planning Agency. The key benefits of SPTRA include:

- Leverage – SPRTA-funded projects have attracted over \$340 million in federal and state discretionary funding so far;
- Local Control – project and funding priorities area all determined and administered locally;
- Flexibility – SPTRA funds have been able to fill gaps and keep projects moving when federal and state dollars lag;
- Equity – all new development in the South Placer area contributes their fair share to the regional projects, including state highways.

The creation of SPTRA resulted in the establishment of an impact fee schedule for new developing in participating jurisdictions. In the past, the primary source of funding for regional transportation projects in Placer County has been the State Transportation Improvement Program (STIP), which typically falls short of financing current project needs throughout the County. In addition, several

jurisdictions in Placer County currently have some form of development fees for local transportation projects, but the County has not had a mechanism to fund large-scale or multi-jurisdictional projects. Therefore, with the creation of the SPTRA and a list of transportation improvements identified in the JPA, as well as the regional transportation impact fee schedule, the necessary funding for construction of regional improvements is ensured.

The SPTRA is currently funding 10 projects, including the Sierra College Boulevard Widening project and the I-80/Rocklin Road Interchange project in the City of Rocklin. The Sierra College Boulevard Widening project would widen Sierra College Boulevard from four to six lanes from I-80 to Rocklin Road and from Rocklin Road to the southern city limits of Rocklin. Additionally, the Sierra College Boulevard Widening project would widen Sierra College Boulevard from two to four lanes from State Route 193 to the northern city limits of Rocklin and the northern boundary of the Town of Loomis. The I-80/Rocklin Road Interchange project would construct roundabouts or other improvements from Rocklin Road onto both the east bound and west bound ramp terminus.

LOCAL

City of Rocklin General Plan

The City of Rocklin General Plan provides goals, policies, and programs regarding transportation, including the following:

CIRCULATION ELEMENT

Goal for Transportation System: To create a balanced and coordinated transportation system which utilizes all transportation modes efficiently and promotes sound land use.

Policy C-1: Provide for a circulation pattern for regional, community, and neighborhood traffic needs.

Policy C-2: Coordinate land use and transportation planning to support transit services, Neighborhood Electric Vehicle (NEV) facilities and non-motorized transportation.

Policy C-3: Promote the use of NEVs by providing accommodations (i.e., lane striping and signage) to facilitate the use of these vehicles where feasible within existing and planned rights-of-way.

Policy C-4: Promote the use of non-motorized transportation by providing a system of bicycle routes and pedestrian ways.

Policy C-5: Coordinate with public transit providers to meet residents' needs.

Policy C-6: Encourage non-residential development proposals to incorporate features that promote ridesharing or use of alternative transportation modes.

Goal for City and Regional Street System: To provide a safe and well-maintained system of streets that meets community needs.

Policy C-10A: Maintain a minimum traffic Level of Service “C” for all signalized intersections during the p.m. peak hour on an average weekday, except in the circumstances described in C-10.B and C. below.

Policy C-10B: Recognizing that some signalized intersections within the City serve and are impacted by development located in adjacent jurisdictions, and that these impacts are outside the control of the City, a development project which is determined to result in a Level of Service worse than “C” may be approved, if the approving body finds (1) the diminished level of service is an interim situation which will be alleviated by the implementation of planned improvements or (2) based on the specific circumstances described in Section C. below, there are no feasible street improvements that will improve the Level of Service to “C” or better as set forward in the Action Plan for the Circulation Element.

Policy C-10C: All development in another jurisdiction outside of Rocklin’s control which creates traffic impacts in Rocklin should be required to construct all mitigation necessary in order to maintain a LOS C in Rocklin unless the mitigation is determined to be infeasible by the Rocklin City Council. The standard for determining the feasibility of the mitigation would be whether or not the improvements create unusual economic, legal, social, technological, physical or other similar burdens and considerations.

Policy C-14: Prohibit residential driveways along collector or arterial streets within newly developing residential areas. This policy does not apply multi-family residential uses, or where past decisions have created existing lots with residential frontages on collector or arterial streets.

Policy C-15: Reduce the potential for the use of local residential streets as shortcuts for through traffic on streets that are not improved to full City standards.

Policy C-17: Keep truck traffic away from residential areas and streets not structurally designed for truck traffic by designating truck routes.

Policy C-19: Maintain existing street sin a safe condition and require that new streets be built to City standards.

Policy C-20: Maintain street design standards for arterials, collectors and local streets.

Policy C-21: Apply appropriate street design standards for private streets.

Policy C-22: Interconnect traffic signals and/or consider roundabouts where financially feasible and warranted to provide flexibility in controlling traffic movements at intersections.

Policy C-23: Require street designs where appropriate to connect neighborhoods. These connections allow for vehicular and pedestrian use and for the efficient movement of service and emergency vehicles.

Policy C-24: Require landscaping and tree planting along major new streets, properties abutting highways/freeways and along existing streets as appropriate.

Policy C-25: Minimize the impact of road construction on the natural terrain and the character of existing neighborhoods.

Policy C-26: Minimize the impact of road construction on creek corridors and related floodplain and riparian areas.

Policy C-27: Design and phase construction of road improvements to minimize disruption to local residents and traffic, to the extent feasible

Policy C-28: Design new street alignments to minimize the number of creek crossings and adverse impacts to existing wildlife habitats

Goal for Public Transportation: To promote a safe and efficient public transit system, utilizing both bus and rail modes, to provide viable non-automotive means transportation and help reduce traffic congestion.

Policy C-51: Promote the use of public transit through development conditions such as requiring park and-ride lots, bus turnouts and passenger shelters along major streets.

Policy C-52: Require landscaping and tree planting along railroad right-of-way and along existing streets as appropriate.

Goal for Trails, Bikeways, NEVs and Pedestrian Ways: To provide a safe, comprehensive and integrated system of trails, bikeways, pedestrian ways and accommodations for NEVs that encourage the use of alternative modes for commuting, recreation and other trips.

Policy C-56: Improve bicyclist and pedestrian safety through such methods as signage, lighting, traffic controls, and crosswalks.

Policy C-59: Promote pedestrian convenience and recreational opportunities through development conditions requiring sidewalks, walking paths, or hiking trails connecting various land uses including residential areas, commercial areas, schools, parks, employment centers and open space.

Rocklin General Plan EIR

In August 2012, the City of Rocklin adopted a new General Plan and certified the associated General Plan EIR (State Clearinghouse (SCH) # 2008072115) -- a Program EIR pursuant to CEQA Guidelines Section 15168. Later environmental documents (EIRs, mitigated negative declarations, or negative declarations) can incorporate by reference materials from a program EIR regarding regional influences, secondary impacts, cumulative impacts, broad alternatives, and other factors (CEQA Guidelines Section 15168[d][2]). These later documents need only focus on new impacts that have not been considered before (CEQA Guidelines Section 15168[d][3]). As noted in Chapter 1.0, Introduction, the General Plan EIR assumed full development and buildout of the Project Area. While

the components of the Project are not consistent with the land uses under the General Plan EIR, the development footprint of the Project is the same; therefore, the physical impacts of developing the Project Area would be similar as under the General Plan EIR, as the area of impact is fully defined consistent with the General Plan EIR.

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on transportation that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included signalized intersections in Rocklin, Loomis, Roseville, Lincoln and Placer County, state/interstate highway segments and intersections, transit service, bicycle and pedestrian facilities, and conflicts with at-grade railways (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.4-1 through 4.4-98).

Mitigation measures to address these impacts are incorporated into the General Plan in the Circulation Element, and include policies that require the monitoring of traffic on City streets to determine improvements needed to maintain an acceptable level of service, updating the City’s Capital Improvement Program (CIP) and traffic impact fees, providing for inflationary adjustments to the City’s traffic impact fees, maintaining a minimum level of service (LOS) of “C” for all signalized intersections during the PM peak period on an average weekday, maintaining street design standards, and interconnecting traffic signals and consideration of the use of roundabouts where financially feasible and warranted to provide flexibility in controlling traffic movements at intersections.

The General Plan EIR concluded that, despite these goals and policies, significant transportation impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will result in increased traffic volumes at state/interstate highway intersections and impacts to state/interstate highway segments. Findings of fact and a statement of overriding consideration were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

All applicable policies and standards, including the mitigation measures addressing impacts of urban development under the General Plan on utility and service systems incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for the project to ensure consistency with the General Plan and compliance with City rules and regulations.

As noted above, the General Plan EIR assumed full development and buildout of the Project Area; however, the components of the Project are not consistent with the land uses under the General Plan EIR. Additionally, pursuant to CEQA Guidelines Section 15064.3, VMT is currently the primary metric used to identify transportation impacts, while LOS was the primary metric used to identify transportation impacts in the City’s General Plan EIR. For these reasons, a Transportation Impact Study (see Appendix I) was prepared to evaluate the project-specific transportation impacts from buildout of the proposed Project. The Transportation Impact Study estimated VMT for the Project

and used this as the basis to identify project-specific and cumulatively significant impacts on the roadway network. Project-specific impacts to the bicycle, pedestrian, and transit networks were also evaluated, as well as emergency vehicle impacts and hazardous conditions due to the overall Project design and layout.

City of Rocklin Parks and Trails Master Plan

In February 2017, the City of Rocklin adopted the *City of Rocklin Parks and Trails Master Plan*, which provide a realistic and visionary guide for the creative, orderly development and management of parks, trails, recreation facilities, open space and programs for the City. The *City of Rocklin Parks and Trails Master Plan* includes a needs assessment to better understand how residents park and recreation needs will evolve as the City's population ages and examines the existing parks, recreation facilities, trails and opportunity areas in and around Rocklin. Based on the analysis, City of Rocklin identified necessary park/trail improvements and facilities to meet the needs of City residents. Additionally, the *City of Rocklin Parks and Trails Master Plan* includes policies and recommendations to help guide the development of new pedestrian and bicycle facilities.

3.14.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

This section describes the thresholds or criteria that determine whether the proposed Project causes a significant impact on the transportation system:

Roadway System

- Generate an average VMT per dwelling unit or thousand square feet of non-residential that is greater than 85 percent of the City-wide average for that land use type.²
- Construct additional roadway capacity that would lead to induced travel and increased VMT.³
- Cause the 95th percentile queue length at a freeway off-ramp to extend beyond the gore point onto the mainline (or exacerbate a current or future condition by increasing the 95th percentile queue by one or more vehicles).

Bicycle/Pedestrian System

- Disrupt or interfere with existing or planned bicycle or pedestrian facilities.

² The California Office of Planning & Research (OPR)'s *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) recommends that a VMT efficiency metric that is 15 percent below that of existing development may be a reasonable threshold in order to meet the State's long-term goals for addressing climate change.

³ The *Technical Advisory* indicates that transportation projects that would cause induced travel, as evidenced by an increase in VMT, would be considered to cause a significant impact.

Transit System

- Disrupt or interfere with existing or planned transit facilities or services.

Hazardous Conditions

- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Emergency Access

- Result in inadequate emergency access during construction and/or operation.

ANALYSIS METHODS

The section discusses the methodologies that are utilized in this section to develop quantitative transportation-related results, including Project trip generation and VMT estimates. Each of these items is discussed below.

Vehicle Miles Traveled

This section describes the three different types of VMT calculations performed as part of this study. Each calculation is for a different purpose as described below. By definition, one VMT occurs when a vehicle is driven one mile. A given VMT value represents the amount of travel for an entire weekday. Lastly, VMT values represent the full length of a given trip, and are not truncated at city boundaries.

All VMT calculations were developed using the City's travel demand model. When this model was being developed in 2017, it was anticipated that it would ultimately be used for project-level VMT calculation purposes. Therefore, as part of its validation, it underwent a series of reasonableness checks such as whether it accurately matches the proportion of employed City residents who work outside the City, and whether average home-based trip lengths match data from the California Household Travel Survey. Because VMT is highly sensitive to land use placement, the model also underwent diagnostic tests to compare different VMT estimates per dwelling unit in different parts of the City. It was important that the model's VMT estimates were sensitive to geographic locations (e.g., VMT should be greater for a unit in Whitney Oaks versus central Rocklin). Case studies were used to test this performance attribute. The model passed each of these tests. The model development report is available at City offices.

VMT was calculated in the following three ways (refer to Appendix C of the Transportation Impact Study found on the City's website and in Appendix I):

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1. **Total VMT** – represents all vehicular travel to/from each site over a typical weekday generated by the proposed land uses.⁴
2. **Induced Travel VMT** – represents the model-wide net increase in VMT caused by the proposed roadway widenings (to add one travel lane) along the North Village frontages of Rocklin Road and Sierra College Boulevard.
3. **Average VMT per Dwelling Unit and Thousand Square Feet (KSF) of Non-Residential** – VMT generated by the proposed Project’s land uses are calculated separately for each land use type and then divided by the number of dwelling units or thousand square feet of building space. Those results are then compared to City-wide averages to determine the proposed Project’s relative VMT efficiency for that land use type. Table 3.14-1 contains the City-wide average VMT for the five proposed land use types.

TABLE 3.14-1: CITYWIDE AVERAGE VMT BY LANE USE TYPE

LAND USE ¹	UNIT	CITYWIDE AVERAGE VMT PER UNIT ²	
		BASELINE	CUMULATIVE
Single-Family	du	70.0	62.9
Multi-Family	du	47.0	40.8
Office	ksf	111.1	121.3
Medical-Office	ksf	182.2	202.4

NOTE: DU = DWELLING UNIT KSF = THOUSAND SQUARE FEET

¹ RETAIL AND AFFORDABLE HOUSING LAND USES NOT SHOWN HERE BECAUSE BOTH PROJECT TYPES ARE PRESUMED TO HAVE LESS-THAN-SIGNIFICANT TRANSPORTATION IMPACTS.

² BASED ON OUTPUT FROM CITY OF ROCKLIN TRAVEL DEMAND MODEL.

SOURCE: FEHR & PEERS, 2021

As previously stated, the California Office of Planning and Research (OPR) published *Technical Advisory on Evaluating Transportation Impacts in CEQA*, which provided guidance for implementing SB 743. The *Technical Advisory* recommends consideration of whether the project is consistent with the applicable Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The guidance aligns with CEQA Guidelines Section 15125(d), which requires that an EIR should discuss inconsistencies between the proposed project and the regional transportation plan. For the Sacramento Area Council of Governments (SACOG) region, this consists of the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The Project is located within an area designated as an Established Community in both the 2016 and 2020 MTP/SCS. The MTP/SCS is aimed at reducing greenhouse gas emissions through VMT reduction, and these efforts are primarily

⁴ Due to the model’s formulation, it is not able to track non-home-based trips (e.g., office to gym) back to a household. Hence, these trip types are not considered in the “total VMT” estimates. However, they are considered in the model and are reflected in its traffic forecasts.

focused on urban areas, where investments in the roadway system and transit, bike and pedestrian infrastructure are built into the MPT/SCS to achieve identified air quality targets.

According to the MTP/SCS, Established Community areas are typically areas adjacent to, or surrounding, Center and Corridor Communities. Many are characterized as “first tier”, “inner ring”, or mature subdivision communities. Local land use patterns aim to maintain the existing character and land use pattern in these areas. Land uses in Established Communities are typically made up of existing low- to medium-density residential neighborhoods, office and industrial parks, or commercial strip centers. Depending on the density of existing land uses, some Established Communities have bus service; others may have commuter bus service or very little service. The MTP/SCS assumes that over the next two decades, the region will attract roughly 168,000 new homes and 228,000 new jobs to infill areas in cities, suburbs and towns across the region. This is about 64 percent of new housing and 84 percent of the new jobs expected in the region by 2040.

The *Technical Advisory* recommended that lead agencies should analyze the effects of a retail project by assessing the change in total VMT, because retail projects typically re-route travel from other retail destinations. A retail project might lead to increases or decreases in VMT, depending on previously existing retail travel patterns. However, the OPR Guidelines also suggest that *local-serving* retail development tends to shorten trips and reduce VMT. Thus, according to OPR, lead agencies generally may presume such development creates a less than significant transportation impact. The OPR Guidelines further note that because lead agencies will best understand their own communities and the likely travel behaviors of future project users, they are likely in the best position to decide when a project will likely be local-serving. Generally, however, retail development including stores larger than 50,000 square feet might be considered regional-serving

As described in Chapter 2.0, Project Description, the Project includes 45,000 square feet of retail as part of the North Village. Based on the square footage being less than the 50,000 square foot threshold in the OPR guidelines and the anticipation that the ultimate retail commercial uses will be local-serving in nature, the retail portion of the project is anticipated to create a less than significant transportation impact.

Additionally, the *Technical Advisory* also noted that adding affordable housing to infill locations generally improves jobs-housing match, in turn shortening commutes and reducing VMT. Further, “...low-wage workers in particular would be more likely to choose a residential location close to their workplace, if one is available.” In areas where existing jobs-housing match is closer to optimal, low income housing nevertheless generates less VMT than market-rate housing. Therefore, a project consisting of a high percentage of affordable housing may be a basis for a lead agency to find a less-than-significant impact on VMT. Evidence supports a presumption of less than significant impact for a 100 percent affordable residential development (or the residential component of a mixed-use development in infill locations. Lead agencies may develop their own presumption of less than significant impact for residential projects (or residential portions of mixed use projects) containing a particular amount of affordable housing, based on local circumstances and evidence. Furthermore,

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a project which includes any affordable residential units may factor the effect of the affordability on VMT into the assessment of VMT generated by those units.

As described in Chapter 2.0, Project Description, the Project includes 180 senior affordable multi-family units. Based on that component of the project being 100 percent affordable, per the *Technical Advisory*, the affordable housing portion of the project is anticipated to create a less than significant transportation impact

METHODOLOGY

Proposed Land Uses and Site Access

The Transportation Impact Study (see Appendix I) analyzes the transportation impacts associated with the development of the North and South Village sites. Table 3.14-2 identifies the land uses assumed for the projected development scenario of the North and South Village sites analyzed in the Transportation Impact Study. It is noted that these uses are necessarily somewhat more detailed than as described in Chapter 2.0, Project Description, to facilitate detailed transportation analyses. It is important to note that the Transportation Impact Study originally assumed the development of 195 senior affordable multi-family units on the South Village site. However, since the preparation of the Transportation Impact Study, a separate application for a project consisting of 180 senior affordable multi-family units on the South Village site has been filed with the City. As such, Chapter 2.0, Project Description, identifies 180 senior affordable multi-family units instead of 195 as a component of the South Village site to be analyzed in this EIR. The analysis of 195 senior affordable multi-family units in the Transportation Impact Study is considered to be a conservative estimate of potential transportation and circulation impacts.

TABLE 3.14-2: BUILDOUT ASSUMPTION – NORTH AND SOUTH VILLAGE SITES

NORTH VILLAGE SITE	SOUTH VILLAGE SITE
<ul style="list-style-type: none">• 317 single-family units• 378 multi-family units• 45,000 square feet of retail uses	<ul style="list-style-type: none">• 25 single-family units• 195 senior affordable multi-family units¹• 52,500 square feet of professional office uses• 22,500 square feet of medical-office

NOTE: ¹ AN ALTERNATE USE CONSISTING OF 115 TRADITIONAL AFFORDABLE MULTI-FAMILY UNITS IS ALSO BEING CONSIDERED IN THE TRANSPORTATION IMPACT STUDY ANALYSIS. AS PREVIOUSLY NOTED, THE TRANSPORTATION IMPACT STUDY ORIGINALLY ASSUMED THE DEVELOPMENT OF 195 SENIOR AFFORDABLE MULTI-FAMILY UNITS, WHICH IS CONSIDERED TO BE A CONSERVATIVE ESTIMATE OF TRANSPORTATION IMPACTS RELATED TO THE 180-UNIT SENIOR AFFORDABLE COMPONENT OF THE SOUTH VILLAGE.

SOURCE: FEHR & PEERS, 2021

NORTH VILLAGE

The North Village would be situated east of Sierra College Boulevard and north of Rocklin Road. Based on the North Village site plan and information provided by the applicant, the Transportation Impact Study assumed the following land uses:

- 317 single-family units;
- 378 multi-family units; and

- 45,000 square feet of retail uses.

Figure 3.14-5 identifies the locations of these land uses within the site as well as proposed vehicular access points. Key aspects of the North Village site access include the following:

1. East leg (known as Street A) constructed at the existing signalized Sierra College Boulevard/Stadium Way intersection to provide access to the northern residential component of the proposed Project.
2. Access provided to the southern portion of the residential along Sierra College Boulevard at Street G. This intersection would allow inbound/outbound right-turns and inbound southbound left-turn movements.
3. Multiple access points provided to a proposed retail center located in the northeast corner of the Rocklin Road/Sierra College Boulevard intersection (including a southbound left-turn lane which would require removal of the northbound left-turn pocket into the Sierra College campus).
4. Access to the proposed multi-family use in the southeast corner of the North Village would be provided by two driveways on Rocklin Road. Note that a detailed site plan for this property is not currently available.
5. Widening to add a third travel lane on northbound Sierra College Boulevard, a second travel lane on westbound Rocklin Road along the Project Area frontage, consistent with the City of Rocklin General Plan Circulation Element. No capacity improvements were assumed at the Sierra College Boulevard/Rocklin Road intersection for analysis purposes since the proposed Project's access plan did not include any.
6. Although not depicted on the site plan, a vehicular connection at the most westerly project driveway on Rocklin Road and would extend northerly to the roundabout along Street G.

SOUTH VILLAGE

The South Village would be situated south of Rocklin Road and east of El Don Drive. Based on the site plan and input from the applicant, the Transportation Impact Study assumed the following land uses:

- 25 single-family detached dwelling units;
- 195 senior affordable multi-family units;
- 52,500 square feet of professional office; and
- 22,500 square feet of medical-office.

The office uses would replace the existing overflow parking lot that serves the adjacent Sierra College campus. Figure 3.14-6 identifies the locations of these land uses within the site as well as planned vehicular access points. Key aspects of project access include the following:

1. Access would be provided by two right-turn only driveways on Rocklin Road and two full-access driveways on El Don Drive (opposite the Rocklin Sierra Plaza retail center and Wildflower Lane).

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- Access to the single-family residential uses would be provided by a full-access street connection from El Don Drive opposite Corona Circle.

The South Village is comprised of four distinct properties that are physically separated from each other by a creek/riparian corridor, open space, and an existing building. Figure 3.14-6 identifies a multi-modal bridge (accommodating bikes/pedestrians and vehicles) would be constructed to connect the two most easterly properties north of the main creek channel, which would be served by a single right-turn only driveway on Rocklin Road (located east of an existing building).

Project Trip Generation

Table 3.14-3 summarizes the expected number of new trips that the North and South Village would generate. As shown, the proposed Project would generate a combined 10,400 daily trips, 700 AM peak hour trips, and 870 PM peak hour trips, with the North Village constituting about 75 percent of the total.

TABLE 3.14-3: NORTH AND SOUTH VILLAGE TRIP GENERATION

VILLAGE	NEW VEHICLE TRIPS						
	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
North	8,204	515	176	339	671	395	276
South	2,211	180	121	59	201	71	130
Total	10,415	695	297	398	872	466	406

SOURCE: FEHR & PEERS, 2021.

NORTH VILLAGE

Tables 3.14-4 display the expected daily, AM peak hour, and PM peak hour trip generation associated with the North Village. These trip totals consider 'pass-by' trips, which are trips already on the network that access the proposed Project (retail uses only) in route to a different primary destination. For the North Village, internal trips between complementary land uses were estimated to be six percent on a daily basis, 7.5 percent during the AM peak hour, and 8.2 percent during the PM peak hour. After considering internal and pass-by trips, the North Village would generate approximately 8,200 new daily trips, 515 new AM peak hour trips, and 670 new PM peak hour trips.

TABLE 3.14-4: NORTH VILLAGE TRIP GENERATION

ITE LAND USE (CODE)	QUANTITY (UNITS OR KSF)	VEHICLE TRIP RATE ¹							VEHICLE TRIPS						
		DAILY	AM PEAK HOUR			PM PEAK HOUR			DAILY	AM PEAK HOUR			PM PEAK HOUR		
			TOTAL	IN	OUT	TOTAL	IN	OUT		TOTAL	IN	OUT	TOTAL	IN	OUT
Single-Family (210)	317	9.44	0.74	0.18	0.56	0.99	0.62	0.37	2,992	235	59	176	314	198	116
Multi-Family (220)	378	7.32	0.46	0.11	0.35	0.56	0.35	0.21	2,767	174	40	134	212	134	78
Retail (820)	45	77.6	3.87	2.40	1.47	6.69	3.21	3.48	3,493	174	108	66	301	144	157
Gross Trips									9,252	583	207	376	827	476	351
Internal Trips									-564	-44	-16	-28	-68	-39	-29

Pass-By Trips²	-484	-24	-15	-9	-88	-42	-46
New Trips	8,204	515	176	339	671	395	276

NOTES: APPENDIX C OF THE TRANSPORTATION IMPACT STUDY (SEE APPENDIX I) PROVIDES SUPPORTING CALCULATIONS FOR THESE ESTIMATES.

¹ TRIP RATES ARE BASED ON THE TRIP GENERATION MANUAL 10TH EDITION (INSTITUTE OF TRANSPORTATION ENGINEERS 2017).

² PASS-BY RATES OF 15% FOR AM PEAK HOUR AND DAILY, AND 34% FOR PM PEAK HOUR WAS ASSUMED BASED ON RATES CONTAINED IN THE TRIP GENERATION HANDBOOK (ITE, 2017).

SOURCE: FEHR & PEERS, 2021.

SOUTH VILLAGE

Table 3.14-5 display the expected daily, AM peak hour, and PM peak hour trip generation associated with the South Village. For the South Village, internalization is estimated to be 4 percent on a daily basis and 7 percent during the AM and PM peak hours. As shown, the South Village would generate approximately 2,200 new daily trips, 180 new AM peak hour trips, and 200 new PM peak hour trips.

TABLE 3.14-5: SOUTH VILLAGE TRIP GENERATION

ITE LAND USE (CODE)	QUANTITY (UNITS OR KSF)	VEHICLE TRIP RATE ¹							VEHICLE TRIPS						
		DAILY	AM PEAK HOUR			PM PEAK HOUR			DAILY	AM PEAK HOUR			PM PEAK HOUR		
			TOTAL	IN	OUT	TOTAL	IN	OUT		TOTAL	IN	OUT	TOTAL	IN	OUT
Single-Family (210)	25	9.44	0.76	0.18	0.56	1.00	0.64	0.36	236	19	5	14	25	16	9
Multi-Family (220)	195	3.70	0.20	0.07	0.13	0.26	0.14	0.12	722	39	14	25	51	28	23
Office (710)	52.5	10.82	1.45	1.24	0.21	1.18	0.19	0.99	568	76	65	11	62	10	52
Medical Office (720)	22.5	34.53	2.62	2.04	0.58	3.47	0.98	2.49	777	59	46	13	78	22	56
Gross Trips									2,303	193	130	63	216	76	140
Internal Trips									-92	-13	-9	-4	-15	-5	-10
Total Trips									2,211	180	121 6	59	201	71	130

NOTES: APPENDIX C OF THE TRANSPORTATION IMPACT STUDY (SEE APPENDIX I) PROVIDES SUPPORTING CALCULATIONS FOR THESE ESTIMATES.

¹ TRIP RATES ARE BASED ON THE TRIP GENERATION MANUAL 10TH EDITION (INSTITUTE OF TRANSPORTATION ENGINEERS 2017).

² THE "TRIP GENERATION MANUAL" DOES NOT HAVE A SPECIFIC LAND USE CATEGORY FOR AFFORDABLE SENIOR MULTI-FAMILY UNITS. INSTEAD, A CONSERVATIVE APPROACH WAS TAKEN TO ESTIMATE THIS USE'S TRIPS BASED ON THE MARKET-BASED SENIOR MULTI-FAMILY TRIP RATES.

SOURCE: FEHR & PEERS, 2021.

As previously noted, an alternate land use to the 195 senior multi-family affordable units would be 115 affordable units without an age-restriction. Since the quality of data from the *Trip Generation Manual* for affordable housing is modest (i.e., just a handful of studies available), other data sources were reviewed. According to the SACOG 2018 household survey, person trip rates were 15 percent lower among individuals in households making less than \$50,000 per year versus more than \$50,000 per year. This suggests that if the 195 senior multi-family affordable units in Table 3.14-5 were replaced by 115 non-age restricted affordable units, the resulting trip generation would be nearly equivalent. To illustrate, 115 affordable units would generate 85 percent of the regular multi-family rate of 7.3 trips per day, or 713 trips, while the senior affordable multi-family estimate in Table 3.14-5 shows 722 trips. As previously noted, the Transportation Impact Study originally assumed the development of 195 senior affordable multi-family units on the South Village site. However, since

the preparation of the Transportation Impact Study, a separate application for a project consisting of 180 senior affordable multi-family units on the South Village site has been filed with the City. As such, the analysis of 195 senior affordable multi-family units in the Transportation Impact Study is considered to be conservative estimate of potential transportation and circulation impacts.

Trip Distribution/Assignment

The distribution of Project trips was determined based on a number of factors, including the location of land uses within each village, Project-only traffic assignments from base year City of Rocklin travel demand model, peak period travel time comparisons using mobile apps and other internet-based tools of selecting either the I-80/Rocklin Road or I-80/Sierra College Boulevard interchanges, and permitted driveway turning movements. Project trips were assigned to the intersections and driveways in the Project Area in accordance with the trip distribution percentages described below and permitted driveway turning movements. Those trips were then added to the existing volumes to yield the Existing Plus Project volumes shown in Figure 3.14-7.

The following provides an overview of the distribution of Project trips at the North Village and South Village sites.

NORTH VILLAGE

Figure 3.14-8a displays the expected trip distribution for the North Village residential uses. As shown, Sierra College Boulevard to/from the north toward I-80 is expected to be used to a slightly greater degree than Rocklin Road to/from the west. This is primarily due to more capacity along Sierra College Boulevard and direct access to/from the north on Sierra College Boulevard. Figure 3.14-8b displays the expected trip distribution for the North Village retail uses. This exhibit shows a fairly balanced distribution to/from the north, west, and south based on proximity to I-80, site location, and complementary land uses.

SOUTH VILLAGE

Figures 3.14-9a and 3.14-9b display the expected trip distribution of inbound and outbound trips, respectively, to the South Village. Slightly different distribution percentages are expected because project access from Rocklin Road would be restricted to right-turns only, which would affect route choice. Additionally, trip origins for inbound trips would be slightly different than trip destinations for outbound trips. As shown, the majority of South Village trips would be distributed to/from the west on Rocklin Road toward I-80.

These two figures indicate that 10 percent of inbound trips and five percent of outbound trips would use El Don Drive between the South Village site and Sierra College Boulevard. Greater usage is expected in the inbound direction due to the lack of direct left-turn movements into the site from Rocklin Road. These motorists would instead need to perform a u-turn at the Rocklin Road/El Don Drive intersection. This segment of El Don Drive features three all-way stop intersections. Under uncongested conditions, it would likely be quicker for motorists to remain on the arterial streets. However, diversion could occur during peak periods when delays increase on the arterial streets.

VMT Estimates

Table 3.14-6 displays the proposed Project’s total VMT, disaggregated for the North Village and South Village. Values are shown for both baseline and cumulative conditions for all land uses. As shown, under baseline conditions, about 70 percent of the proposed Project’s VMT is generated by the North Village, which is to be expected given its larger vehicle trip generation.

TABLE 3.14-6: NORTH AND SOUTH VILLAGE VMT

VILLAGE	BASELINE ¹	CUMULATIVE ²
North	51,450	41,500
South	19,950	19,650
Total	71,400	61,150

NOTE:

¹ DERIVED FROM CITY OF ROCKLIN BASE YEAR TRAVEL DEMAND MODEL

² DERIVED FROM CITY OF ROCKLIN CUMULATIVE YEAR TRAVEL DEMAND MODEL.

³ MULTI-FAMILY SENIOR AFFORDABLE HOUSING NOT INCLUDED AS A LAND USE CATEGORY IN THE CITY’S TRAVEL DEMAND MODEL. FOR TOTAL VMT ESTIMATION PURPOSES, THIS LAND USE WAS ESTIMATED TO GENERATE 6,900 VMT UNDER BASELINE CONDITIONS AND 6,400 VMT UNDER CUMULATIVE CONDITIONS. THESE ESTIMATES ARE DERIVED FROM THIS USE’S EXPECTED DAILY TRIP GENERATION AND LENGTH OF TRIPS.

SOURCE: FEHR & PEERS, 2021

The City’s travel demand model was used to model the effects of widening to add a third travel lane on northbound Sierra College Boulevard and a second travel lane on westbound Rocklin Road along the Project Area frontage, consistent with the City of Rocklin General Plan Circulation Element. The results are shown in Table 3.14-7.

TABLE 3.14-7: INDUCED TRAVEL (VMT) CAUSED BY ROADWAY WIDENING

ROADWAY WIDENING	INDUCED TRAVEL (VMT) ¹
Approximate 2,000 foot widening of Sierra College Boulevard to add a third northbound travel lane	3,000 VMT
Approximate 1,300 foot widening of Rocklin Road to add a second westbound travel lane	

NOTE: VALUES ROUNDED TO THE NEAREST ONE HUNDRED VMT.

¹ DERIVED FROM CITY OF ROCKLIN BASE YEAR TRAVEL DEMAND MODEL BASED ON THE TOTAL VMT GENERATED IN THE STUDY AREA WITHOUT AND WITH THE ROADWAY WIDENINGS.

SOURCE: FEHR & PEERS, 2021

Table 3.14-8 displays the average VMT per DU or KSF for the North and South Village proposed land uses. This table indicates the following:

- VMT per DU is slightly more efficient in the South Village versus North Village. This may be due to its closer location to I-80 for motorists traveling in the predominate direction to/from the west.
- VMT decreases between baseline and cumulative conditions for the residential land uses due to the introduction of more complementary retail and office uses under the cumulative setting. This causes a redistribution of trip origins and destinations, effectively decreasing home-based trip lengths.

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TABLE 3.14-8: NORTH AND SOUTH VILLAGE AVERAGE VMT PER DU AND KSF

VILLAGE	LAND USE	QUANTITY	MEASUREMENT OF VMT	AVERAGE VMT	
				BASELINE ¹	CUMULATIVE ²
North	Single-Family	317 units	VMT/du	69.7	53.6
	Multi-Family	378 units	VMT/du	51.2	39.2
	Retail	45 ksf	VMT/ksf	N/A ³	
South	Single-Family	25 units	VMT/du	57.9	53.5
	Affordable Senior Multi-Family ³	195 units	VMT/du	N/A ³	
	Office	52.5 ksf	VMT/ksf	106.8	110.2
	Medical-Office	22.5 ksf	VMT/ksf	197.5	202.8

NOTE:

¹ DERIVED FROM CITY OF ROCKLIN BASE YEAR TRAVEL DEMAND MODEL

² DERIVED FROM CITY OF ROCKLIN CUMULATIVE YEAR TRAVEL DEMAND MODEL.

³ N/A = NOT APPLICABLE BECAUSE RETAIL AND AFFORDABLE HOUSING ARE PRESUMED TO CAUSE A LESS-THAN-SIGNIFICANT IMPACT (REFER TO CHAPTER VI OF TRANSPORTATION IMPACT STUDY).

SOURCE: FEHR & PEERS, 2021

IMPACTS AND MITIGATION MEASURES

Impact 3.14-1: Project implementation would generate average VMT per dwelling unit or thousand square feet of non-residential space that is greater than 85 percent of the City-wide average for that land use type. (Significant and Unavoidable)

Table 3.14-9 illustrates how each land use component of the proposed project would compare to 85 percent of the City-wide average for that land use type. Under baseline conditions, VMT impacts would be considered significant at four of the seven specific land use types and locations. Only the affordable housing⁵ and 25-unit single-family component in the South Village and the retail in the North Village would be considered less-than-significant. On average, the impacted sites would be approximately 22 percent above the VMT threshold. When compared to the City-wide average, they would be, on average, four percent above that metric. Therefore, this impact is considered potentially significant.

TABLE 3.14-9: NORTH AND SOUTH VILLAGE AVERAGE VMT BY LAND USE TYPE

VILLAGE	LAND USE	QUANTITY	MEASUREMENT OF VMT	BASELINE CONDITIONS ¹			CUMULATIVE CONDITIONS ²		
				AVERAGE VMT	PERFORMANCE STANDARD ³	SIGNIFICANT IMPACT?	AVERAGE VMT	PERFORMANCE STANDARD ³	SIGNIFICANT IMPACT?

⁵ OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA (2018)* offers guidance regarding land use projects that are presumed to be less-than-significant. One of those project types is affordable housing because it is known to improve jobs-housing balance and/or generate less VMT than market-based units. This conclusion is supported by data contained in the Sacramento Area Council of Governments (SACOG) 2018 household survey regarding differences in person trip rates by income.

North	Single-Family	317 units	VMT/du	69.7	59.5	Yes	53.6	53.5	Yes
	Multi-Family	378 units	VMT/du	51.2	40.0	Yes	39.2	34.7	Yes
	Retail	45 ksf	VMT/ksf	N/A ⁴		No	N/A ⁴		No
South	Single-Family	25 units	VMT/du	57.9	59.5	No	53.5	53.5	No
	Senior Affordable Multi-Family	195 units	VMT/du	N/A ⁴		No	N/A ⁴		No
	Office	52.5 ksf	VMT/ksf	106.8	94.4	Yes	110.2	103.1	Yes
	Medical-Office	22.5 ksf	VMT/ksf	197.5	154.9	Yes	202.8	172.0	Yes

NOTE: ¹ DERIVED FROM CITY OF ROCKLIN BASE YEAR TRAVEL DEMAND MODEL

² DERIVED FROM CITY OF ROCKLIN CUMULATIVE YEAR TRAVEL DEMAND MODEL.

³ PERFORMANCE STANDARD IS 85 PERCENT OF THE CITY-WIDE AVERAGE FOR THE LAND USE TYPE.

⁴ N / A = QUANTITATIVE VMT METRICS NOT SHOWN BECAUSE RETAIL AND AFFORDABLE HOUSING PRESUMED TO BE LESS-THAN-SIGNIFICANT.

SOURCE: FEHR & PEERS, 2021

To reduce this potentially significant impact, the applicant is required to implement feasible transportation demand management (TDM) strategies, as required by Mitigation 3.14-1, which would reduce the VMT generated by the proposed Project’s land uses. Though not all individual TDM) strategies may be applicable, Mitigation Measure 3.14-1 is generally feasible because it is within the applicant’s purview to implement, and TMD strategies have been found effective in peer-reviewed academic studies. However, the precise effectiveness of a given TDM strategy can be difficult to accurately measure due to a number of factors such as types of tenants, employee responses to strategies, and other factors. Additionally, it is noted that the VMT reductions would need to be in range of 12 to 25 percent (depending on the land use type and location) in order to meet the applicable performance standard. Those are considered robust targets to achieve given the site’s suburban setting and lack of viable alternative modes. Because there are no assurances that Mitigation Measure 3.14-1 would fully mitigate this impact, this impact is considered **significant and unavoidable**.

MITIGATION MEASURE(S)

Mitigation Measure 3.14-1: Prior to issuance of a building permit, the project applicant shall develop and implement a Transportation Demand Management (TDM) Plan to the satisfaction of the City of Rocklin Planning Division. The project applicant shall implement feasible TDM strategies, which would reduce the VMT generated by the Project’s land uses. Examples of potential measures for residential uses include (but are not limited to): reducing the parking supply, subsidized transit passes, and pedestrian-oriented design. Examples of potential measures for employment uses include (but are not limited to): paid parking, employee telecommuting, expansion of transit service coverage / subsidized transit fares, enhanced bicycle and pedestrian connections, and flexible work schedules.

Impact 3.14-2: Project implementation would construct additional roadway capacity that would lead to induced travel and increased VMT (Significant and Unavoidable)

The proposed Project would construct a third travel lane on northbound Sierra College Boulevard and a second travel lane on westbound Rocklin Road along the North Village frontage, consistent with the City of Rocklin General Plan Circulation Element. Using the City's travel demand model, these improvements were shown to generate approximately 3,000 net additional system-wide VMT, which is considered a significant impact based on the *Technical Advisory* guidance that any increase in VMT caused by a roadway capacity project would be considered significant.

To reduce impacts, the applicant must construct a bus turnout and shelter in the northbound direction of Sierra College Boulevard directly north of Rocklin Road, as required by Mitigation Measure 3.14-2. This mitigation measure would provide opportunities for project residents, employees, and customers to use public transit to access each site instead of driving a passenger vehicle. The nearest bus stops to the North Village include two stops approximately a half mile to the west along Rocklin Road near El Don Drive and a stop a considerable distance to the north. It is noted that the bus stop to the north does not have sidewalks to support walking to it. In rough numbers, to achieve a net 3,000 VMT reduction, approximately 360 persons per day would need to shift from driving to public transit⁶. Because it cannot be assured that this shift away from driving to transit would occur, this impact is considered *significant and unavoidable*.

MITIGATION MEASURE(S)

Mitigation Measure 3.14-2: *The project applicant shall construct a bus turnout and shelter in the northbound direction of Sierra College Boulevard directly north of Rocklin Road. These improvements shall be constructed with the first phase of development of the North Village and to the satisfaction of the City of Rocklin and Placer County Transit.*

Impact 3.14-3: Project implementation would not cause the 95th percentile queue length at a freeway off-ramp to extend beyond the gore point onto the mainline (or exacerbate a current or future condition by increasing the 95th percentile queue by one or more vehicles) (Less than Significant)

Project trips would use the following freeway on-ramps within the study area:

- I-80/Sierra College Boulevard eastbound diagonal on-ramp;

⁶ This would correspond to 720 one-way trip ends. Assuming 1.2 persons per vehicle, 600 vehicle trips would be avoided. At an average of five miles per avoided trip, the VMT savings would be 3,000. This reduction would represent an approximate 7 percent bus mode split based on the number of new vehicle trips shown in Table 5.

- I-80/Sierra College Boulevard westbound loop on-ramp;
- I-80/Rocklin eastbound diagonal on-ramp; and
- I-80/Rocklin westbound diagonal on-ramp.

Table 3.14-10 displays the Existing Plus Project weekday AM and PM peak hour 95th percentile queue lengths at the off-ramps at the I-80/Rocklin Road and I-80/Sierra College Boulevard interchanges.

TABLE 3.14-10: I-80 FREEWAY OFF-RAMP QUEUES – EXISTING PLUS PROJECT CONDITIONS

OFF-RAMP	AVAILABLE STORAGE ²	95 TH PERCENTILE QUEUE (FEET) ¹			
		EXISTING CONDITIONS		EXISTING PLUS PROJECT CONDITIONS	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
I-80 westbound (WB) off-ramp at Rocklin Road	1,175 ft.	275 ft.	350 ft.	275 ft.	350 ft.
I-80 eastbound (EB) off-ramp at Rocklin Road ³	1,150 ft.	425 ft.	500 ft.	450 ft.	475 ft.
I-80 WB off-ramp at Sierra College Boulevard ³	1,300 ft.	275 ft.	250 ft.	350 ft.	275 ft.
I-80 EB off-ramp at Sierra College Boulevard	1,300 ft.	200 ft.	275 ft.	300 ft.	275 ft.

NOTE: ¹VALUES ROUNDED UP TO THE NEAREST 25 FEET.

²AVAILABLE STORAGE MEASURED FROM STOP BAR TO FREEWAY OFF-RAMP GORE POINT.

³EB I-80 INCLUDES AN 840-FOOT AUXILIARY/DECELERATION LANE IN ADVANCE OF THE ROCKLIN ROAD OFF-RAMP. WB I-80 INCLUDES A 450-FOOT AUXILIARY/DECELERATION LANE IN ADVANCE OF THE SIERRA COLLEGE BOULEVARD OFF-RAMP. THESE VALUES ARE IN ADDITION TO THE STORAGE SHOWN ABOVE.

SOURCE: FEHR & PEERS, 2021

Of these ramps, only the I-80/Sierra College Boulevard westbound loop on-ramp currently operates with ramp metering. This ramp meter, which features one metered lane and one High Occupancy Vehicle (HOV) unmetered lane, became operational in Spring 2021. The ramp meter signal timing is coordinated with travel conditions on westbound I-80. Observations were made at this on-ramp during weekday AM and PM peak hours in April 2021. During the PM peak hour, the ramp meter was not operational because conditions on westbound I-80 were free-flow. During the AM peak hour, the ramp meter was operational. Based on the amount of time between successive green lights (which varied), the ramp meter flow rate was in the range of 400 to 600 vehicles per hour. This on-ramp can store up to 18 vehicles without vehicular queuing onto Sierra College Boulevard. A maximum of four vehicles were observed to be simultaneously queued at this ramp meter during the AM peak hour.

The proposed Project would add 40 AM peak hour vehicles and 32 PM peak hour vehicles to this movement. This level of traffic represents fewer than one vehicle per minute. Thus, the proposed Project would not cause the on-ramp queue to spill back to Sierra College Boulevard. Thus, no modifications to the on-ramp ramp meter are warranted. As shown, the proposed Project would not cause any freeway off-ramp 95th percentile queue lengths to exceed their available storage.

Therefore, Project impacts related to freeway off-ramp queuing are considered *less than significant* under Existing Plus Project conditions.

Impact 3.14-4: Project implementation would not disrupt or interfere with existing or planned bicycle or pedestrian facilities (Less than Significant)

As previously stated, Figures 3.14-3 and 3.14-4 display the existing pedestrian and bicycle facilities located near the North and South Village sites, respectively. As shown, Class II facilities (designated on-street with appropriate signing and striping) exist along portions of Rocklin Road and Sierra College Boulevard. Bicycle facilities are not present along El Don Drive. Sidewalks are present along Rocklin Road and El Don Drive adjacent to the South Village site. The segments of Sierra College Boulevard and Rocklin Road along the North Village frontage do not have sidewalks. This is to be expected since these properties are undeveloped (with the exception of one residence). At signalized intersections, crosswalks with push-button pedestrian activation are present on most approaches.

A review of bicycle/pedestrian facilities was also performed at the I-80/Rocklin Road and I-80/Sierra College Boulevard interchanges. The I-80/Sierra College Boulevard interchange was reconstructed to its current condition in 2009 and includes sidewalks and crosswalks. This interchange does not contain high-speed, free-flowing on/off ramps that are often challenging for bicyclists/pedestrians to navigate. In contrast, the I-80/Rocklin Road interchange is much older and lacks bicycle lanes on its undercrossing. It features a narrow (4.5-foot) sidewalk on its south side. The City of Rocklin is working with Caltrans to upgrade this interchange with the project being in the “Project Approval and Environmental Document (PA&ED)” phase. The three stated purposes of the interchange upgrade are to improve pedestrian and bicycle access through the interchange, increase movement of people and goods, and enhance safety. Construction of the upgraded interchange could occur as early as 2026.

The proposed Project would improve bicycle and pedestrian travel in the Project Area vicinity over current conditions. The proposed Project would include pedestrian facilities along its frontages where not currently constructed. Additionally, as noted in Mitigation Measure 3.14-5, the Project applicant is required to incorporate a number of design recommendations into the Project Area site plans, which includes some pedestrian facility improvements. The proposed Project also would not preclude construction of any planned bicycle facilities as identified in the *City of Rocklin Parks and Trails Master Plan* (2017). The proposed Project would comply with relevant strategies and policies from Chapter V of that document. Additionally, the proposed Project would not be in conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the City’s pedestrian system. Therefore, this impact would be *less than significant*.

Impact 3.14-5: Project implementation could disrupt or interfere with existing or planned transit facilities or services (Less than Significant with Mitigation)

As previously stated, Placer County Transit and Roseville Transit serve the Project Area with bus stops located in the eastbound and westbound directions of Rocklin Road adjacent to El Don Drive. Additionally, a stop is located in the Rocklin Crossings Shopping Center. As shown in Figure 3.14-6, a driveway is proposed on Rocklin Road east of El Don Drive to serve the South Village, which would also be situated near an existing bus stop. Policy C-50 of the *City of Rocklin General Plan (2012)* calls for the City to work with transit providers to plan, fund, and implement additional transit services that are cost-effective and responsive to existing and future resident needs. Similarly, Policy C-2 calls for the City to coordinate land use and transportation planning to support transit services. Because the introduction of project driveways near existing/planned bus stops could introduce conflicts between buses and passenger vehicles (if not properly planned for), this impact is considered potentially significant.

As outlined in Mitigation Measure 3.14-3, the applicant is required to coordinate with the City of Rocklin and Placer County Transit regarding the placement and design of its project driveways on Sierra College Boulevard and Rocklin Road to ensure that they do not interfere with existing/planned transit operations. Additionally, Mitigation Measure 3.14-3 calls for the applicant to construct a bus shelter and turnout along the North Village project frontage on Sierra College Boulevard north of Rocklin Road to accommodate ingress to each Project driveway. Implementation of Mitigation Measure 3.14-3 would reduce this impact to be *less than significant*.

MITIGATION MEASURE(S)

Mitigation Measure 3.14-3: *The Project applicant shall coordinate with the City of Rocklin and Placer County Transit regarding the placement and design of its Project driveways on Sierra College Boulevard and Rocklin Road to ensure that they do not interfere with existing/planned transit operations. Preferred driveway designs should provide sufficient distance between the stop location and the driveway to provide adequate sight distance and could potentially include a continuous bus turnout / deceleration lane to accommodate ingress to each project driveway.*

Impact 3.14-6: Project implementation could substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (Less than Significant with Mitigation)

The Transportation Impact Study (see Appendix I) identified sight distance concerns at the North Village accesses on Sierra College Boulevard and at the South Village access on El Don Drive. For the North Village site, sight distance limitations were identified for southbound traffic turning left into both Street G and the retail center due to the horizontal curvature present on Sierra College Boulevard. For the South Village site, El Don Drive features a horizontal curve south of the Corona Circle/Street A intersection. Field observations reveal that this curvature (as well as landscaping on

private property) would limit sight distance for outbound (heading westbound) traffic exiting Street A.

Page IS 04-06 of the City of Rocklin *Improvement Standards (2016)* states that roadway designs shall not be allowed “where sight distance will be inadequate for drivers to tell if they can safely enter the traffic flow or cross the street”, though exceptions may be made by the City Engineer for especially difficult design circumstances. A minimum sight distance of 500 feet is recommended for a design speed of 55 mph (i.e., 5 mph above the 50 mph posted speed limit). Table 201.1 of the *Highway Design Manual* (Caltrans, 2018) indicates that the stopping sight distance (SSD) is 500 feet for a 55 mph design speed. To achieve the 500-foot SSD, a left-turning motorist would need to be able to observe oncoming traffic just as the vehicle enters the signalized intersection. To alleviate sight distance concerns at the Rocklin Road and Sierra College Boulevard intersection and left turns into the North Village site, the Transportation Impact Study identifies necessary improvements to ensure that a SSD of 500 feet is achieved, which the applicant would be required to incorporate into the final design of the proposed Project (see Mitigation Measure 3.14-5). Additionally, the Transportation Impact Study identifies site design recommendations for the North Village and South Village site to ensure that traffic safely enter the traffic flow or cross the street. Figures 3.14-11 and 3.14-12 identifies the design recommendations for the North Village and South Village site, respectively, which the applicant would also be required to incorporate into the final design of the proposed Project (see Mitigation Measure 3.14-6).

Additionally, the Transportation Impact Study (see Appendix I) included a review of the North Village and South Village project access, which focused on the adequacy of proposed project access, locations of project driveways, and accommodation of non-auto modes of travel. Based on the proposed Project access review, a number of design recommendations have been identified to ensure that the proposed Project would not cause any hazardous design features. Mitigation Measure 3.14-6 would require the applicant to incorporate all design recommendations into the North Village and South Village site plans and designs. This includes accommodation of project access and on-site circulation. All improvements would be constructed to current standards.

Overall, Implementation of Mitigation Measures 3.14-5 and 3.14-6 would ensure that the intersection, roadway, and site design recommendations identified for the North Village and South Village sites in Figures 3.14-10, 3.14-11, and 3.14-12 would ensure that Project implementation would not increase hazards due to a design feature or incompatible use. Therefore, this impact is considered ***less than significant***.

MITIGATION MEASURE(S)

Mitigation Measure 3.14-5: *The two southernmost southbound left turn pockets from Sierra College Boulevard into the North Village shall be constructed as indicated on Figure 3.14-10 of this Draft EIR, and per AASHTO standards. These turn lanes shall be constructed to operate safely, such that drivers in vehicles utilizing the turn lanes have the minimum required 500-foot sight distance available to them relative to northbound traffic on Sierra College Boulevard. Due to the narrow construction tolerances that must be met to provide for the required 500-foot sight distance, the applicant shall*

survey and provide documentation that the turn lane improvements are being built correctly at two check points in the construction process as follows:

- 1) After construction staking and prior to construction of forms to pour concrete curbing and paving;
- 2) After forms have been constructed and prior to pouring concrete.

At each designated check point, further construction on the turn lanes and related street improvements shall not proceed until compliance with the requisite 500 foot sight distance for vehicles in the southerly left turn lanes has been verified to the satisfaction of the City Engineer. The median curb on Sierra College Boulevard shall be installed as an 8-inch tall Type 5 median curb per City Standard Drawing 3-15.

Mitigation Measure 3.14-6: The applicant shall implement the improvement/design recommendations identified in Figures 3.14-11 and 3.14-12 of this Draft EIR and outlined in Fehr & Peer's College Park Transportation Impact Study (see Appendix I). The improvement/design recommendations identified in Figures 3.14-11 and 3.14-12 and outlined in Fehr & Peer's College Park Transportation Impact Study shall be reflected on the improvement plans, subject to review and approval by the City of Rocklin.

Impact 3.14-7: Project implementation would not result in inadequate emergency vehicle access (Less than Significant)

The proposed Project would not result in inadequate emergency access during construction or operation. Several factors determine whether a project has sufficient access for emergency vehicles, including the following:

- Number of access points (both public and emergency access only);
- Width of access points; and
- Width of internal roadways.

The Project would be required to comply with City of Rocklin standards for roadway widths to ensure the internal roadways provide emergency vehicles unimpeded access to the North Village and South Village sites. Additionally, the California Fire Code requires a minimum of two access points to a project of this size. The provision of multiple access points to the Project Area would satisfy this requirement and ensure that adequate emergency access would be provided.

A Rocklin Fire Station is located west of I-80 at 4060 Rocklin Road, approximately 1.0 mile west of South Village and 1.5 miles west of the North Village . This Fire Station is anticipated to provide primary response to the North Village and South Village sites. As previously noted, the North Village and South Village sites would generate a combined 10,400 new daily vehicle trips, 700 AM peak hour trips, and 870 PM Peak hour trips. While these additional trips would contribute to existing congestion along Sierra College Boulevard and Rocklin Road, the additional trips would not impede the ability of the emergency vehicles to access the sites in a timely manner. Pursuant to California Vehicle Code (CVC) 21806, upon the immediate approach of an authorized emergency vehicle which is sounding a siren and which has at least one lighted lamp exhibiting red light that is visible, the

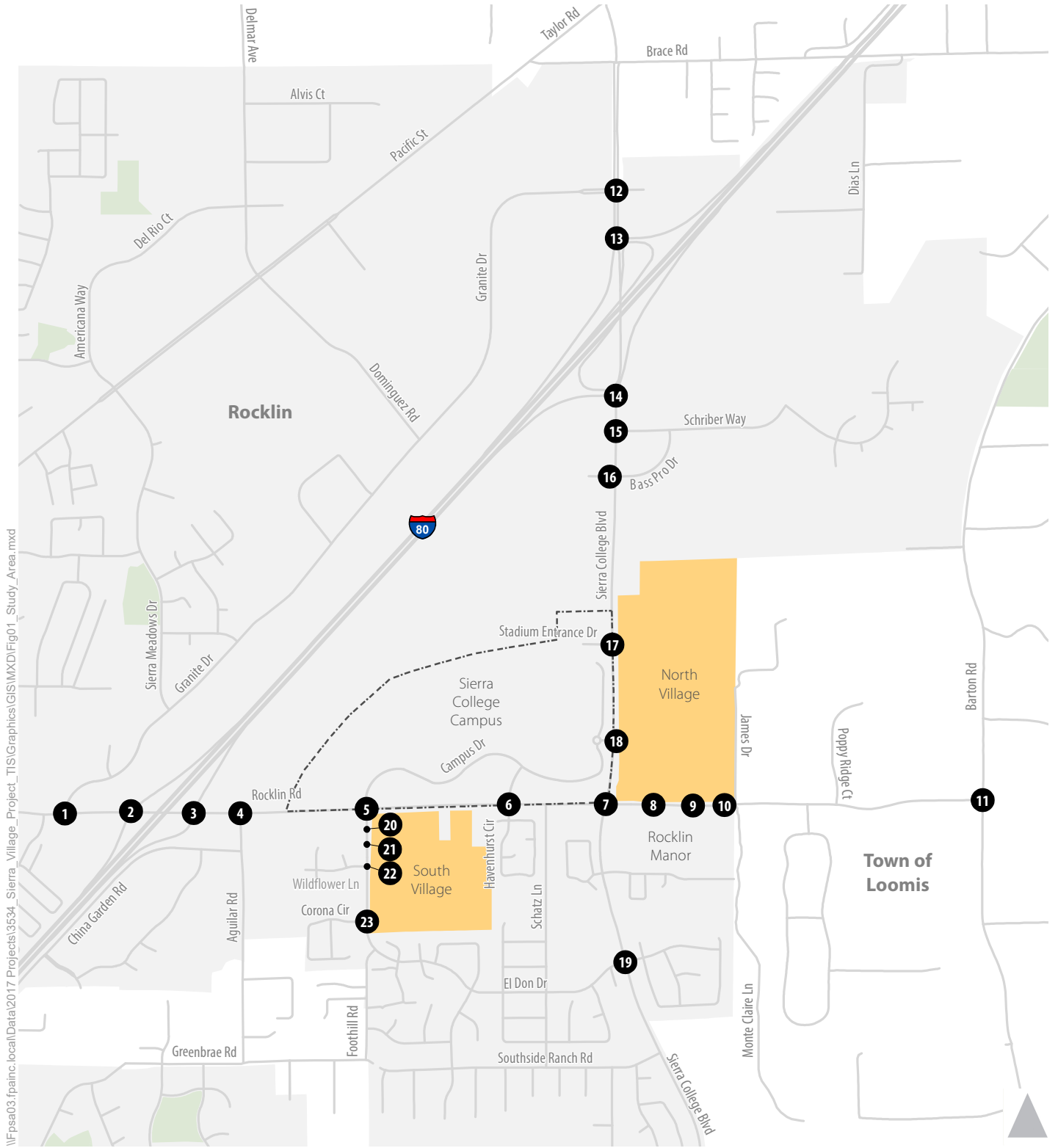
3.14 TRANSPORTATION AND CIRCULATION

surrounding traffic shall yield the right-of-way and immediately drive to the right-hand edge or curb, clear any intersection, and stop until the authorized vehicle has passed. CVC 21806 ensures that emergency vehicles have the right-of-way removing potential traffic hazards and delays due to increased congestion. Additionally, emergency vehicle pre-emption devices are present at traffic signals along Sierra College Boulevard and Rocklin Road to ensure traffic signals provide a green light in the direction of the responding emergency vehicle removing additional delays.

As identified in Section 3.13, Public Services and Recreation, the Rocklin Fire Department's current (2018) average response time for all incidents is 7 minutes and 53 seconds. For fire incidents within the City of Rocklin, the total response time was 10 minutes and 38 seconds or less, 90 percent of the time.⁷ According to the Transportation Impact Study, emergency vehicles from this station would require less than a five-minute drive to access each site, which is almost three minutes faster than the average response time for all incidents and approximately five and a half minutes faster than the total response time for fire incidents in the City of Rocklin.

Based on the discussions above, this impact is considered *less than significant* and no mitigation is required.

⁷ Personal Communication with William R. Hack, City of Rocklin Fire Department Fire Chief. May 16, 2019.



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- 1** Study Intersection
-  Sierra College Campus
-  Project Site



Figure 3.14-1
Study Area

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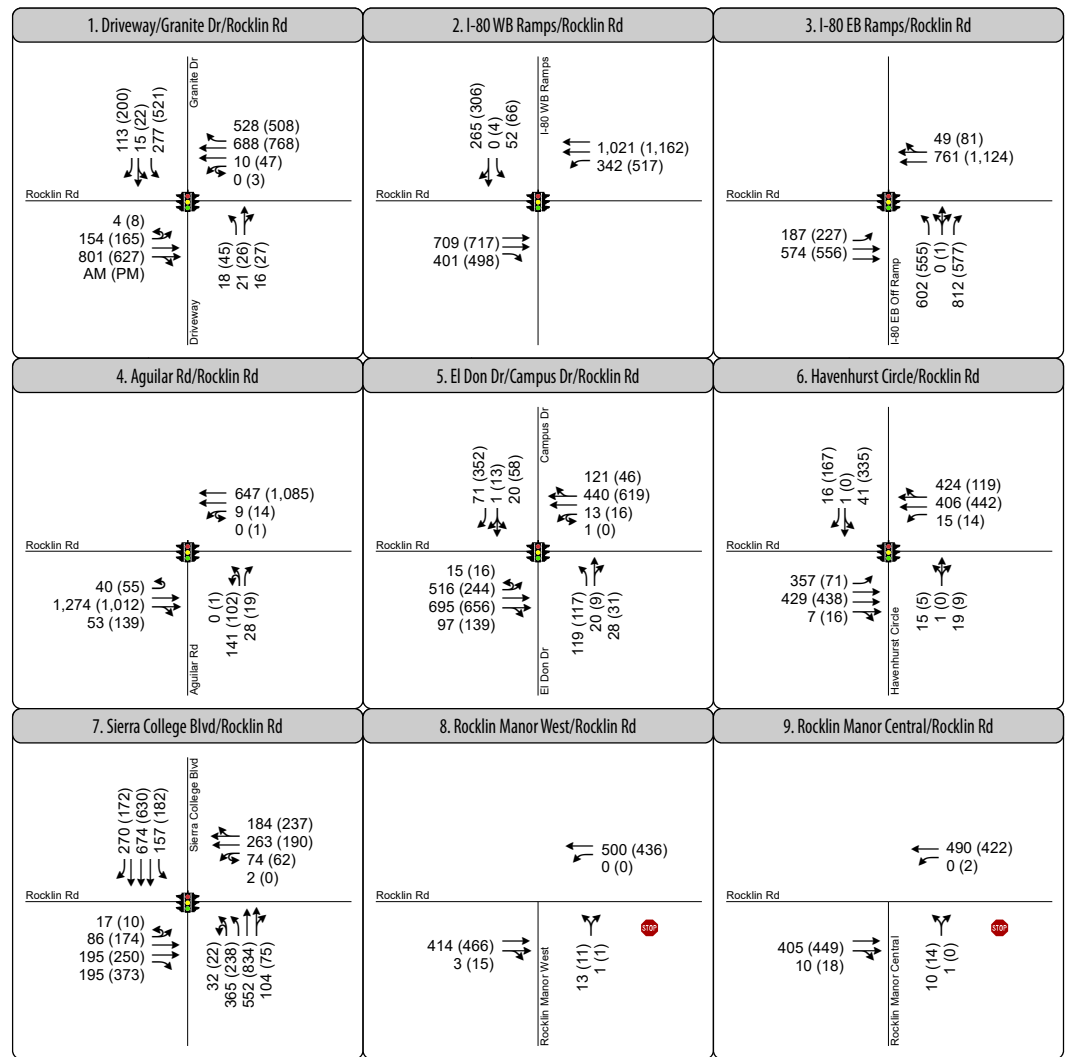
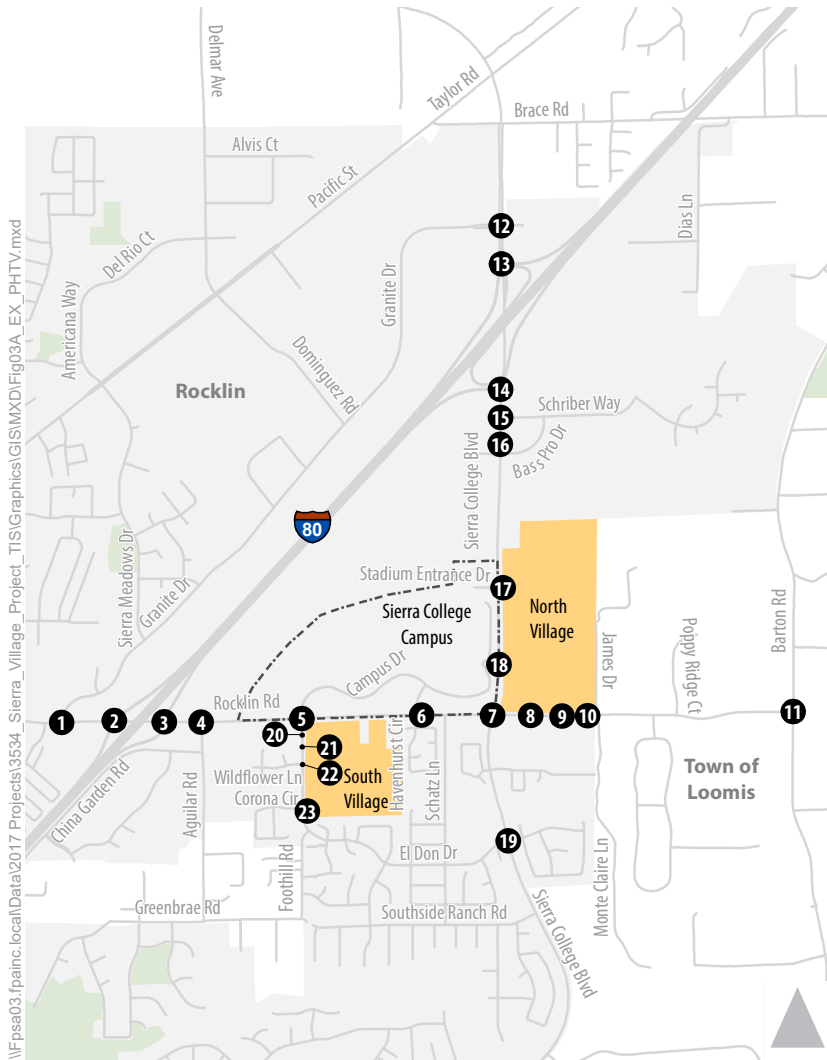
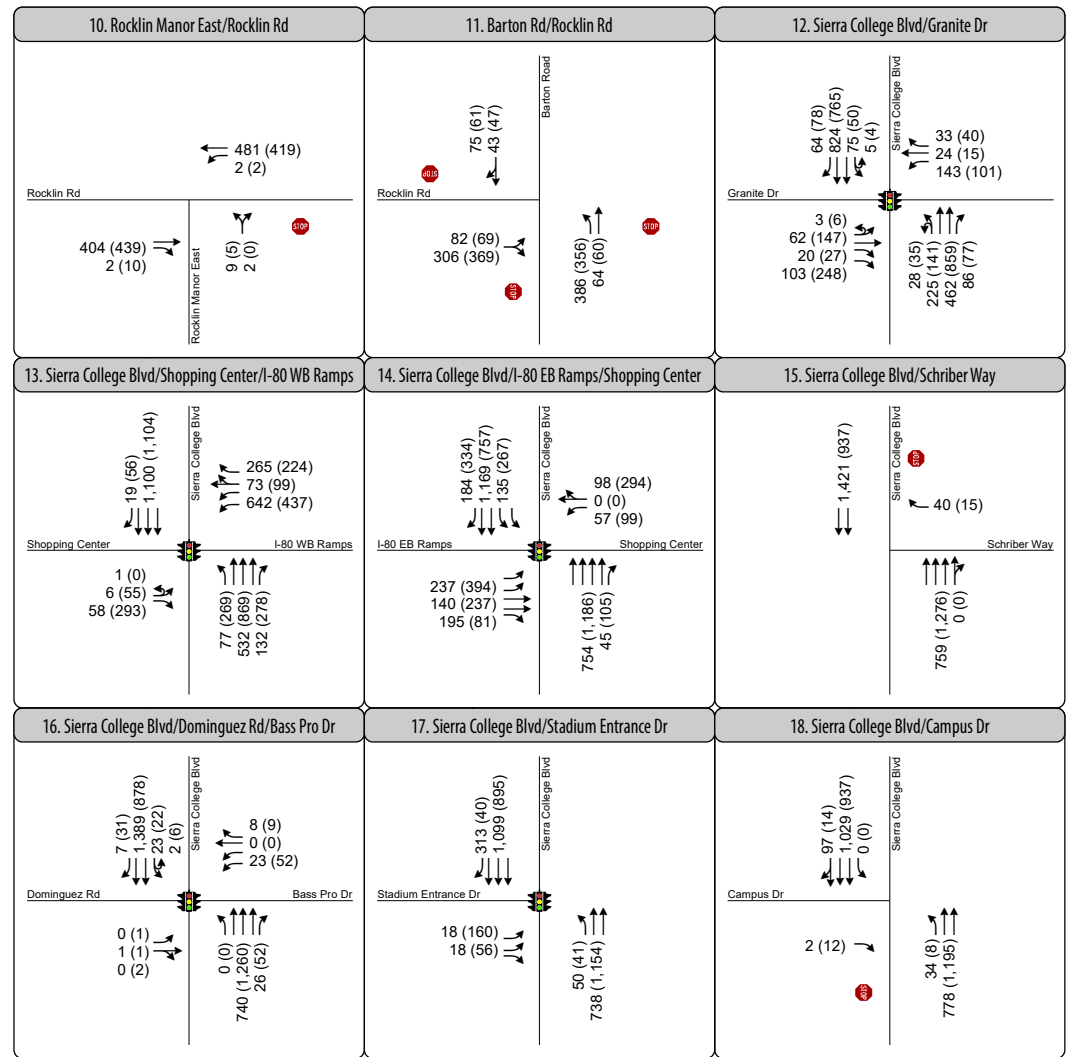
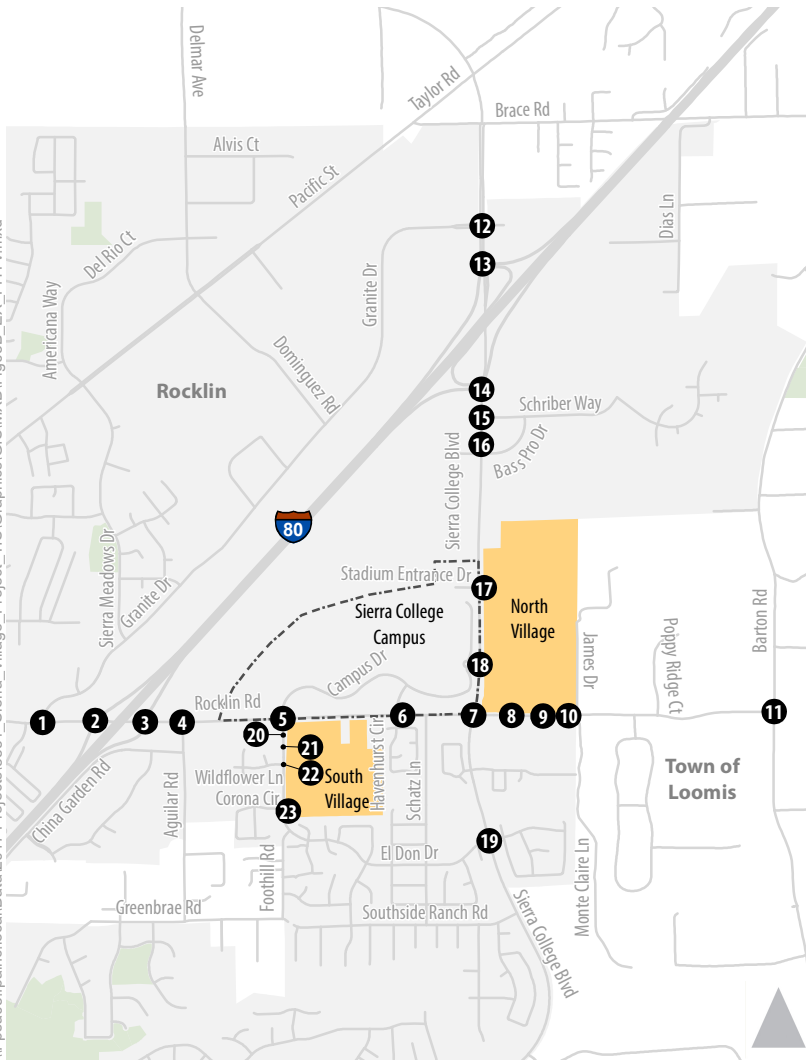


Figure 3.14-2A
Peak Hour Traffic Volumes
and Lane Configurations -
Existing Conditions



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- 1 Study Intersection
- Sierra College Campus
- Project Site
- Turn Lane
- AM (PM) Peak Hour Traffic Volume
- Traffic Signal
- Stop Sign



Figure 3.14-2B
Peak Hour Traffic Volumes
and Lane Configurations -
Existing Conditions

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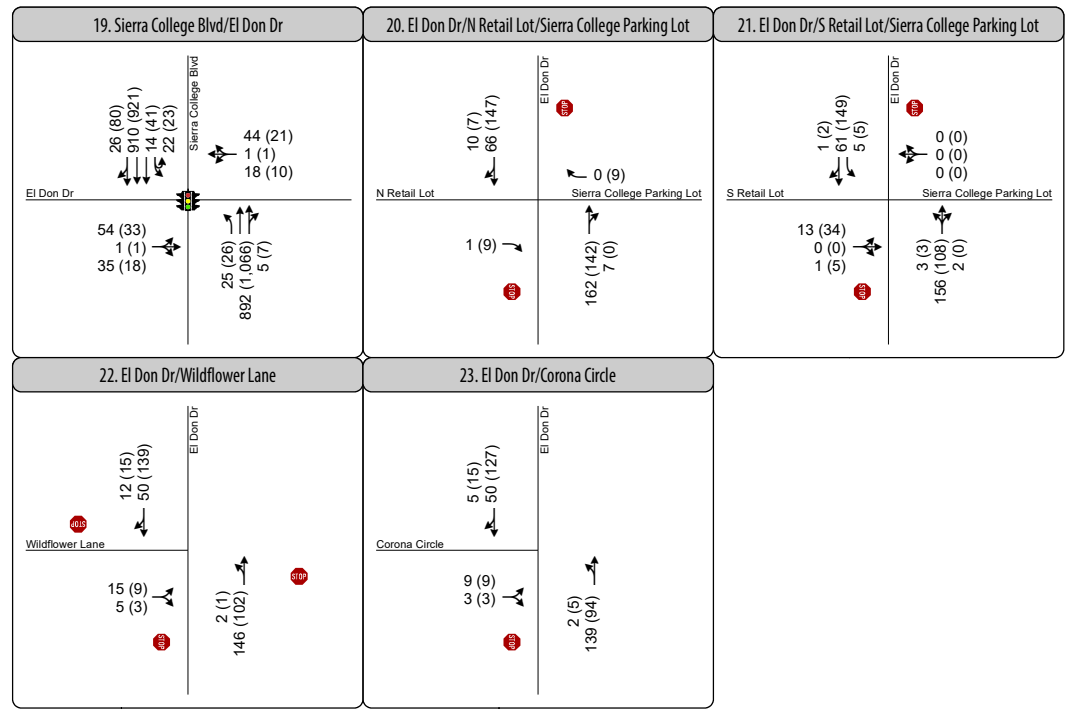
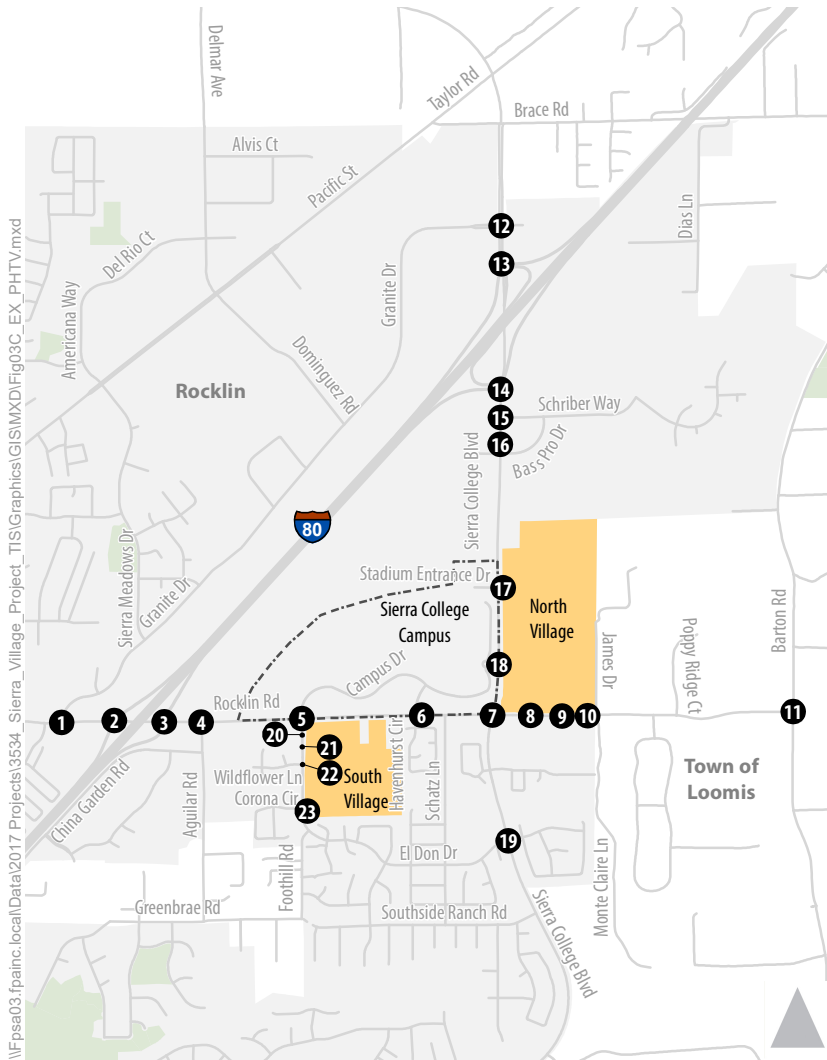


Figure 3.14-2C
 Peak Hour Traffic Volumes
 and Lane Configurations -
 Existing Conditions



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- Crosswalk
- Class II Bike Lane
- ⋯ Sidewalk
- Project Site

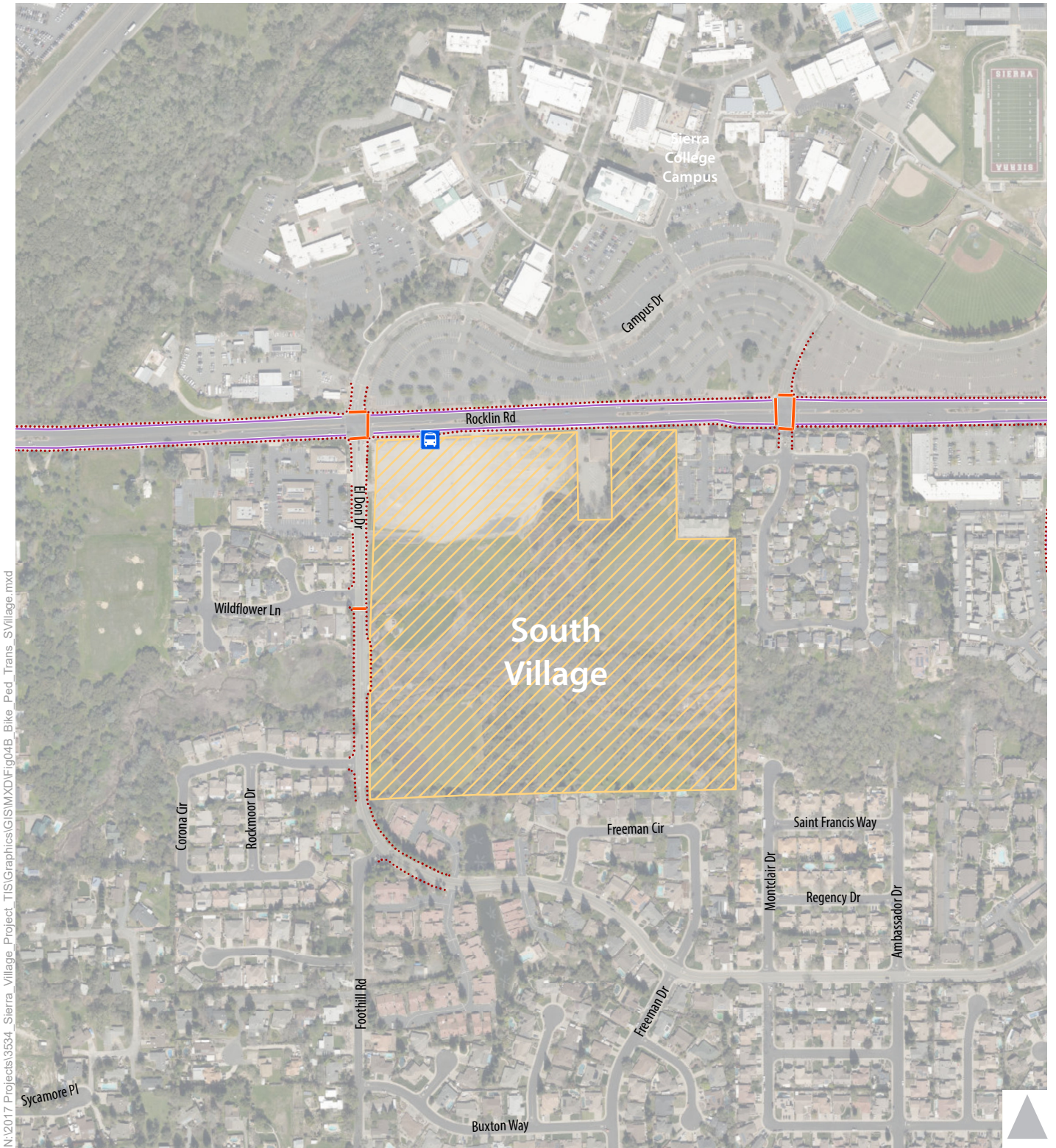
Note:
Exhibit does not show pedestrian facilities on nearby local streets.

Figure 3.14-3






Existing Bicycle and Pedestrian Network (North Village)



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-  Bus Shelter
-  Class II Bike Lane
-  Crosswalk
-  Project Site
-  Sidewalk

Note:
Exhibit does not show pedestrian facilities on nearby local streets.

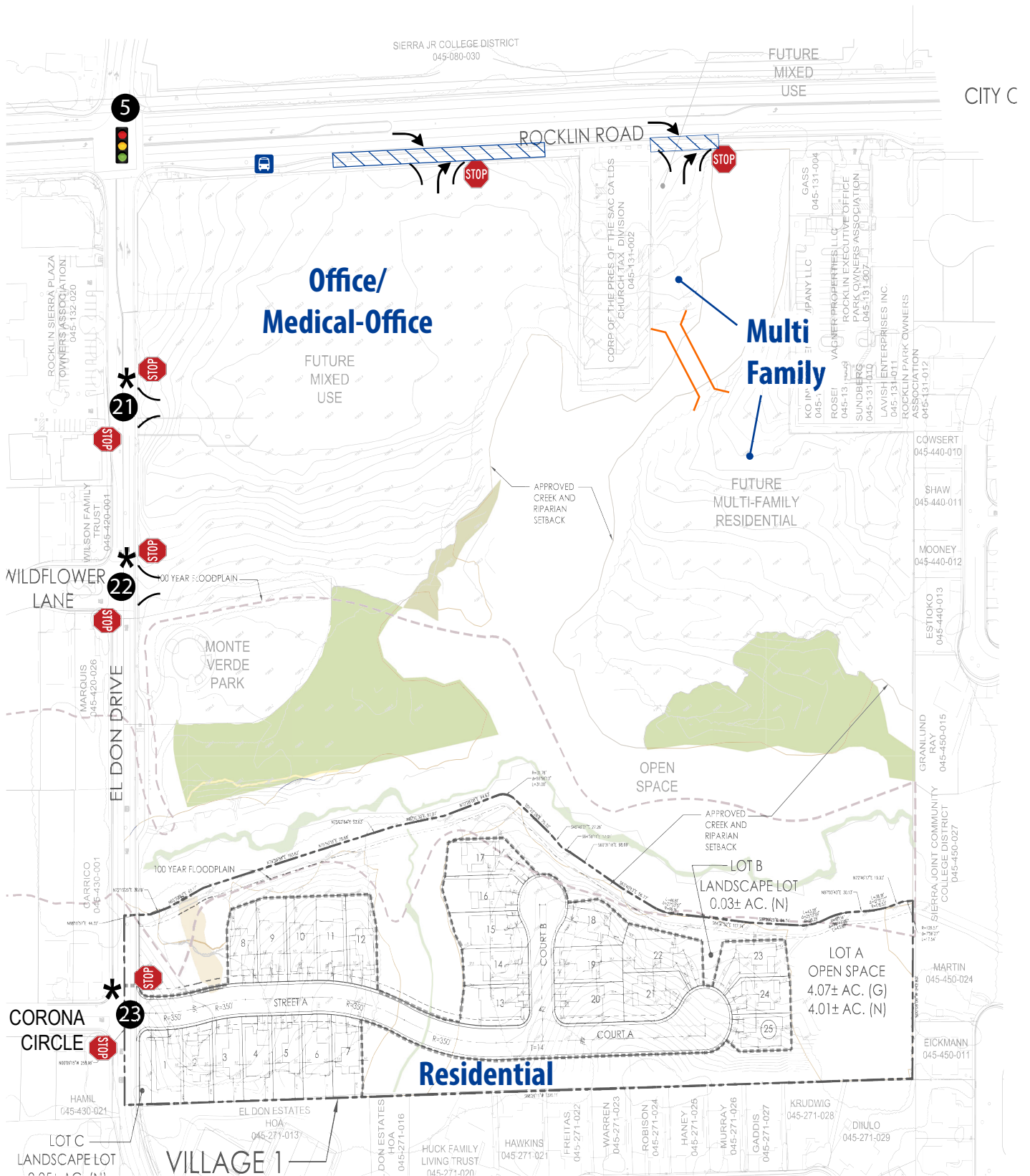
Figure 3.14-4

Existing Bicycle and Pedestrian Network (South Village)



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-  Traffic Signal
-  Study Intersection
-  Access Envelope (Precise Locations to be Determined)
-  Bridge Connection
-  Stop Sign
-  Permitted Movement
-  Full Access Allowed
-  Bus Turnout/Shelter

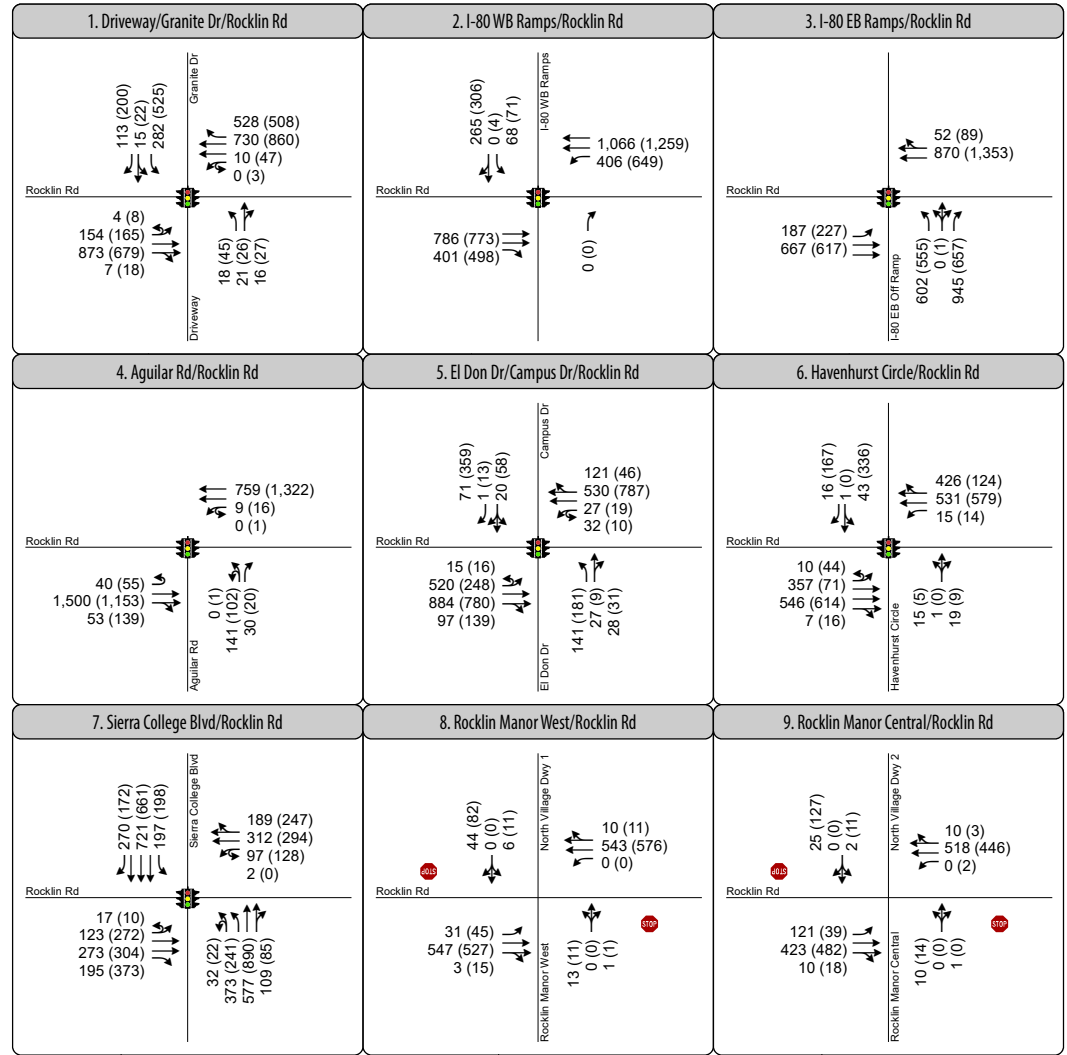
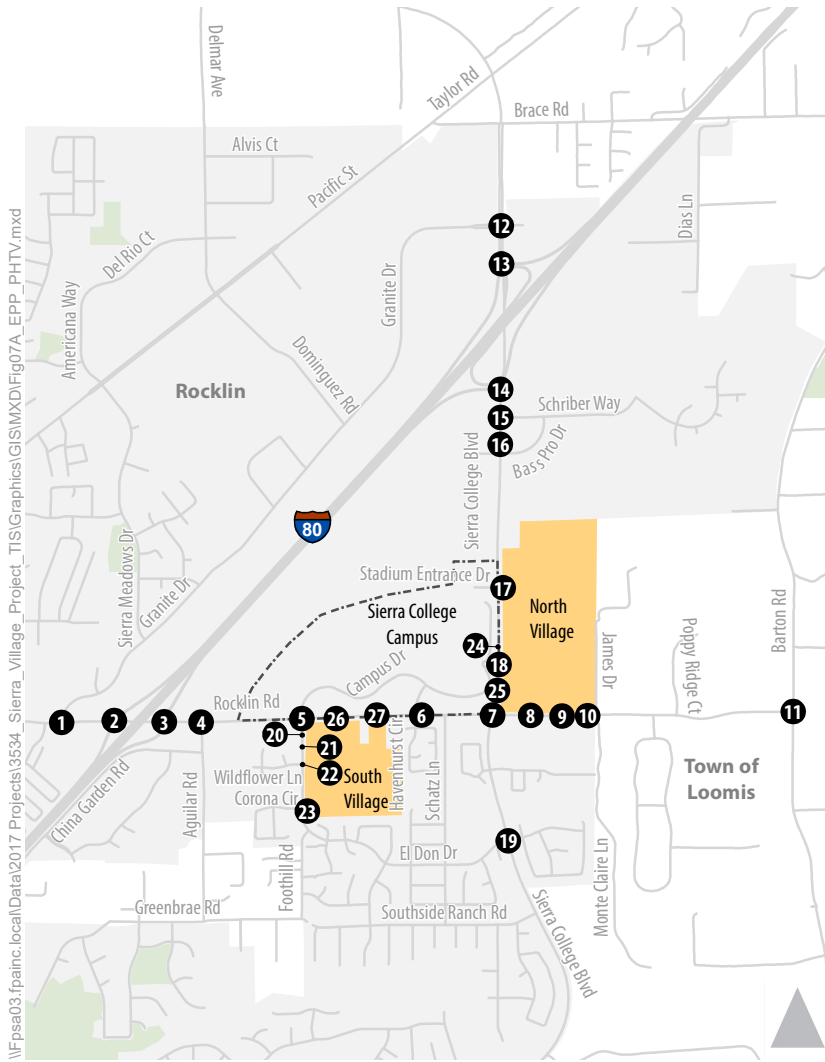


Figure 3.14-6

Project Site Plan (South Village)

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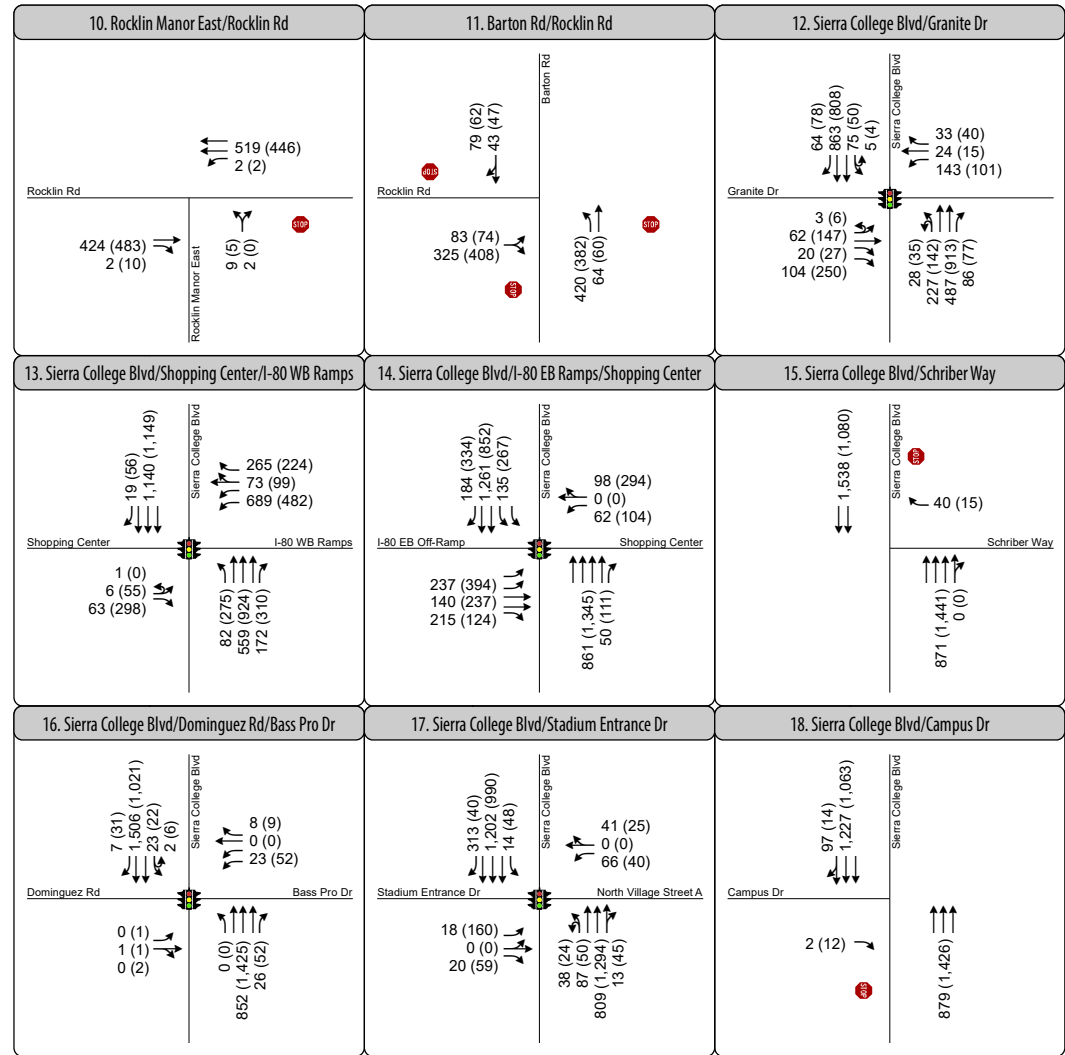
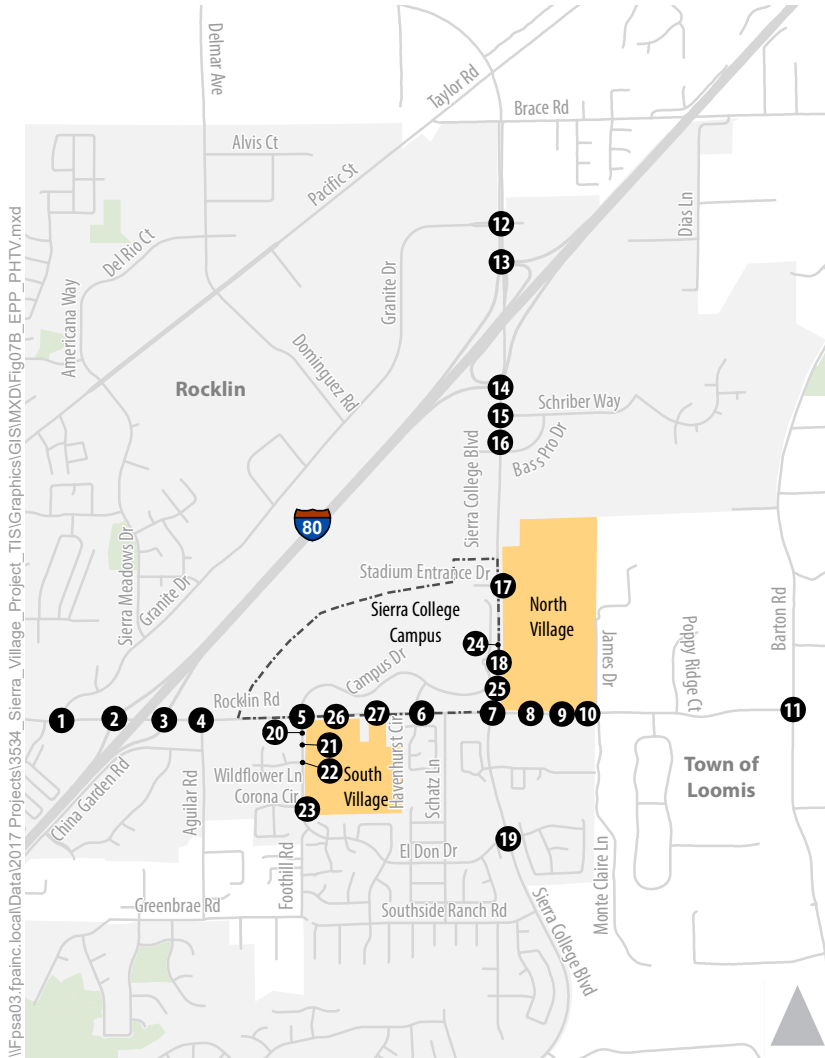


- 1 Study Intersection
- Sierra College Campus
- Project Site
- Turn Lane
- AM (PM) Peak Hour Traffic Volume
- Traffic Signal
- Stop Sign



Figure 3.14-7A
Peak Hour Traffic Volumes
and Lane Configurations -
Existing Plus Project Conditions

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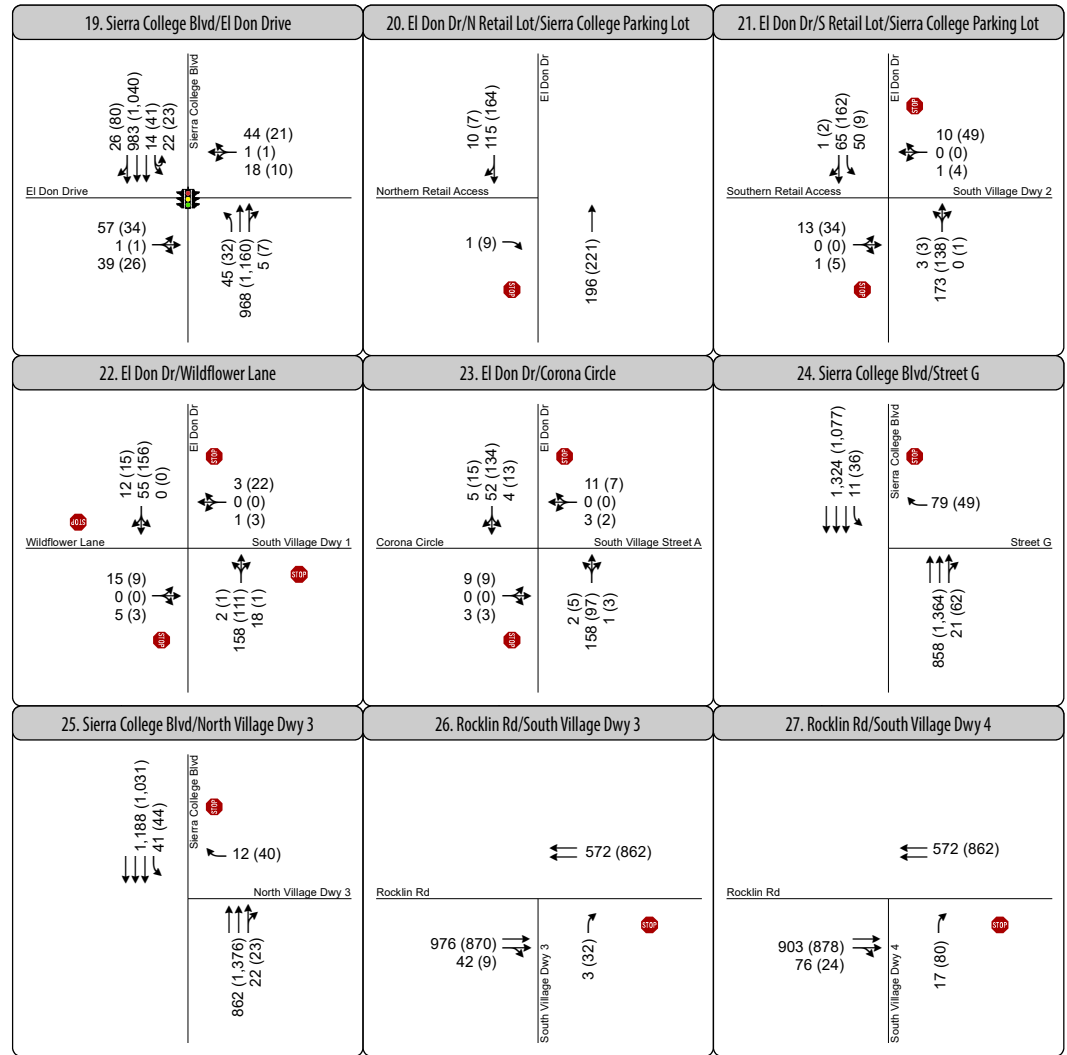
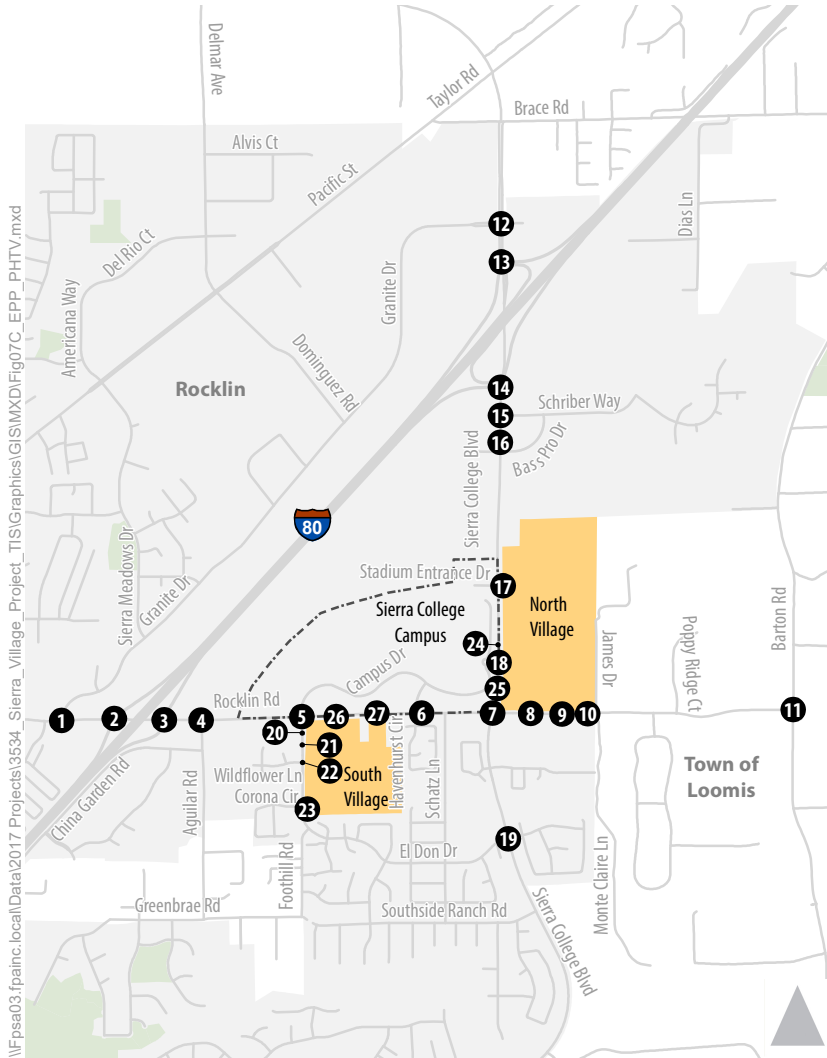


- 1 Study Intersection
- Sierra College Campus
- Project Site
- Turn Lane
- AM (PM) Peak Hour Traffic Volume
- Traffic Signal
- Stop Sign



Figure 3.14-7B
Peak Hour Traffic Volumes
and Lane Configurations -
Existing Plus Project Conditions

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- 1 Study Intersection
- Sierra College Campus
- Project Site
- Turn Lane
- AM (PM) Peak Hour Traffic Volume
- Traffic Signal
- Stop Sign



Figure 3.14-7C
Peak Hour Traffic Volumes
and Lane Configurations -
Existing Plus Project Conditions

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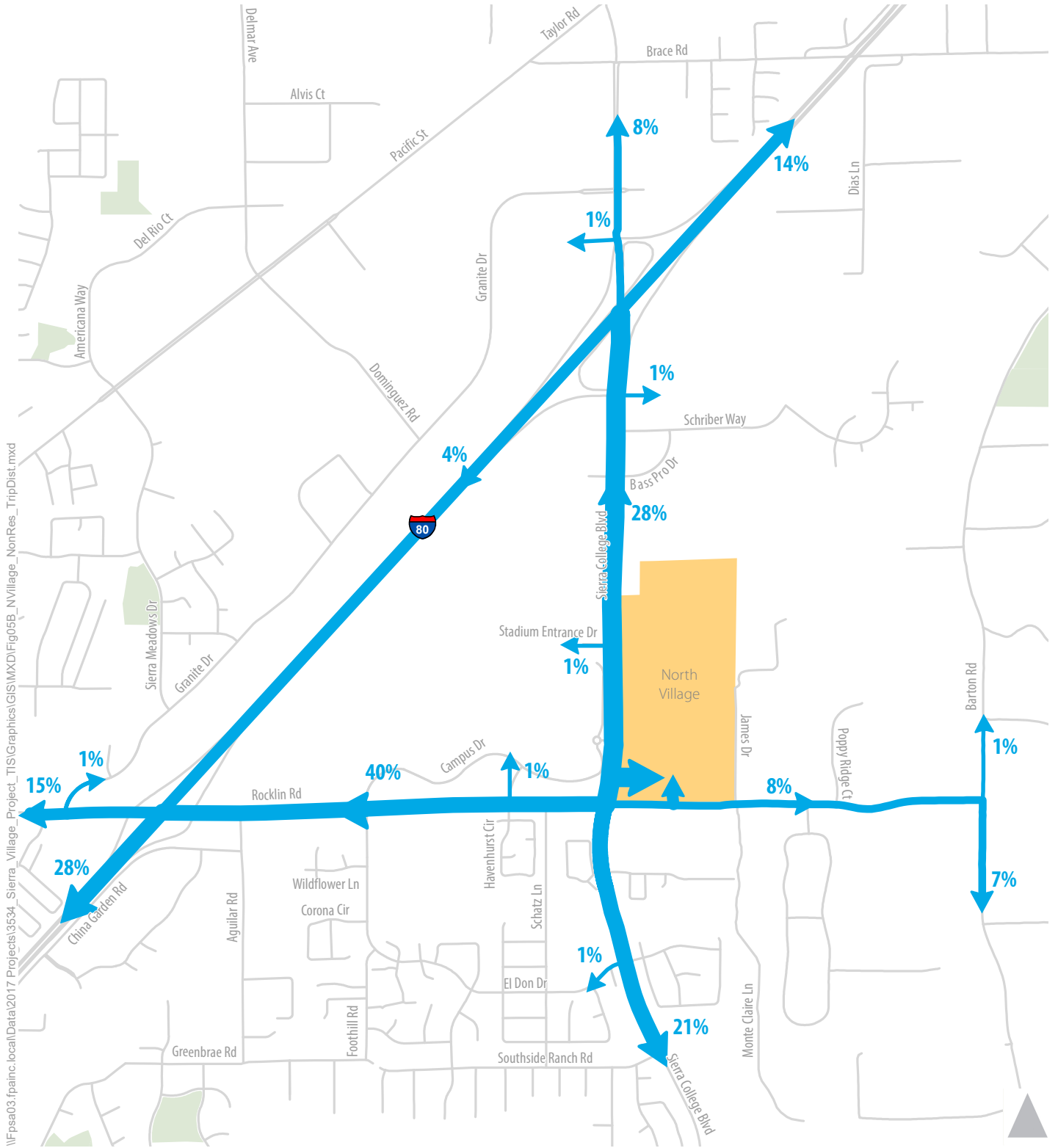
x% → Trip Distribution Percentage
 Project Site



Figure 3.14-8A

Trip Distribution - North Village Residential

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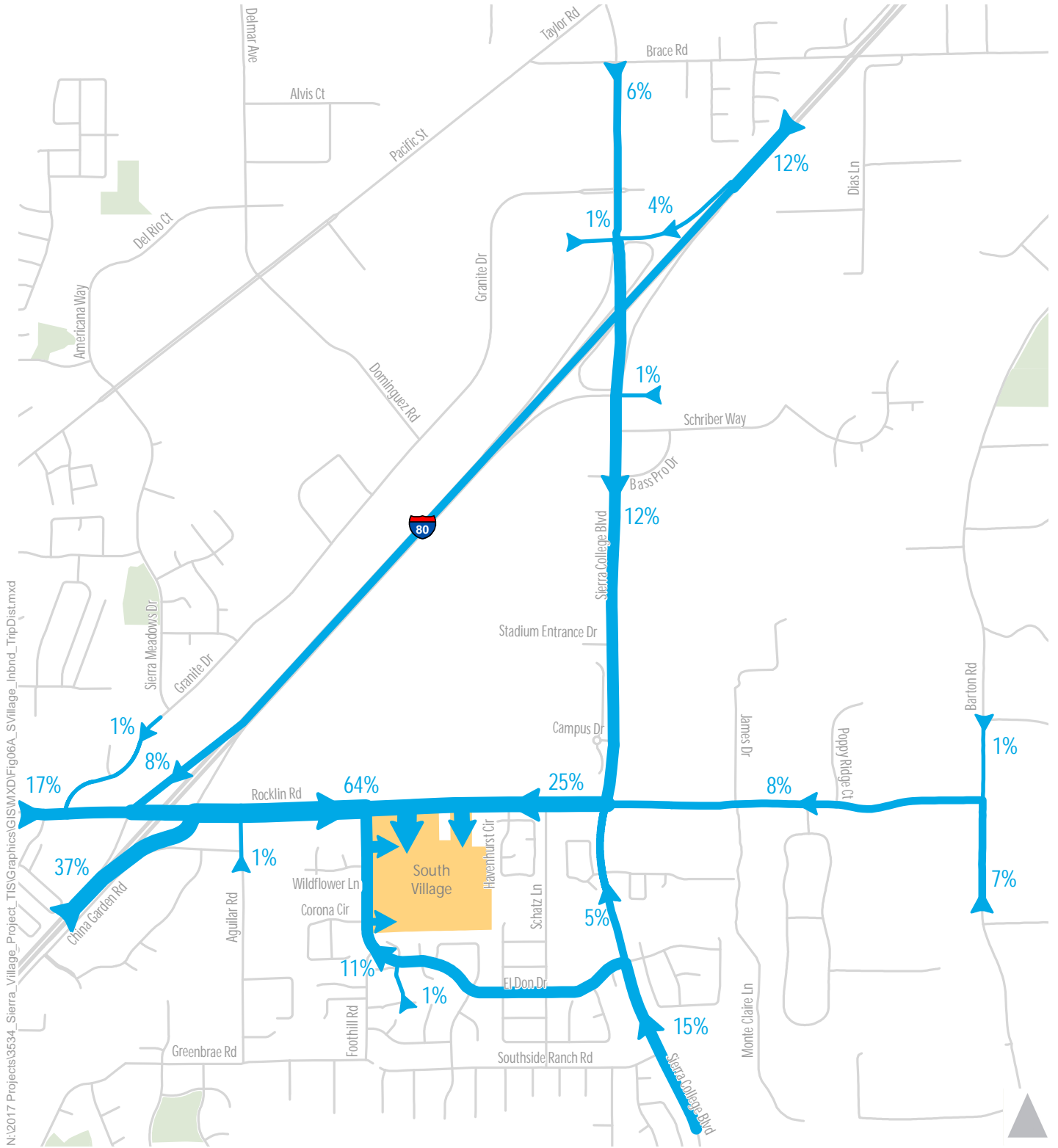
x% → Trip Distribution Percentage
 Project Site



Figure 3.14-8B

Trip Distribution - North Village Retail

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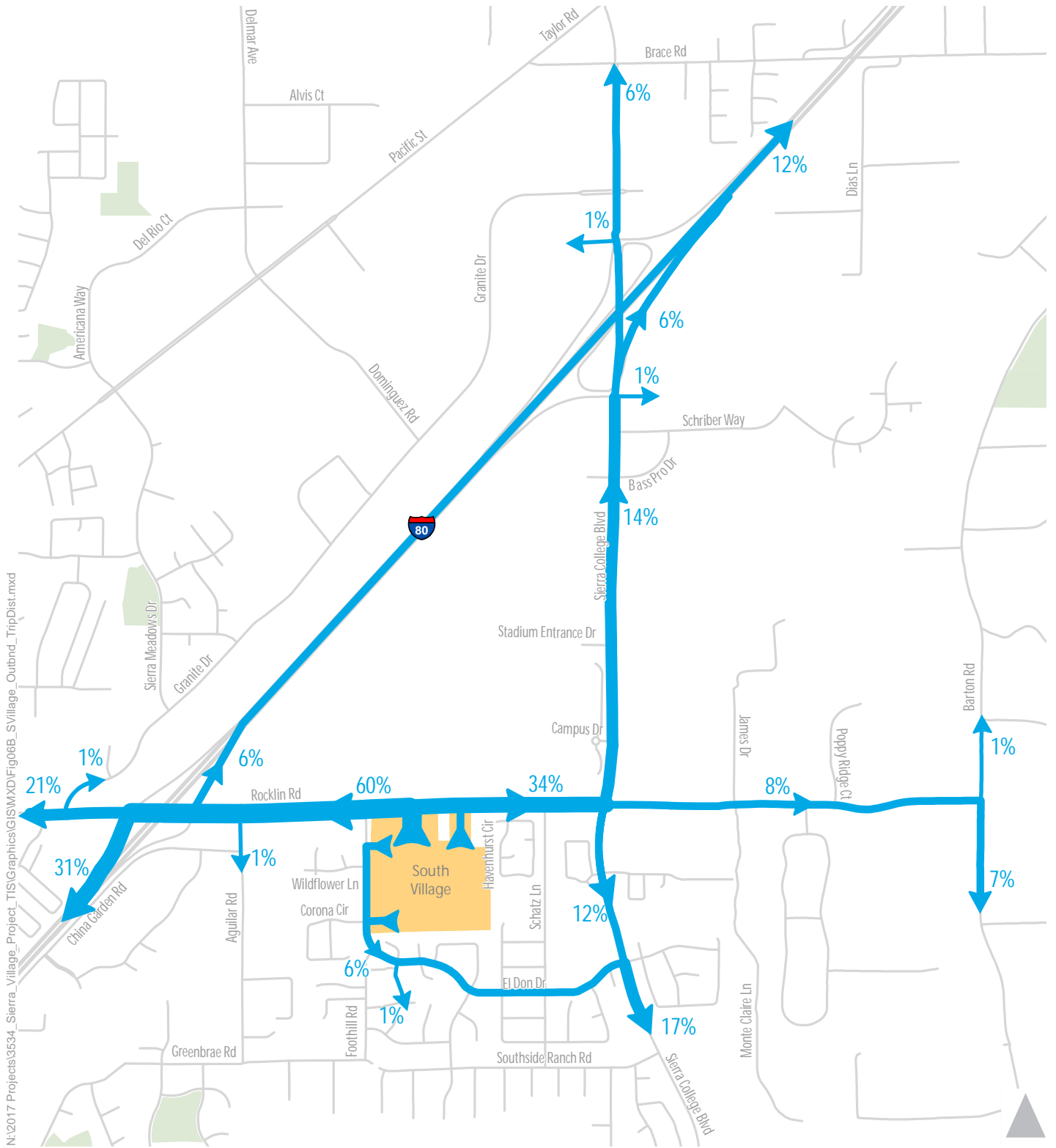
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- Trip Distribution Percentage
- Project Site



Figure 3.14-9A
Inbound Trip Distribution - South Village

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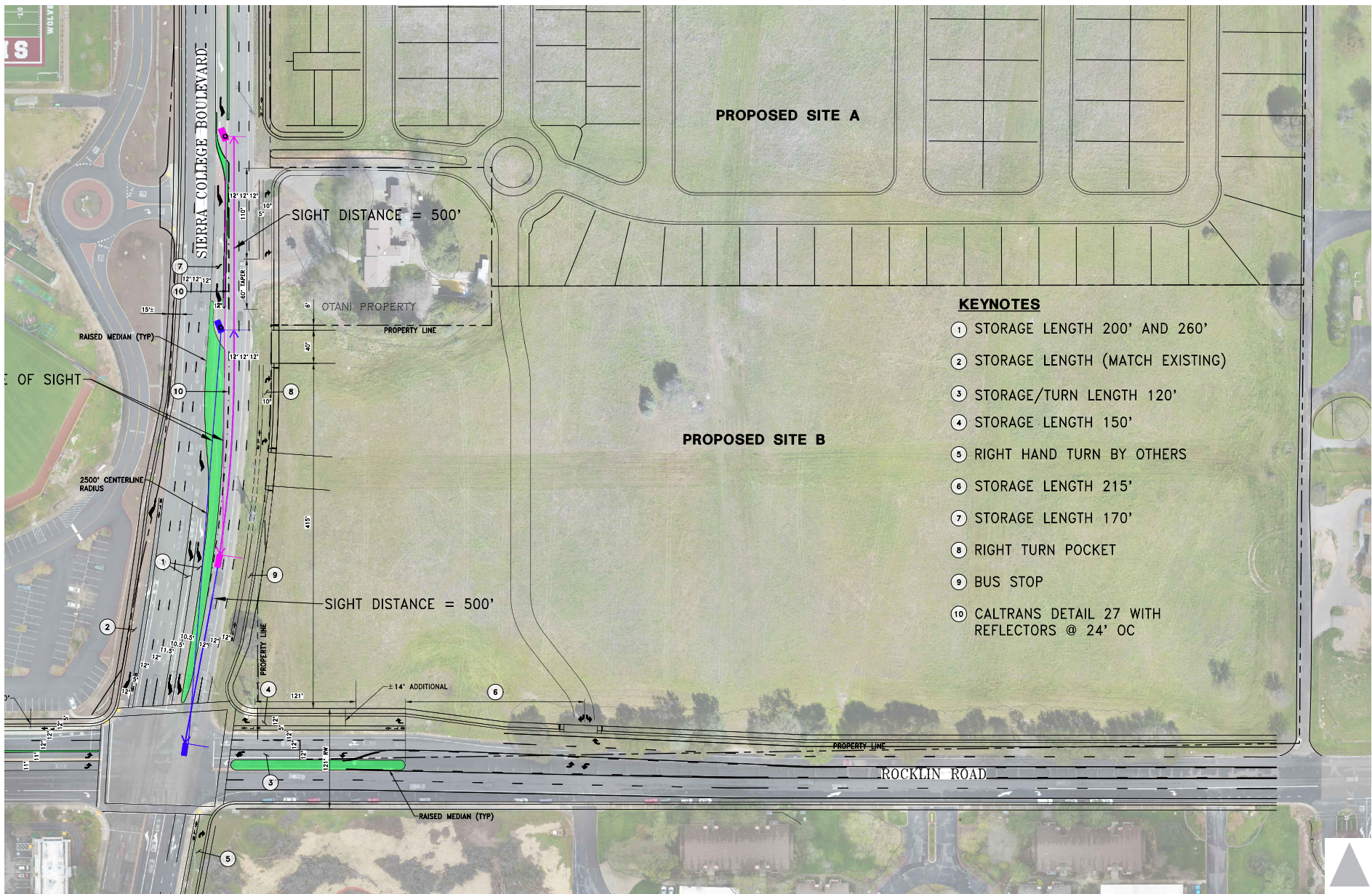


X% → Trip Distribution Percentage
 Project Site



Figure 3.14-9B
 Outbound Trip Distribution - South Village

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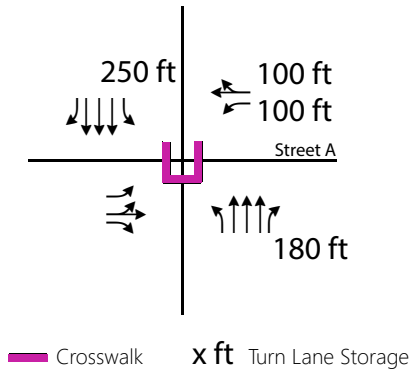
Source: Wood Rodgers, November 2020



Figure 3.14-10
Rocklin Road/Sierra College Boulevard Intersection Improvements

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Sierra College Blvd/
Stadium Way/Street A
Lane Configuration



- Traffic Signal
- Stop Sign
- Study Intersection
- Permitted Movement

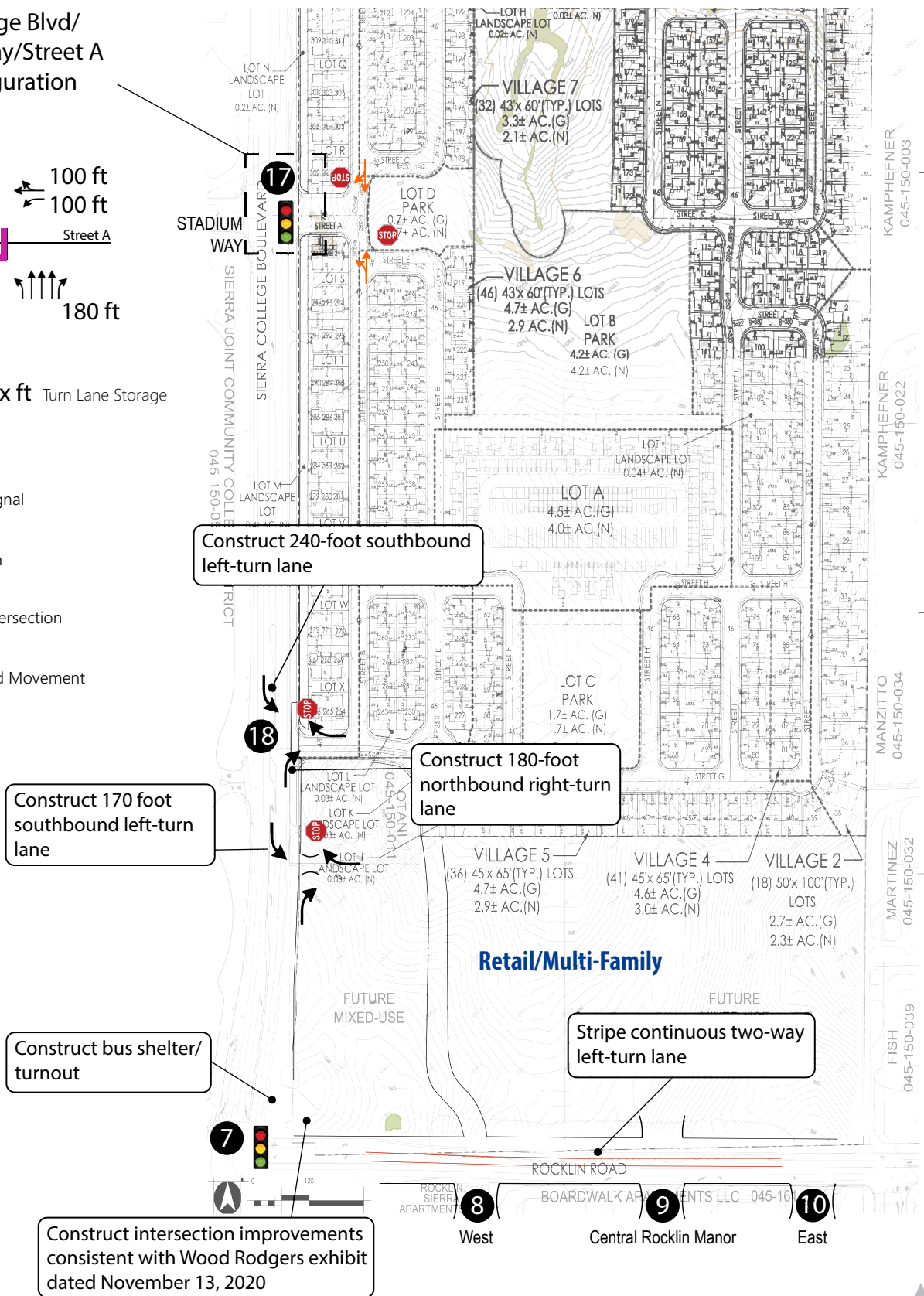


Figure 3.14-11

Project Access
Recommendations (North Village)



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This section describes the existing setting, regulatory setting, and impacts associated with wastewater services, water services, and solid waste disposal that are likely to result from Project implementation; measures to reduce potential impacts to wastewater, water supplies and solid waste are also identified, as appropriate. A detailed discussion of the proposed Project's storm drainage and flood control facilities is included in Section 3.9, Hydrology and Water Quality. Therefore, storm water drainage and infrastructure are not addressed in this EIR section. This section is based in part on the following documents, reports and studies:

- American River Basin Cumulative Report (U.S. Department of the Interior, Bureau of Reclamation [Reclamation], August 2001);
- *City of Rocklin General Plan* (City of Rocklin, October 2012);
- *City of Rocklin General Plan EIR* (City of Rocklin, August 2011);
- *City of Rocklin Municipal Code, Title 17 Zoning* (City of Rocklin January 2019);
- *City of Rocklin Storm Water Management Program* (City of Rocklin, September 2003);
- *PCWA American River Pump Station EIS/EIR*, (PCWA and Reclamation, 2001);
- *South Placer Municipal Utility District (SPMUD) Sewer System Management Plan (2019)*,
- *South Placer Municipal Utility District Strategic Plan* (South Placer Municipal Utility District, 2019);
- *Western Placer County Groundwater Management Plan* (Various Agencies, November 2007);
- *2020 Urban Water Management Plan* (Placer County Water Agency [PCWA], June 2021);
- *Water Supply Assessment for the College Park* (PCWA, May 2020); and
- *Updated Water Supply Assessment for the College Park* (PCWA, June 2021).

The Water Supply Assessments prepared by PCWA can be found in Appendix J.

Comments were received during the public review period or scoping meeting for the Notice of Preparation regarding this topic from the following: Save East Rocklin, AKA El Don Neighborhood Advisory Committee (March 4, 2019), Kent Zenobia (March 2, 2019), Central Valley Regional Water Quality Control Board (February 26, 2019), Denise Gaddis (March 1, 2019), Gregory Hawkins (March 3, 2019), Loomis Union School District (February 27, 2019), Margo Rabin (February 26, 2019), Kathy Twisselmann (March 12, 2019), and Miguel Ucovich (February 28, 2019). Each of the comments related to this topic are addressed within this section.

3.15.1 WASTEWATER SERVICES

EXISTING SETTING

Wastewater Conveyance and Treatment

The South Placer Municipal Utility District (SPMUD) provides sanitary sewer services to the City of Rocklin. SPMUD is a partner in the South Placer Wastewater Authority (SPWA) which provides wastewater treatment for the City of Rocklin via Regional Wastewater Treatment Facilities. SPMUD's 1986 Sewer Master Plan envisioned that Rocklin would have approximately 52,604 sewer equivalent dwelling units (EDUs) consisting of non-residential and residential development within the City at ultimate buildout, and the sizing of sewer infrastructure has been based on this projection. The City of Rocklin is expected to contain 29,283 housing units at buildout as well as industrial, commercial and retail development. SPMUD has recently completed a new Sewer System Management Plan (SSMP (2019)) and information from Rocklin's General Plan has been used to determine the trunk sewer sizes needed to serve the area.

The SPWA provides wastewater treatment facilities for the cities of Roseville, Rocklin, Loomis and the surrounding unincorporated areas of Placer County. The SPWA has recently constructed an additional regional wastewater treatment facility to serve the western portions of Rocklin. SPMUD has planned for growth in the City and the sizing of sewer infrastructure has been based on long-term General Plan growth projections (City of Rocklin, Rocklin Crossings Project DEIR, 2005).

The Dry Creek Wastewater Treatment Plant located in the southern part of Roseville, provides wastewater treatment facilities for the SPMUD. This plant serves the Dry Creek Basin, consisting of the cities of Roseville, Rocklin, Loomis and the surrounding unincorporated areas. The plant operates under a Federal NPDES permit and discharges its treated effluent into Dry Creek under standards established by the Central Valley Regional Water Quality Control Board. The Dry Creek Wastewater Treatment Plant's current design capacity is 18 million gallons per day (mgd). The plant's flows average 12 million gallons per day (mgd) Average Dry Weather Flow (ADWF). Average Wet Weather Flows (AWWF) is 30 mgd (SSMP, 2019). The Dry Creek Wastewater Treatment Plant provides tertiary level wastewater treatment using conventional secondary treatment, as well as full nitrification, filtration, chlorination and disinfection.

The Project Area is located along a main thoroughfare with fully developed utilities infrastructure. The City of Rocklin Wastewater Collection Main conveys wastewater for the area within the city limits to the Dry Creek Wastewater Treatment Plant. Adjacent to the North Village site, existing 15-inch sanitary sewer lines are located in Sierra College Boulevard. Adjacent to the South Village site, existing and 6-inch sanitary sewer lines are located in Rocklin Road and existing 8-inch sanitary sewer lines are located in El Don Drive.

REGULATORY SETTING - WASTEWATER

Clean Water Act (CWA) / National Pollutant Discharge Elimination System (NPDES) Permits

The CWA is the cornerstone of water quality protection in the United States. The statute employs a variety of regulatory and non-regulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. These tools are employed to achieve the broader goal of restoring and maintaining the chemical, physical, and biological integrity of the nation's waters so that they can support "the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water."

The CWA regulates discharges from "non-point source" and traditional "point source" facilities, such as municipal sewage plants and industrial facilities. Section 402 of the Act creates the National Pollutant Discharge Elimination System (NPDES) regulatory program which makes it illegal to discharge pollutants from a point source to the waters of the United States without a permit. Point sources must obtain a discharge permit from the proper authority (usually a state, sometimes EPA, a tribe, or a territory). NPDES permits cover industrial and municipal discharges, discharges from storm sewer systems in larger cities, storm water associated with numerous kinds of industrial activity, runoff from construction sites disturbing more than one acre, mining operations, and animal feedlots and aquaculture facilities above certain thresholds.

Permit requirements for treatment are expressed as end-of-pipe conditions. This set of numbers reflects levels of three key parameters: (1) biochemical oxygen demand (BOD), (2) total suspended solids (TSS), and (3) pH acid/base balance. These levels can be achieved by well-operated sewage plants employing "secondary" treatment. Primary treatment involves screening and settling, while secondary treatment uses biological treatment usually in the form of "activated sludge."

All so-called "indirect" dischargers are not required to obtain NPDES permits. An indirect discharger is one that sends its wastewater into a city sewer system, so it eventually goes to a sewage treatment plant. Although not regulated under NPDES, "indirect" discharges are covered by another CWA program called pretreatment. "Indirect" dischargers send their wastewater into a city sewer system, which carries it to the municipal sewage treatment plant, through which it passes before being discharged to surface water.

South Placer Municipal Utility District Strategic Plan

The South Placer Municipal Utility District's Strategic Plan is a blueprint for the District's response to future challenges and constantly evolving priorities. It directs the District's mission, vision and core values as a customer owned utility, in order to protect public health by providing quality sanitary sewer service that also protects and preserves the water environment and resources for future generations. Under the Board's guidance, these objectives recognize the path to be travelled from where the District is now to where the District needs to be.

South Placer Municipal Utility District Sewer System Management Plan

The goal of the SSMP is to reduce sanitary sewer overflow, protect public health and environment and improve the overall maintenance and management of sewer systems. The SSMP includes provisions to provide proper funding, efficient management, operation, and maintenance of the sanitary sewer system, while taking into consideration risk management and cost benefit analysis. This SSMP provides a summary of the policies, procedures and activities that are used in the planning, management, operation and maintenance of the District's sanitary sewer system. It incorporates, by reference, the District's Strategic Plan, Master Plan, Five Year Financial Plan and Standard Specifications. It also includes, by reference, all other pertinent documents required to carry out the goals of the SSMP.

City of Rocklin General Plan

The City of Rocklin General Plan contains the following goal and policies that are relevant to wastewater aspects of the proposed Project:

PUBLIC SERVICES AND FACILITIES ELEMENT

Goal for Public Services and Facilities: To provide high quality public facilities and a full range of public services to all areas and residents of the City, and to ensure that new development does not cause the inefficient use of such facilities and services.

Policy PF-3: Require that any development that generates the need for public services and facilities, including equipment, pay it proportional share of providing those services and facilities. Participation may include, but is not limited to, the formation of assessment districts, special taxes, payment of fees, payment of the City's Construction Tax, purchase of equipment, and/or the construction and dedication of facilities.

Policy PF-12: Establish densities for new residential uses that will allow for economical development and the provision of upgraded public facilities in the form of streets, waterlines, sewer lines, and storm drainage facilities.

Policy PF-19: Prepare plans for the upgrading of the water and sewer lines to serve existing properties, as well as provide capacity for new development.

Rocklin General Plan EIR

In August 2012, the City of Rocklin adopted a new General Plan and certified the associated General Plan EIR (State Clearinghouse (SCH) # 2008072115) -- a Program EIR pursuant to CEQA Guidelines Section 15168. Later environmental documents (EIRs, mitigated negative declarations, or negative declarations) can incorporate by reference materials from a program EIR regarding regional influences, secondary impacts, cumulative impacts, broad alternatives, and other factors (CEQA Guidelines Section 15168[d][2]). These later documents need only focus on new impacts that have not been considered before (CEQA Guidelines Section 15168[d][3]). As noted in Chapter 1.0, Introduction, the General Plan EIR assumed full development and buildout of the Project Area. While the components of the Project are not consistent with the land uses under the General Plan EIR, the development footprint of the Project is the same; therefore, the physical impacts of developing the

Project Area would be similar as under the General Plan EIR, as the area of impact is fully defined consistent with the General Plan EIR.

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on utilities and service systems that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included increased generation of wastewater flow, provision of adequate wastewater treatment, increased demand for solid waste disposal, and increased demand for energy and communication services (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.13-1 through 4.13-34). The analysis found that while development and buildout of the General Plan can result in utilities and service system impacts, these impacts would be reduced to a less than significant level through the application of General Plan goals and policies that would assist in minimizing or avoiding impacts to utilities and service systems.

These goals and policies include, but are not limited to, requiring studies of infrastructure needs, proportional share participation in the financial costs of public services and facilities, coordination of private development projects with public facilities and services needed to serve the project and encouraging energy conservation in new developments.

All applicable policies and standards, including the mitigation measures addressing impacts of urban development under the General Plan on utility and service systems incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations. As noted above, the General Plan EIR assumed full development and buildout of the Project Area; however, the components of the Project are not consistent with the land uses under the General Plan EIR. For this reason, a project-level analysis has been included to determine if the Project would contribute to a significant generation of wastewater flow resulting in inadequate provision of wastewater treatment or require/result in the relocation or construction of new or expanded wastewater treatment facilities.

THRESHOLDS OF SIGNIFICANCE - WASTEWATER

Consistent with Appendix G of the CEQA Guidelines, the proposed Project will have a significant impact on the environment associated with Utilities if it will:

1. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;
2. Result in a determination by the waste water treatment provider, which serves or may serve the project that adequate capacity is not available to serve the project’s projected demand in addition to the provider’s existing commitments.

IMPACTS AND MITIGATION MEASURES

Impact 3.15-1: Wastewater generated by the proposed Project would not exceed the capacity of the wastewater treatment plant in addition to the provider's existing commitments and would not require or result in the relocation or construction of new or expanded wastewater treatment facilities (Less than Significant)

SPMUD's 1986 Sewer Master Plan envisioned that the City of Rocklin would have 52,604 sewered equivalent dwelling units within the City at ultimate buildout, and the sizing of sewer infrastructure has been based on this projection. The City of Rocklin is expected to contain 27,400 housing units, as well as industrial, commercial, and retail development of sewer infrastructure. SPMUD has planned for growth in the City and sized the city's sewer infrastructure to meet this growth. SPMUD has indicated it will be able to serve the City of Rocklin's future wastewater treatment needs during the planning period for Rocklin General Plan (City of Rocklin, 2005). SPMUD has indicated that no additional SPMUD staff or equipment would be required as a result of full buildout of the City's General Plan.

Furthermore, the increase in wastewater flows resulting from full buildout of the General Plan Update would not result in SPMUD exceeding its ability to maintain an acceptable level of service (Richard Stein, Engineering Manager-SPMUD, July 2009). The City of Rocklin's General Plan designates 7.9 acres of the Project Area as Recreation/Conservation and the remaining 100.5 acres as Mixed Use, which allows for residential densities of 10 to 40¹ dwelling units per acre and non-residential building intensities between 25 percent to 160 percent (i.e., Floor Area Ratio between 0.25 to 1.6). Therefore, the City's General Plan anticipated the development of approximately 1,005 to 4,020 dwelling units with an associated population growth of approximately 2,814 to 11,256 new residents and between 981,189 to 6,279,610 square feet of non-residential building uses within the Project Area. As described in Chapter 2.0, Project Description, the proposed Project includes the development of 900 dwelling units, 120,000 square feet of non-residential building uses, 22.5 acres of open area, and 7.8 acres of parks. Therefore, the proposed Project would result in less development than was anticipated under the City's General Plan, and thus, would not increase demand beyond the levels assumed for the site in the SSMP.

Furthermore, the SPMUD estimates wastewater generation rates of 190 gallons per day per acre of residential uses and 850 gallons per day per acre for commercial or industrial uses. As described in Chapter 2.0, Project Description, the proposed Project would result in 66.1 acres of residential uses (10.9 acres of Medium Density Residential, 29.4 acres of Medium-High Density Residential, and 25.8 acres of High Density Residential), 12 acres of commercial uses (3.0 acres of Retail Commercial and

¹ Density in this designation is typically calculated using net acreage. No individual parcel which has a Mixed-Use land use designation is required to build a specific ratio of residential to non-residential development. Mixed Use designated parcels may be all residential, all non-residential, or a mix of residential and non-residential uses. However, if residential uses are developed, they must be within the density range assigned to the Mixed-Use category as noted above.

9.0 acres of Business Professional/Commercial), and 30.3 acres of park/open space uses (30.3 acres of Recreation-Conservation). Using the SPMUD wastewater generation estimates, it is anticipated that the proposed Project would generate roughly 22,759 gallons per day (or 0.022759 mgd) of wastewater. Wastewater generated by the proposed Project would be treated at the Dry Creek Wastewater Treatment Plant. The Dry Creek Wastewater Treatment Plant's current design capacity is 18 mgd. The plant's flows average 12 mgd average dry weather flow (ADWF) and 30 mgd average wet weather flows (ADWF). The proposed Project's wastewater generation would represent approximately 0.38% of the treatment plant's total remaining dry weather estimated capacity. This increased demand would not be expected to adversely affect the wastewater treatment plant's capacity. Therefore, the additional wastewater volume produced by the proposed Project would not have a significant adverse impact on the wastewater treatment services provided by SPMUD.

The proposed Project's internal wastewater conveyance system would be constructed, as needed, and would be adequately sized to accommodate Project-related wastewater flows. The SPMUD requires all facilities to conform to the district's Standard Specifications. The city's Municipal Code Chapter 13.04, Underground Utility District, requires every person owning, operating, leasing, occupying or renting a building or structure within a district to construct and provide that portion of the service connection on his property between the facilities in accordance with applicable rules, and regulations of the respective utility. The existing SPMUD laterals and lines currently located in Sierra College Boulevard, Rocklin Road, and El Don Drive will be extended into both the North and South Villages. The proposed Project also includes development of internal 8-inch sewer lines in the North Village; and 8-inch to 24-inch sewer lines within the proposed internal streets right-of-way of the South Village. Private sewer lift stations will also be developed on both the North Village and South Village.

Wastewater generated by the proposed Project would be treated at the Dry Creek Wastewater Treatment Plant. The proposed Project's wastewater generation would represent approximately 0.38% of the treatment plant's total remaining capacity. This increased demand would not be expected to adversely affect the wastewater treatment plant's capacity. Because the proposed Project would be served by a wastewater treatment plant that has adequate capacity to meet the proposed Project's projected demand and would not require the construction of a new wastewater treatment plant, the proposed Project's wastewater impacts would be considered ***less than significant***.

3.15.2 WATER SUPPLIES

EXISTING SETTING

Water Service Area

Domestic water service is provided by the Placer County Water Agency (PCWA). PCWA provides treated water to commercial and residential connections in several water systems throughout Placer County and untreated water to agricultural users. PCWA currently delivers approximately 116,500 acre-feet per year within its Western Water System, and provides approximately 23,600 acre-feet per year of untreated water to neighboring purveyors for treatment and resale, serving a total population of over 200,000 people in Placer County directly or indirectly with treated and irrigation water. In addition, PCWA regularly makes surface water available for transfer to other purveyors in the state and to assist fishery protection goals in the lower American River during periods of drought.

The City of Rocklin is located entirely within PCWA Zone 1, which includes Rocklin and the rest of the Loomis Basin, the City of Lincoln, an industrial corridor along Highway 65, and residential areas south of Baseline Road and west of Roseville. Water for Zone 1 is delivered by contract through PG&E's Drum-Spaulding hydroelectric system and also comes from PCWA's Middle Fork American River project. PCWA operates four water treatment plants (WTPs) in Zone 1. The Zone 1 service area has 16 storage tanks with approximately 49 million gallons (MG) of storage capacity and 496 miles of treated water pipe. The PCWA treats water for the City of Rocklin at two treatment facilities, the Foothill Water Treatment Plant and Sunset Water Treatment Plant. The Foothill plant is located one mile south of Newcastle, northeast of Rocklin, and the Sunset plant is located in northeast Rocklin. The maximum design flow for the Sunset plant is 8 million gallons per day (mgd). Recent modifications to the Foothill plant have increased treatment capacity from 27 mgd to 55 mgd. The total treatment capacity for the Sunset/Foothill system is 63 mgd. Treated water is brought to the City of Rocklin via a series of transmission lines varying in size from 16 to 42 inches.

Water Supply

EXISTING SURFACE WATER SUPPLIES

PCWA's surface water supplies consist of water from the North Fork American River and its tributaries (including water stored in its Middle Fork Project (MFP) under water right Permits 13856 and 13858, Central Valley Project (CVP) water under Interim CVP Contract 14-06200-5082A-IR3 from the American River, and water purchased from Pacific Gas & Electric Company (PG&E) from the Yuba and Bear Rivers under the 1982 Zone 3 Contract Purchase Agreement and the February 27, 2015 Water Supply Agreement. PCWA also uses a limited amount of surface water from small creeks under pre-1914 water rights.

A summary of PCWA's existing surface water supplies are provided in Table 3.15.2-1 based upon the existing water rights currently held and the contracts to which PCWA is a party. The table identifies the source, maximum available quantity, purpose of use, and place of use for each water asset. Note that to the extent a supply may be used in more than one zone, the total use cannot exceed the maximum quantity available under the water right or contract, and that the use of a given quantity of a supply in one zone precludes the use of the same water in another zone.

TABLE 3.15.2-1 WATER RIGHTS AND CONTRACT ENTITLEMENTS

SUPPLY	SOURCE	PURPOSE OF USE	MAX USE AFY	PLACE OF USE DESCRIPTION	PLACE OF USE		
					ZONE 1	ZONE 2	ZONE 3
Permits 13856-13858	American River	Irrigation, Domestic, Municipal and Industrial, Recreation	120,000	“Western Placer County”; Portions of Sacramento County, including San Juan Water District, Sacramento Suburban Water District, and Rio Linda WD Service areas.	X		X
Central Valley project	American River	Municipal and Industrial	35,000	Zone 1	X		
PG&E Water Supply Agreement (2015)	Yuba and Bear Rivers	Irrigation and Domestic	100,400	Western Water System	X		X
PG&E (Zone 3) Purchase Agreement (1982)	Yuba and Bear Rivers	Irrigation and Domestic	25,000	Zone 3		X	
Pre-1914 Appropriative Right (S000959)	Canyon Creek	Irrigation and Domestic	40 cfs. (Max.)	Atla, Colfax, Monte Vista and rural areas (Not Limited to Zone 3)	X	X	X

SOURCE: 2020 UWMP

EXISTING GROUNDWATER WATER SUPPLIES

PCWA has historically produced a limited quantity of groundwater. Historical pumping by PCWA in western Placer County was limited to pumping for Bianchi Estates (Zone 2) and for the Sunset Industrial area. Pumping for Bianchi estates ceased in 2004, with PCWA serving the area with surface water ever since. PCWA maintains the Sunset Industrial area wells, though these wells are in place for dry year supplies.

Pumping in western Placer County occurs from the North American subbasin of the Sacramento Valley groundwater basin (DWR Sub-basin 5-21.64). While PCWA does not currently produce groundwater from the subbasin, its water supply plans, as discussed later in this section, anticipate the use of groundwater in dry hydrologic conditions if surface water supplies are limited.

PCWA does not anticipate utilizing groundwater to support its normal year water deliveries. Specifically, PCWA has two wells – the Sunset Well and the Tinker Well – each with a production capacity of 1,000 acre-feet per year. These wells are to be used for backup and dry-year supplies and therefore are accounted for as a single dry-year supply only, and not included in the water supply under average or multiple dry years.

EXISTING RECYCLED WATER SUPPLIES

This subsection presents the recycled water supplies that PCWA anticipates will be developed and potentially available as a supply in its retail service area (see Table 3.15.2-2). However, these supplies would be provided through agreements with the City of Lincoln and the City of Roseville as potential users of recycled water produced at each cities’ respective wastewater treatment facility.

3.15 UTILITIES

PCWA anticipates the quantities shown in the table to be made available to meet part of the broad array of PCWA customer demands, which include retail and wholesale customers adjacent to each City. The details of recycled water supply plans are being developed as part of on-going regional discussions.

TABLE 3.15.2-2 RECYCLED WATER SUPPLIES

(VALUES IN AFY)	CURRENT	2020	2025	2030	2035	2040	BO
Potential Regional Recycled Water Supply	0	0	0	2,500	5,000	7,000	9,000

NOTE: BO = BUILDOUT

SOURCE: 2020 UWMP

CURRENT AND PROJECTED WATER SUPPLIES

In normal years, PCWA anticipates its PG&E contracts will provide a supply of 125,400 AFY and its North Fork American River water rights will yield 120,000 AFY. AFY Beginning in the year 2030, PCWA anticipates its Central Valley Project contract will yield at least 35,000 AFY. Also, PCWA's pre-1914 appropriative rights are available for deliveries in portions of Zone 3 and in Zone 127 and the estimated yield is 3,400 AFY. PCWA anticipates that the SSWD supply will not be available in the future. Based on the recycled water analysis in the UWMP, recycled water is projected to be available in the PCWA retail service area starting in 2030. These recycled water supplies would be derived from the City of Lincoln and City of Roseville to meet PCWA service area demands. Table 3.15.2-3 summarizes PCWA's projected water supplies through 2045 or buildout of the City of Rocklin General Plan.

TABLE 3.15.2-3 PROJECTED AVERAGE YEAR WATER SUPPLIES

SUPPLY SOURCE (VALUES IN ACRE-FEET/YR.)	2020	2025	2030	2035	2040	2045
MFP	120,000	120,000	120,000	120,000	120,000	120,000
CVP Contract	0	0	35,000	35,000	35,000	35,000
PG&E Agreements	125,400	125,400	125,400	125,400	125,400	125,400
Pre 1914 Appropriations	3,400	3,400	3,400	3,400	3,400	3,400
Recycled Water	0	0	2,500	5,000	7,000	9,000
Groundwater	2,000	2,000	4,000	4,000	5,000	5,000
Total Supply	250,800	250,800	290,300	292,800	295,800	297,800

¹CVP WATER SUPPLY IS CURRENTLY NOT AVAILABLE DUE TO PHYSICAL LIMITATIONS. SUPPLY FROM CVP IS 0 AFY UNTIL INFRASTRUCTURE IS IN PLACE TO ACCESS THIS SUPPLY, WHICH IS ASSUMED TO BE IN 2030.

SOURCE: 2020 UWMP

AVERAGE YEAR SUPPLY RELIABILITY

Under average conditions, PCWA estimates it has a baseline quantity of 125,400 AFY of PG&E water for uses in its service area. PCWA's modeling over an 82-year hydrologic record indicates that 120,000 AFY will be available from the North Fork American River supply in average years. Based on

Reclamation estimates of availability as written in PCWA’s CVP contract and CalSim II modeling conducted by PCWA, PCWA estimates that 35,000 AFY of CVP water will be available in average years, beginning in year 2030. PCWA’s pre-1914 appropriative rights will provide approximately 3,400 AFY during average years. PCWA does not anticipate receiving water from SSWD. As buildout of the City of Lincoln and the planning areas west of the City of Roseville occurs, recycled water should be available in both average and dry years. Table 3.15.2-3 above depicts PCWA’s average year supply reliability in accordance with the technical estimates described in this section.

SINGLE DRY YEAR SUPPLY RELIABILITY

In the worst-case scenario, if hydrologic conditions were similar to those experienced during the 1977 drought year, PCWA estimates for planning purposes that only 50 percent of its recent PG&E use quantities will be available. Importantly, this level of cutback has never been realized as even in the extreme droughts of 2014 and 2015, PG&E was able to deliver 68.9 percent of the anticipated supplies. The full North Fork American River water supply would remain available (120,000 ac-ft) due to the ability to store and deliver supplies under this water permit. PCWA’s CVP supply would likely be reduced by 50 percent of full contract allocations based on the Bureau of Reclamation’s current municipal and industrial shortage policy. In a single dry year, the pre-1914 appropriative right supply quantity is assumed for purposes of this analysis to be reduced by 75 percent, given that the creeks from which PCWA diverts are runoff dependent. Table 3.15.2-4 represents these assumptions.

TABLE 3.15.2-4 SINGLE DRY YEAR WATER SUPPLIES

<i>SUPPLY SOURCE (VALUES IN ACRE-FEET/YR.)</i>	<i>2025</i>	<i>2030</i>	<i>2035</i>	<i>2040</i>	<i>2045</i>
MFP	120,000	120,000	120,000	120,000	120,000
CVP Contract	0	17,500	17,500	17,500	17,500
PG&E Agreements	62,700	62,700	62,700	62,700	62,700
Pre 1914 Appropriations	850	850	850	850	850
Recycled Water	0	2,500	5,000	7,000	9,000
Groundwater	2,000	4,000	4,000	5,000	5,000
Total Supply	185,550	207,550	210,050	213,050	215,050

SOURCE: 2020 UWMP

Any potential shortfall in supply that may occur in Zone 1 under build-out conditions in a dry year may be addressed through groundwater production. Groundwater may be produced by overlying users and/or appropriators to meet demands, consistent with the Groundwater Management Plan (GMP). In addition to groundwater, PCWA has various demand management mechanisms at its disposal to address supply shortages.

3.15 UTILITIES

FIVE-CONSECUTIVE YEAR DROUGHT SUPPLY RELIABILITY

During a five-consecutive year drought, PCWA anticipates that its PG&E supplies and North Fork American River supply in the MFP would not be reduced. However, CVP supplies are assumed to be reduced by 25 percent and pre-1914 water supply is assumed to be reduced by 50 percent. Table 3.15.2-5 represents these assumptions.

SUPPLEMENTING WATER SUPPLIES

PCWA is investigating the potential of developing, jointly with other agencies, a diversion on the Sacramento River. This would potentially allow a mechanism for PCWA to divert its CVP water supply (or a portion of its supply) for use in Zone 1. The diversion would also open the potential for PCWA to exchange a portion of its North Fork American River supply, such that it would be able to divert exchanged water from a Sacramento River diversion to PCWA Zone 1. It is anticipated, however, that if a diversion and related facilities on the Sacramento River are constructed, it would not occur prior to 2025.

TABLE 3.15.2-5 MULTIPLE DRY YEAR WATER SUPPLIES

<i>SUPPLY SOURCE (VALUES IN ACRE-FEET/YR.)</i>	<i>2025</i>	<i>2030</i>	<i>2035</i>	<i>2040</i>	<i>2045</i>
MFP	120,000	120,000	120,000	120,000	120,000
CVP Contract	24,000	24,000	24,000	24,000	24,000
PG&E Agreements	125,400	125,400	125,400	125,400	125,400
Pre 1914 Appropriations	1,700	1,700	1,700	1,700	1,700
Recycled Water	0	2,500	5,000	7,000	9,000
Groundwater	2,000	4,000	4,000	5,000	5,000
Total Supply	249,100	279,850	282,350	285,350	287,350

SOURCE: 2015 UWMP

Water Demands

2020 UWMP WATER DEMANDS

Table 3.15.2-6 provides the historical water demand summary for the entire PCWA system, as identified in the 2020 UWMP.

TABLE 3.15.2-6: SUMMARY OF PCWA HISTORICAL TOTAL CUSTOMER DEMANDS (IN AFY)

<i>CLASSIFICATION OF WATER USE</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>
Treated Retail Water	20,885	22,647	23,589	23,788	26,287
Treated Retail Water Loss	2,456	3,591	3,703	2,218	2,778
Untreated Retail Water	66,523	57,649	64,891	62,048	72,548
Retail Subtotal	89,864	83,887	92,183	88,054	101,613

Treated Wholesale Water	8,834	9,637	10,259	9,989	11,450
Untreated Wholesale Water	23,276	23,189	23,645	23,023	19,926
Wholesale Subtotal	32,110	32,826	33,904	33,011	31,376
PCWA Total Water Use	121,975	116,713	126,087	121,065	132,989

SOURCE: 2020 UWMP

As identified in the 2020 UWMP, PCWA has many different customer types with different projected growth representations. Utilizing the projected growth representations, PCWA has determined the total customer demand projections through 2040 and buildout, as provided in Table 3.15.2-7. Comparing PCWA’s total customer demand projections in Table 3.15.2-7 to the average year, single dry year, and five-consecutive dry year water supplies identified above, it appears that PCWA will have adequate water supply to meet the total customer water demand through buildout under all conditions.

TABLE 3.15.2-7: SUMMARY OF PCWA TOTAL CUSTOMER DEMANDS PROJECTIONS (IN AFY)

CLASSIFICATION OF WATER USE	2020	2025	2030	2035	2040	BUILDOUT
Treated Retail Water	29,065	33,182	37,773	43,780	52,637	62,036
Untreated Retail Water	72,548	71,208	69,298	67,681	66,313	63,098
Retail Subtotal	101,613	104,390	107,071	111,461	118,950	125,134
Treated Wholesale Water	11,450	15,413	18,388	22,710	27,032	47,276
Untreated Wholesale Water	19,926	54,923	58,712	63,289	81,006	81,006
Wholesale Subtotal	31,376	70,336	77,100	85,999	108,038	128,282
PCWA Total Water Use	132,989	174,725	184,171	197,460	226,988	253,416

SOURCE: 2020 UWMP

2020 SB X7-7 COMPLIANCE

With the adoption of the Water Conservation Act of 2009, also known as SB X7-7, the State of California was required to reduce urban per capita water use by 20% by the year 2020. In order to achieve this statewide objective, the Legislature required each retail supplier develop an urban water use target to help the state collectively reach a 20% reduction. Table 3.15.2-8 presents the population, associated gross water use, the resulting Gallons Per Capita Day (GPCD), and the 2020 Water Use Target.

TABLE 3.15.2-8: PCWA 2020 GPCD COMPLIANCE

YEAR	POPULATION	GROSS RETAIL WATER USE (AFY)	2020 ACTUAL GPCD	TARGET GPCD
2020	108,225	29,065	240	261

SOURCE: 2020 UWMP

As demonstrated, PCWA's 2020 Compliance Value is 240 GPCD, which is below the 2020 Water Use Target of 261 GPCD. The gross water use was determined based on 29,065 AFY². The 2020 target GPCD water use was not adjusted or updated since the 2015 UWMP which developed the 2020 Water Use Target by DWR provisional method 4. Additionally, PCWA did not make any adjustment to the 2020 Gross Water Use.

REGULATORY SETTING - WATER SUPPLY

Urban Water Management Planning Act

The Urban Water Management Planning Act (California Water Code Sections 10610-10610.4) requires urban water suppliers such as PCWA that provide water for municipal purposes to more than 3,000 customers, or more than 3,000 AFY of water, to prepare an Urban Water Management Plan (UWMP). UWMPs assist water supply agencies in water resource planning given existing and anticipated future demands and must include a water supply and demand assessment comparing total water supply available to the water supplier with the total projected water use over a 20-year period. The Act requires that the plans be updated every five years and submitted to the California Department of Water Resources. The purpose of the plans is to support long-term resource planning and ensure adequate water supplies are available to meet existing and future water demands. UWMPs must also report progress on a 20% reduction in per-capita urban water consumption by 2020.

Senate Bill 610

Senate Bill (SB) 610 requires that public agencies in a position of approving certain projects check with the water agency proposed to serve the project to determine if there are sufficient water supplies available to accommodate the project. SB 610 applies to projects that meet the following criteria:

- A proposed residential development of more than 500 dwelling units.
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.
- A proposed hotel or motel, or both, having more than 500 rooms.
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.

² PCWA's gross water use is calculated as the total water entering PCWA's treatment plants minus the sales to treated wholesale water customers.

- A mixed-use project that includes one or more of the projects specified above.
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

SB 610 amended Public Resources Code Section 21151.9 to provide that whenever a city or county decides that a project meets any of the above criteria, it must comply with Section 10910 *et seq.* of the Water Code. Section 10910 *et seq.* of the Water Code was also amended by SB 610 to require a city or county to coordinate the CEQA analysis with the water agency proposed to serve the project. Section 10910 *et seq.* requires a city or county to identify any public water system that may supply water to a proposed project. The city or county must ask each of these water providers to indicate whether its “total projected water supplies available during normal, single dry, and multiple dry water years during a 20-year projection will meet the projected water demand associated with the proposed project, in addition to the public water system’s existing and planned future uses, including agricultural and manufacturing uses.” If the city or county cannot receive this information from the water provider, it must provide the water supply assessment itself. It should be noted that the proposed project meets the above listed criteria (i.e., the project has more than 500 dwelling units); therefore, SB 610 is applicable to the proposed Project, and a Water Supply Assessment (WSA) has been prepared by PCWA pursuant to the requirements of SB 610 (Appendix J).

California Model Water Efficient Landscape Ordinance

The Water Conservation in Landscaping Act was enacted in 2006, requiring the DWR to update the Model Water Efficient Landscape Ordinance (MWELO). In 2009, the Office of Administrative Law (OAL) approved the updated MWELO, which required a retail water supplier or a county to adopt the provisions of the MWELO by January 1, 2010, or enact its own provisions equal to or more restrictive than the MWELO provisions.³ Because the City of Rocklin is a “local agency” under the MWELO, it must require “project applicants” to prepare plans consistent with the requirements of MWELO for review and approval by the City of Rocklin. The City of Rocklin is in compliance with this state law and uses the MWELO as written for projects within the City Limits.

The MWELO applies to new construction with a landscape area greater than 2,500 square feet. The MWELO “highly recommends” use of a dedicated landscape meter on landscape areas smaller than 5,000 square feet, and requires weather-based irrigation controllers or soil-moisture based controllers or other self-adjusting irrigation controllers for irrigation scheduling in all irrigation systems. The MWELO provides a methodology to calculate total water use based upon a given plant

³ California Code of Regulations (CCR), Tit. 23, Div. 2, Ch. 27, Sec. 492.4. The MWELO provides the local agency discretion to calculate the landscape water budget assuming a portion of landscape demand is met by precipitation, which would further reduce the outdoor water budget. For purposes of the Water Supply Assessment, precipitation is not assumed to satisfy a portion of the outdoor landscape requirement because the determination of an appropriate effective precipitation factor is highly uncertain given the various landscape slopes, terrain composition, concurrent watering schedules, etc.

factor and irrigation efficiency.⁴ Finally, the MWELO requires the landscape design plan to delineate hydrozones (based upon plant factors) and then to assign a unique valve for each hydrozone (low, medium, high water use).

City of Rocklin General Plan

The City of Rocklin General Plan contains the following goals and policies that are relevant to water supply for the proposed project:

OPEN SPACE, CONSERVATION & RECREATION ELEMENT

Policy OCR-60: Work with the Placer County Water Agency to ensure that available methods and techniques to conserve potable water supplies are applied in Rocklin.

Policy OCR-61: Encourage the use of untreated water for landscaping and other similar applications when feasible source of untreated water exists.

PUBLIC SERVICES AND FACILITIES ELEMENT

Goal: To provide high quality public facilities and a full range of public services to all areas and residents of the City, and to ensure that new development does not cause the inefficient use of such facilities and services.

Policy PF-1: Provide for adequate lead time in the planning of needed expansions of public services and facilities.

Policy PF-3: Require that any development that generates the need for public services and facilities, including equipment, pay it proportional share of providing those services and facilities. Participation may include, but is not limited to, the formation of assessment districts, special taxes, payment of fees, payment of the City's Construction Tax, purchase of equipment, and/or the construction and dedication of facilities.

Policy PF-5: Require that construction of private development projects be coordinated with the construction of public facilities and services that are needed to serve the project.

Policy PF-41: Assist the Placer County Water Agency in implementing water conservation practices.

Goal PF-6: Plans for Upgrading Infrastructure

Policy 19: Prepare plans for the upgrading of the water and sewer lines to serve existing properties, as well as provide capacity for new development.

⁴ In calculating Estimated Total Water Use, the MWELO requires use of at least a 71% irrigation efficiency factor. Assuming 71% irrigation efficiency, the average plant factor must be 0.50. It would be possible to stay within the water budget if the average plant factor were higher than 0.50 by designing a system with an irrigation efficiency higher than 71%. Again, the relationship between a Plant Factor (PF) and Irrigation Efficiency (IE) in the Applied Water formula is: $AW=(ETo*PF)/IE$.

Policy 21: Identify methods of funding new infrastructure with the understanding that residential developers and the City of Rocklin will be sharing the cost of the facilities.

Rocklin General Plan EIR

As previously stated, in August 2012, the City of Rocklin adopted a new General Plan and certified the associated General Plan EIR (State Clearinghouse (SCH) # 2008072115) -- a Program EIR pursuant to CEQA Guidelines Section 15168. As a "program EIR" under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on utilities and service systems that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included increased generation of wastewater flow, provision of adequate wastewater treatment, increased demand for solid waste disposal, and increased demand for energy and communication services (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.13-1 through 4.13-34). The analysis found that while development and buildout of the General Plan can result in utilities and service system impacts, these impacts would be reduced to a less than significant level through the application of General Plan goals and policies that would assist in minimizing or avoiding impacts to utilities and service systems.

These goals and policies include, but are not limited to, requiring studies of infrastructure needs, proportional share participation in the financial costs of public services and facilities, coordination of private development projects with public facilities and services needed to serve the project and encouraging energy conservation in new developments. All applicable policies and standards, including the mitigation measures addressing impacts of urban development under the General Plan on utility and service systems incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

As noted above, the General Plan EIR assumed full development and buildout of the Project Area; however, the components of the Project are not consistent with the land uses under the General Plan EIR. For this reason, a project-level analysis has been included to determine if the Project would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry year conditions. To analyze this, a WSA (see Appendix J) was prepared pursuant to SB 610 to determine the estimated potable water use of the proposed Project and whether PCWA has adequate water supplies to meet the long-term demands for water service.

2020 Urban Water Management Plan

The 2020 Urban Water Management Plan (UWMP) describes and evaluates the reliability of PCWA's existing and planned water supplies to meet forecast near-term and long-term customer water demands. The plan assesses the availability and sufficiency of surface, groundwater, and recycled water assets and the vulnerability of these supplies to seasonal, climactic, and regulatory conditions. The 2020 UWMP also revisits baseline per-capita water use data and target conservation values, first developed and presented in the 2010 UWMP and revised in the 2015 UWMP, and assesses compliance with those targets. This 2020 UMWP also includes narratives describing water demand

management measures (DMMs), PCWA’s long-term plan for efficient water use, and estimated future water savings based on water use projections, where available. Also included are discussions regarding distribution system water loss, information on potential use of recycled water as a water source for PCWA, and PCWA’s comprehensive water shortage contingency analysis, which details stages of action to be undertaken by PCWA in response to water supply shortages.

Western Placer Groundwater Management Plan

The Western Placer County Groundwater Management Plan (WPCGMP) is a planning tool to assist the City of Roseville, the City of Lincoln, PCWA, and the California American Water Company (CAW) in an effort to maintain a safe, sustainable and high-quality groundwater resource within a zone of the North American River Groundwater Sub-basin (Sub-basin). These plan participants have identified a range of specific goals, objectives, and actions that collectively provide a “road map” for future implementation of the WPCGMP by a governing body. As a “living document,” the WPCGMP is intended to be periodically updated and refined to reflect progress made in achieving the WPCGMP’s objectives and as conditions change in the region. The document outlines a series of required, recommended, and voluntary actions that will promote on-going modification of the WPCGMP’s depth and content.

THRESHOLDS OF SIGNIFICANCE - WATER SUPPLY

Consistent with Appendix G of the CEQA Guidelines, the proposed Project will have a significant impact on the environment associated with Utilities if it will:

1. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;
2. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry year.

IMPACTS AND MITIGATION MEASURES

Impact 3.15-2: The Project would not require or result in the relocation of new or expanded water facilities, and would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years (Less than Significant)

The proposed Project would connect to the PCWA’s existing water distribution infrastructure, including the infrastructure located adjacent to Project Area, along Sierra College Boulevard and Rocklin Road.

PCWA’s long-term water supply plan is set forth in its 2020 UWMP. PCWA has also prepared a Water Supply Assessment (WSA) for the proposed Project pursuant to the requirements of SB 610

(Appendix J); its findings are summarized below. The 2020 UWMP considered the anticipated water demand based on the provisions of the current General Plans for Placer County and the various cities within the PCWA service area, including the City of Rocklin General Plan. In their 2006 Integrated Water Management Plan and 2020 Urban Water Management Plan, PCWA concluded that its water entitlements were sufficient to meet the projected demands based on current General Plan provisions.

PCWA does not reserve water for proposed customers, developers or specific future projects. Although PCWA seeks to obtain sufficient water supplies to serve the buildout of all local General Plans in its service areas, PCWA satisfies requests for water service only on a first come, first-served basis. PCWA follows a policy of extending water pipelines only when an adequate supply of water exists, thus ensuring that it does not take on new customers without a firm supply of water needed to serve them.

New projects in the City and PCWA service area would be subject to water use and conservation measures as provided for in applicable codes. These include regulations concerning required fire flows in the Uniform Fire Code, low flush toilets and low water use fixtures. Water demands for new projects will be evaluated by PCWA, and a determination made in each case as to whether PCWA has adequate water supplies to meet the long-term demands for water service.

Project Site Water Use

The exact demand assumed for this Project within PCWA's 2020 UWMP is unknown. According to the WSA, PCWA does not have a demand factor for mixed-use, only demand factors for residential and non-residential categories. With the area being zoned mixed-use, a breakdown of land use categories was assumed to establish theoretical water demands that were likely captured within the 2020 UWMP. Based on these assumptions, PCWA staff approximates that 223 AFY was accounted for within the 2020 UWMP for this development, as shown in Table 3.15.2-9.

TABLE 3.15.2-9: WATER ESTIMATES BASED ON EXISTING ZONING CAPTURED IN THE 2020 UWMP

LAND USE DESIGNATION	PERCENT	AREA (ACRES)	DEMAND FACTOR (AF/ACCOUNT)	CUSTOMER PORTABLE DEMAND (AFY)	SYSTEM POTABLE DEMAND (AFY)
Total Area:		108.4			
Open Space/ROW		21.7		0	0
Mixed		86.7			
Commercial	50%	43.3	1.25	54	58
MF 20.1+ DU/Acre	25%	21.7	0.2	86	93
Single Family (2,900 sf- 4,400 sf)	25%	21.7	0.26	67	72
Total	100%	108.4		207	223

ASSUME 20% FOR PUBLIC RIGHT-OF-WAY AND PRESERVE AREA PER TABLE 4-6 OF THE 2015 UWMP

SOURCE: PCWA, 2020 WSA; PCWA, 2021 WSA; DE NOVO PLANNING GROUP, 2021.

3.15 UTILITIES

PROJECT WATER DEMANDS

The proposed Project includes a General Plan Amendment to change the land use designation of the Project Area. Currently designated as mixed-use, the proposed Project includes a blend of commercial and residential land use designations. A comparison of the existing and proposed land use breakdown is shown in Table 3.15.2-10.

TABLE 3.15.2-10: GENERAL PLAN COMPARISON

GENERAL PLAN DESIGNATION	NORTH VILLAGE		SOUTH VILLAGE		COLLEGE PARK TOTAL	
	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED
Mixed Use (MU)	72.6	0.0	27.9	0.0	100.5	0.0
Retail Commercial (RC)	0.0	3.0	0.0	0.0	0.0	3.0
Business Professional/Commercial (BP/C)	0.0	0.0	0.0	9.0	0.0	9.0
Medium Density Residential (MDR)	0	6.1	0	4.8	0	10.9
Medium-High Density Residential (MHDR)	0	29.4	0	0	0	29.4
High-Density Residential (HDR)	0	18.5	0	7.3	0	25.8
Recreation-Conservation (R-C)	0	15.6	7.9	14.7	7.9	30.3
Total	72.6	72.6	35.8	35.8	108.4	108.4

SOURCE: DE NOVO PLANNING GROUP, 2021.

An analysis was conducted by PCWA staff to estimate the treated water consumption of the proposed Project by demand factors presented in PCWA's 2020 UWMP, and applied to the proposed Project's land-use designation. The proposed Project's potable water demand (including system losses) is estimated to be 222 AFY, as detailed out in Table 3.15.2-11.

TABLE 3.15.2-11: PROJECT'S POTABLE WATER CONSUMPTION

ZONING	ACRES ¹	DWELLING UNITS	PCWA DEMAND FACTOR (AF/DU)	CUSTOMER POTABLE DEMAND (AFY)	SYSTEM POTABLE DEMAND (AFY) ²
North Village					
Single Family Residential	35.6	317		70	75
50' x 100' Lots	6.1	38	0.34	13	14
45' x 65' Lots	16.9	147	0.23	34	36
43' x 60' Lots	8.0	78	0.18	14	15
20' x 60' Lots	4.6	54	0.18	9	10
High Density Residential	18.5	378	0.2	76	80
Site A	4.5	92	0.2	18	19
Site B	14.0	286	0.2	57	61
Parks	6.6	--	1.54	10	11

ZONING	ACRES ¹	DWELLING UNITS	PCWA DEMAND FACTOR (AF/DU)	CUSTOMER POTABLE DEMAND (AFY)	SYSTEM POTABLE DEMAND (AFY) ²
Open Space	8.9	--	0.00	0	0
General Commercial	3.0	--	0.79	2	3
Subtotal	72.6	695	--	158	168
South Village					
Single-Family Residential					
<i>50' x 100' Lots</i>	4.9	25	0.34	9	10
High Density Residential (C-2 East)	5.2	180	.20	36	38
Commercial/Office (C-2 West)	6.6	--	0.79	5	6
Recreation/Conservation	17.9	--	0.0	0	0
Parks³	1.2	--	0	0	0
Subtotal	35.8	175	--	47	51
Total	108.4	625	--	208	222

¹ ACRES IDENTIFIED IN THE TABLE REFLECT THE NET ACREAGE ANTICIPATED FOR URBAN USES PER PCWA GUIDANCE.

² SYSTEM LOSSES ARE DETERMINED TO BE 6% BY 2030 PER 2020 UWMP.

³ AREA IS NOT PART OF THE DEVELOPMENT AND CAPTURED IN EXISTING DEMANDS, THEREFORE THIS AREA IS NOT INCLUDED IN THIS ANALYSIS.

SOURCE: PCWA, 2021 WSA

The analysis of existing and proposed water demand prepared by PCWA indicates the proposed project would include a lower demand for water when compared to the demand for water that has been anticipated by PCWA based on the existing General Plan land use designations for the site. Thus, the proposed Project’s water demand has been adequately accounted for under future supply conditions outlined in PCWA’s 2020 UWMP.

Project Site Water Supply

SURFACE WATER

Surface water will be the main source of water for the College Park Project. Water will be supplied through the Foothill-Sunset-Ophir treated water system.

PCWA has several sources of surface water supply available for use in western Placer County. These supplies are listed as follows:

- Pacific Gas & Electric (PG&E) Company Contract-125,400 AFY
- Middle Fork Project (MFP) Water Rights -120,000 AFY
- Central Valley Project (CVP) Contract -35,000 AFY

- Pre-1914 Water Rights -3,400 AFY

Chapter 6 and 7 of the 2020 UWMP provides detailed discussion and information regarding these sources of water supply, including normal year, single dry year, and multi-dry year reliability. The 2020 UWMP defines the single dry year as the most severe case, modeled after 1977 drought conditions. The drought conditions of 2014-15 were similar, but not quite as severe as in 1977. For a single dry year, surface water supply allocations are assumed to be 100% for MFP supply, 50% for PG&E and CVP supplies, and 75% for pre-1914 supply. More details of water supply reliability can be found in section 7.1 of the 2020 UWMP.

GROUNDWATER

PCWA has historically produced a limited quantity of groundwater. PCWA is a member of the West Placer Groundwater Sustainability Agency (GSA) and operates two existing wells in western Placer County. The 2020 UWMP estimates a total of five wells at buildout, each producing 1,000 AFY for a total groundwater supply of 5,000 AFY. These wells are to be used for backup and dry-year supplies and therefore are accounted for as a single dry-year supply only, and not included in the water supply under average or multiple dry years. The existing and proposed wells are all within the North American Sub-basin.

The West Placer GSA has jurisdiction over a portion of the North American Sub-basin of the Sacramento Valley Groundwater Basin. The west Placer portion of this basin currently operates within sustainable yield, estimated to be approximately 90,000 AFY. Placer County General Plan Policy prohibits new development solely supplied by groundwater, which has contributed significantly to sustainable conditions.

The Project Area is located well east of existing and proposed groundwater pumping facilities and will not directly receive this source of supply. However, groundwater is anticipated as a backup supply for the integrated water system. As a backup supply, PCWA estimates that groundwater will be available in the amount needed as highlighted in Section 7.1 of the 2015 UWMP.

RECYCLED WATER

Recycled water use by projects in western Placer County is estimated in PCWA's 2015 UWMP. Such demand is assumed in public landscape areas and for appropriate industrial uses. The assumed buildout use is 9,000 AFY, which can be adequately supplied by a combination of the City of Lincoln wastewater treatment plant operated by the City of Lincoln and the South Placer Wastewater Authority wastewater treatment plants operated by the City of Roseville.

The 2020 UWMP assumed other water suppliers to be the purveyors of recycled water, in which these supplies were accounted for only as a displacement of potable water use. However, more recent planning is for PCWA to be the retail recycled water supplier in certain areas of western Placer County.

The Project Area is located well east of planned recycled water distribution systems and will not directly receive this source of supply. However, recycled water is a planned component of the water supply portfolio for the integrated water system. PCWA estimates that recycled water will be available in the amount planned as highlighted in Section 7.1 of the 2020 UWMP.

WATER SUPPLY INFRASTRUCTURE REQUIREMENTS

The College Park Project is adjacent to PCWA treated water infrastructure and already receives some treated water for the existing park located at College Park South Village. College Park North Village has water available from PCWA's existing 14-inch treated water main located in Rocklin Road and a 20-inch treated water main located in Sierra College Boulevard; although the lines are at different pressures. College Park South has water available from PCWA's existing 10-inch treated water main located in Rocklin Road and El Don Drive.

Treated water infrastructure is sufficient for the College Park Project. Any minor water system improvements needed in support of College Park project implementation, on-site or off-site, can be coordinated under Facilities Agreements with PCWA.

CONCLUSION OF SUFFICIENCY

The proposed College Park Project's demand was included in PCWA's 2020 UWMP, and confirmed by comparing existing and proposed land uses as well as comparing regional historic demands of the area. The 2021 WSA revealed the estimated potable water use of the proposed Project is 222 AFY; compared to an estimate of 223 AFY based on existing zoning that was included in the 2020 UWMP. Additionally, historic treated water consumption trends display current demand factors may be on a downward trend. Given that these values are captured in the 2020 UWMP, there are sufficient supplies to meet the needs of the proposed Project (PCWA 2021).

The 2020 UWMP demonstrated adequate supply in normal, single dry, and multi-dry years. It is demonstrated that buildout demands can be met in droughts without extreme levels of customer conservation. This concludes that existing and planned future supplies will be sufficient to meet demand from existing customers, the proposed College Park Project, and from other planned land uses, including agricultural and manufacturing uses. The city's Municipal Code Chapter 13.04, Underground Utility District, requires every person owning, operating, leasing, occupying or renting a building or structure within a district to construct and provide that portion of the service connection on his property between the facilities in accordance with applicable rules, and regulations of the respective utility. The proposed Project would develop all of the necessary water infrastructure within the Project Area. The existing PCWA laterals and lines currently located in Sierra College Boulevard, Rocklin Road, and El Don Drive will be extended into both the North and South Villages. The proposed Project also includes development of internal 8-inch water lines in the North Village; and 8-inch water lines within the proposed internal streets right-of-way of the South Village. Therefore, the proposed Project would result in a *less than significant* impact to water supplies, and no new water production, treatment, or extraction facilities would be required to serve the proposed Project beyond those previously identified in PCWA's 2020 UWMP and WPCGMP.

3.15.3 SOLID WASTE

EXISTING SETTING

In western Placer County, Recology provides garbage pickup services. The company also provides pickup service for recyclable materials. The Project Area is within the service area of Recology.

Once collected, solid waste is transported to the Western Regional Sanitary Landfill at the southeast corner of Athens Avenue and Fiddymont Road, west of the City of Rocklin. The 281-acre landfill is operated by the Western Placer Waste Management Authority (WPWMA), a joint powers authority that includes Placer County and Roseville, Rocklin, and Lincoln. Waste disposal services at the landfill are provided to these cities, as well as for Auburn, Colfax, and Loomis. An additional 465 acres of land for landfill expansion is located to the west of the current landfill site. The additional acreage is not yet permitted for landfill uses.

The landfill accepts municipal solid waste from the adjacent Western Regional Materials Recovery Facility (MRF), as well as sewage sludge and other materials. The landfill is permitted to accept Class II and Class III wastes. At present, the Western Regional Sanitary Landfill is permitted to accept 1,900 tons per day (tpd) of solid waste. The landfill has a total capacity of 36 million cubic yards and a remaining capacity of 29 million cubic yards. The service life of the landfill is currently permitted to receive waste through January 2058 (WPWMA 2015). The Placer County Environmental Health Division of the Placer County Health and Human Services Department serves as the Local Enforcement Agency for the landfill.

The WPWMA developed the 29-acre Materials Recovery Facility (MRF) adjacent to the Western Regional Sanitary Landfill to recover recyclable materials from the waste stream within the County. The MRF has the flexibility to handle all waste, whether mixed waste from Recology, or source-separated recyclables from other recycling programs in the community. The MRF recovers recyclable materials such as glass, metals, paper, plastics, wood waste and other compostable materials. Unrecyclable solid waste received at the MRF is then disposed of at the adjacent Western Regional Sanitary Landfill. Currently, the MRF diverts approximately 40% of the material received from the landfill.

REGULATORY SETTING - SOLID WASTE

California's Integrated Waste Management Act of 1989 (AB 939)

California's Integrated Waste Management Act of 1989 (AB 939) set a requirement for cities and counties to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling and composting. In order to achieve this goal, AB 939 requires that each City and County prepare and submit a Source Reduction and Recycling Element. AB 939 also established the goal for all California counties to provide at least 15 years of ongoing landfill capacity.

AB 939 also established requirements for cities and counties to develop and implement plans for the safe management of household hazardous wastes. In order to achieve this goal, AB 939 requires that each city and county prepare and submit a Household Hazardous Waste Element.

75 Percent Solid Waste Diversion

AB 341 requires CalRecycle to issue a report to the Legislature that includes strategies and recommendations that would enable the state to recycle 75 percent of the solid waste generated in the state by January 1, 2020, requires businesses that meet specified thresholds in the bill to arrange for recycling services by July 1, 2012, and also streamlines various regulatory processes.

Construction and Demolition Waste Materials Diversion

Senate Bill 1374 (SB 1374), Construction and Demolition Waste Materials Diversion Requirements, requires that jurisdictions summarize their progress realized in diverting construction and demolition waste from the waste stream in their annual AB 939 reports. SB 1374 required the California Integrated Waste Management Board (CIWMB, which is now CalRecycle) to adopt a model construction and demolition ordinance for voluntary implementation by local jurisdictions.

California Green Building Standards Code (CALGreen)

CALGreen requires the diversion of at least 50 percent of the construction waste generated during most new construction projects (CALGreen Sections 4.408 and 5.408) and some additions and alterations to nonresidential building projects (CALGreen Section 5.713).

City of Rocklin Municipal Code, Chapter 13.08

Chapter 13.08 of the City's Municipal Code regulates the management of garbage, recyclables, and other wastes. Chapter 13.08 sets forth solid waste collection and disposal requirements for residential and commercial customers, and addresses yard waste, hazardous materials, recyclables, and other forms of solid waste.

City of Rocklin General Plan

The City of Rocklin General Plan contains the following goals and policies that are relevant to solid waste disposal and recycling:

PUBLIC SERVICES AND FACILITIES ELEMENT

Goal for Public Services and Facilities: To provide high quality public facilities and a full range of public services to all areas and residents of the City, and to ensure that new development does not cause the inefficient use of such facilities and services.

Policy PF-1: Provide for adequate lead time in the planning of needed expansions of public services and facilities.

Policy PF-3: Require that any development that generates the need for public services and facilities, including equipment, pay it proportional share of providing those services and facilities. Participation may include, but is not limited to, the formation of assessment districts, special taxes, payment of fees, payment of the City's Construction Tax, purchase of equipment, and/or the construction and dedication of facilities.

Policy PF-29: Require solid waste collection services to ensure the maintenance of health standards.

Policy PF-30: Support public education programs in order to reduce, recycle and reuse solid waste and other materials such as oil, paint, and antifreeze in order to reduce landfill disposal.

Policy PF-31: Support public education programs in order to reduce, recycle and reuse solid waste and other materials such as oil, paint, and antifreeze in order to reduce landfill disposal.

Rocklin General Plan EIR

As previously stated, in August 2012, the City of Rocklin adopted a new General Plan and certified the associated General Plan EIR (State Clearinghouse (SCH) # 2008072115) -- a Program EIR pursuant to CEQA Guidelines Section 15168. As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on utilities and service systems that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included increased generation of wastewater flow, provision of adequate wastewater treatment, increased demand for solid waste disposal, and increased demand for energy and communication services (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.13-1 through 4.13-34). The analysis found that while development and buildout of the General Plan can result in utilities and service system impacts, these impacts would be reduced to a less than significant level through the application of General Plan goals and policies that would assist in minimizing or avoiding impacts to utilities and service systems.

These goals and policies include, but are not limited to, requiring studies of infrastructure needs, proportional share participation in the financial costs of public services and facilities, coordination of private development projects with public facilities and services needed to serve the project and encouraging energy conservation in new developments. All applicable policies and standards, including the mitigation measures addressing impacts of urban development under the General Plan on utility and service systems incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

As noted above, the General Plan EIR assumed full development and buildout of the Project Area; however, the components of the Project are not consistent with the land uses under the General Plan EIR. For this reason, a project-level analysis has been included to determine if the Project would generate solid waste disposal in excess of state or local standards, in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

THRESHOLDS OF SIGNIFICANCE - SOLID WASTE

Consistent with Appendix G of the CEQA Guidelines, the proposed Project will have a significant impact on the environment associated with Utilities if it will:

1. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.
2. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

IMPACTS AND MITIGATION MEASURES

Impact 3.15-3: The Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste, and would not generate solid waste in excess of State or local standards or otherwise impair the attainment of solid waste reduction goals (Less than Significant)

Average solid waste generation rates are calculated using a per capita factor derived by dividing total solid waste by the current population. Although done on a per capita basis, this rate reflects all land uses within the City. The “per person generation rate” in the City was estimated at 2.8 pounds per day in the 2012 General Plan Update (p. 4f-23).

The proposed Project would be expected to increase the population of the City of Rocklin through the development of residential and non-residential uses. As described in Chapter 2.0, Project Description, the proposed Project includes the development of 900 residential dwelling units, 120,000 square feet of non-residential building uses, 22.5 acres of open area, and 7.8 acres of parks. Based on the City’s General Plan Housing Element estimate of 2.80 persons per dwelling unit, the proposed Project is forecast to generate approximately 2,520 new residents in Rocklin at buildout.⁵

Using the General Plan’s generation rate of 2.8 pounds per person per day, the proposed Project would generate approximately 7,056 pounds per day (lbs/day) of solid waste from the proposed residential uses. This is equivalent to a total of approximately 3.83 tons/day of solid waste. For the non-residential component, a solid waste generation rate of 5.0 lbs/day, per 1,000 sf was used, resulting in up to 600 lbs/day of solid waste generated by the proposed non-residential uses. This waste generation rate is consistent with the guidance provided by the California Department of Recycling and Resources Recovery for commercial uses. Therefore, the total solid waste generated by all aspects of the proposed Project would be approximately 7,656 lbs/day, or 3.83 tons/day.

The proposed Project would be required to comply with applicable state and local requirements including those pertaining to solid waste, construction waste diversion, and recycling. Specifically, Chapter 13.08 of the City’s Municipal Code regulates the management of garbage, recyclables, and other wastes. Chapter 13.08 sets forth solid waste collection and disposal requirements for residential and commercial customers, and addresses yard waste, hazardous materials, recyclables, and other forms of solid waste.

⁵ Calculated using 2.8 persons per household for the City of Rocklin, City of Rocklin General Plan (City of Rocklin, October 2012).

3.15 UTILITIES

As previously described, permitted maximum disposal at the Central Landfill is 1,900 tons per day. The total permitted capacity of the landfill is 36,000,000 cubic yards. At the current remaining capacity, the landfill could continue to accept waste until 2036. The addition of the volume of 3.83 tons/day of solid waste generated by the proposed Project to the Western Regional Sanitary Landfill would not exceed the landfill's remaining capacity or otherwise impair the attainment of solid waste reduction goals. This is a *less than significant* impact.

CEQA requires an EIR to evaluate a project's effects in relationship to broader changes occurring, or that are foreseeable to occur, in the surrounding environment. Accordingly, this chapter presents a discussion of CEQA-mandated analysis for cumulative impacts, significant irreversible effects, and significant and unavoidable impacts associated with the proposed Project.

4.1 CUMULATIVE SETTING AND IMPACT ANALYSIS

INTRODUCTION

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) contain an assessment of the cumulative impacts that could be associated with the proposed Project. According to CEQA Guidelines Section 15130(a), “an EIR shall discuss cumulative impacts of a project when the project’s incremental effect is cumulatively considerable.” “Cumulatively considerable” means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects (as defined by Section 15130). As defined in CEQA Guidelines Section 15355, a cumulative impact consists of an impact that is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. A cumulative impact occurs from:

...the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

In addition, Section 15130(b) identifies that the following three elements are necessary for an adequate cumulative analysis:

1) Either:

(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or,

(B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

2) A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and

- 3) A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.

Where a lead agency is examining a project with an incremental effect that is not "cumulatively considerable," a lead agency need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable.

CUMULATIVE SETTING

The cumulative analysis for this EIR is based primarily on the Rocklin General Plan (October 2012) and the Rocklin General Plan EIR (August 2011), consistent with CEQA Guidelines Section 15130(b)(1)(B). As described in the Rocklin General Plan, the city is realistically expected to result in the construction of 8,247 new residential dwellings by the 2030 planning horizon to arrive at a total of 29,283 housing units and a population of 76,136. By comparison, the Sacramento Area Council of Governments (SACOG) projects a City of Rocklin population of 75,719 by the year 2035. The City's General Plan population projection assumes total buildout of all available residential lands in the city will be reached by the year 2030, in which case substantial population and housing growth would be dramatically reduced from that point on as any residential development would be limited to redevelopment activity. Buildout of nonresidential development, particularly retail and office uses, is anticipated to occur well beyond the General Plan horizon year of 2030.

The General Plan EIR further anticipated growth associated with the Sacramento Region Blueprint, which included growth of the population from 2.0 million to 3.8 million people, job increases from 921,000 to 1.9 million jobs, and housing increases from 713,000 to 1.5 million housing units through 2050 in the Sacramento region. Additional growth associated with Sacramento County, El Dorado County, Placer County, and the cities of Sacramento, Folsom, Rancho Cordova, Citrus Heights, Roseville, and Rocklin was anticipated as reflected in land use plans, as well as a 3,584-acre annexation of the Folsom Sphere of Influence. Since adoption of the General Plan, the City has grown in accordance with the vision of the General Plan. While the General Plan has been amended from time to time, the amendments have not required any amendments to the General Plan EIR, nor have any supplemental or subsequent EIRs been required to address changes to the General Plan. The General Plan EIR is an appropriate document to address the Project's contribution to cumulative impacts in the context of the General Plan's contribution to cumulative impacts, as provided by CEQA Guidelines Section 15130(b)(1)(B).

The 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (2020 MTP/SCS) was adopted by the Sacramento Area Council of Governments (SACOG) in 2020. The 2020 MTP/SCS is the most recently adopted SACOG document, which addresses regional planning for transportation, sustainability, and growth, and the General Plan. The 2020 MTP/SCS EIR anticipated an increase of approximately 620,000 people, 255,000 new housing units, and 270,000 new employees in the region, which includes El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba Counties, exclusive of the Tahoe Basin by 2040.

CUMULATIVE EFFECTS OF THE PROJECT

Cumulative settings are identified under each cumulative impact analysis. Cumulative settings vary because the area that the impact may affect is different. For example, noise impacts generally only impact the local surrounding area because noise travels a relatively short distance while air quality impacts affect the whole air basin as wind currents control air flow and are not generally affected by natural or manmade barriers which would affect noise. Cumulative Project impacts are addressed and summarized below.

Method of Analysis

Although the environmental effects of an individual project may not be significant when that project is considered separately, the combined effects of several projects may be significant when considered collectively. State CEQA Guidelines 15130 requires a reasonable analysis of a project's cumulative impacts, which are defined as "two or more individual effects which, when considered together are considerable or which compound or increase other environmental impacts." The cumulative impact that results from several closely related projects is: the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time (State CEQA Guidelines 15355[b]). Cumulative impact analysis may be less detailed than the analysis of the project's individual effects (State CEQA Guidelines 15130[b]).

There are two approaches to identifying cumulative projects and the associated impacts. The list approach identifies individual projects known to be occurring or proposed in the surrounding area in order to identify potential cumulative impacts. The projection approach uses a summary of projections in adopted General Plans or related planning documents to identify potential cumulative impacts. This EIR uses a projection approach for the cumulative analysis and considers the development anticipated to occur upon buildout of the various General Plans in the area.

Project Assumptions

The proposed Project's contribution to environmental impacts under cumulative conditions is based on full buildout of the Project site. See Chapter 2.0, Project Description, for a complete description of the proposed Project.

Cumulative Impacts

Some cumulative impacts for issue areas are not quantifiable and are therefore discussed qualitatively as they pertain to development patterns in the surrounding region. Exceptions to this are traffic, utilities, noise and air quality (the latter two of which are associated with traffic volumes), which may be quantified by estimating future traffic patterns, pollutant emitters, etc. and determining the combined effects that may result. In consideration of the cumulative scenario described above, the proposed Project may result in the following cumulative impacts.

AESTHETICS

Impact 4.1: Project implementation may contribute to the cumulative degradation of the existing visual character of the region (Less than Significant and Less than Cumulatively Considerable)

The cumulative setting for aesthetics is the City of Rocklin and surrounding areas of Placer County. Under cumulative conditions, buildout of the City of Rocklin General Plan would result in changes to the visual character of the City of Rocklin Planning Area and result in impacts to localized views as new development occurs within the County and the Planning Area.

While the proposed Project would result in a substantial alteration to the existing urban form and character of the site, the project site is located in a developed and urbanized area of the City. The proposed Project would be subject to Chapter 17.72, Design Review, of the City's Zoning Code which contains standards and provisions related to site design and visual requirements; and the City's Design Guidelines which includes architectural design principles and a provides criteria for evaluation of plans. The purpose of the site plan and design review ordinance is to ensure that proposed development in the city is in conformity with the intent and provisions of the ordinance. Compliance with the ordinance would ensure the proposed development is compatible with surrounding development in terms of scale, style and construction materials, is of the highest quality of land planning and design, reflects the design themes of the community, and is consistent with the City's General Plan and land use and planning. Accordingly, consistency with these regulations would ensure that future development under the proposed Project would not conflict with applicable zoning or other regulation governing scenic quality and reduce visual impacts to scenic resources to the greatest extent possible. As such, through implementation of the City's Design Guidelines and Zoning Code, the City can ensure that adverse impacts associated with the degradation of the existing visual character of the region are **less than cumulatively considerable**.

Impact 4.2: Cumulative Damage to Scenic Resources within a State Scenic Highway (Less than Significant and Less than Cumulatively Considerable)

There are no designated State Scenic Highways in the vicinity of the project area. There are no highways in Placer County listed as Designated Scenic Highway by the Caltrans Scenic Highway Mapping System. There are four highway sections in Placer County that are listed as Eligible State Scenic Highway by the Caltrans Scenic Highway Mapping System; the segment of SR 49 from the city of Auburn north to the northern edge of the County; the northern segment of I-80 from approximately Emigrant Gap to the town of Truckee; SR 89 from the town of Truckee to Tahoe City; HWY 28 along the perimeter of Lake Tahoe. Neither the City of Rocklin nor the two sites within the project area are visible from these routes. Additionally, there are no "eligible" highway segments in the vicinity of the Project site that may be included in the State Scenic Highway system. Cumulative development in the city would not impact a Designated Scenic Highway. Implementation of the proposed Project would have a **less than significant** cumulative impact relative to this environmental topic. As such, impacts relative to scenic resources would be a **less than cumulatively considerable contribution** and no mitigation is required.

Impact 4.3: Cumulative Impact on Light and Glare (Less than Significant and Less than Cumulatively Considerable)

Implementation of the proposed Project would introduce new sources of light and glare into the Project Area; however, application of the City's design review process and implementation of City goals and policies would ensure that lighting features do not result in light spillage onto adjacent properties and do not significantly impact views of the night sky. Adherence to the proposed development standards and the subsequent design review of the project would ensure that the proposed Project would not result in significant impacts related to daytime glare. These regulations are designed to minimize potential light and glare impacts of new development. Implementation of these regulations would ensure that future projects minimize their potential light and glare impacts resulting in a **less than significant** cumulative impact relative to this environmental topic. As such, impacts related to nighttime lighting and daytime glare would be a **less than cumulatively considerable contribution**, and no mitigation is required.

AGRICULTURAL RESOURCES

The cumulative setting for agriculture and forest resources is all of Placer County. According to the Department of Conservation, Placer County was estimated to have 125,044 acres of Important Farmland: 7,431 acres of Prime Farmland, 4,097 acres of Farmland of Statewide Importance, 18,784 acres of Unique Farmland, and 94,732 acres of Farmland of Local Importance (California Department of Conservation [CDC], 2016). Over the past decade, the availability of Important Farmland has been consistently declining from year to year primarily because of conversions to urban and other developed land uses.

Impact 4.4: Cumulative Impact on Agricultural Resources (Less than Significant and Less than Cumulatively Considerable)

The Project Area as a whole is classified as containing 90.9 percent of Grazing Land and 9.1 percent of Urban and Built-Up Land, as shown in Figure 3.2-1. The proposed Project is currently zoned for urban land uses (i.e., residential/community college planned development) and proposes zoning changes similar to the existing land use. Land uses surrounding the Project Area consist of residential and retail-commercial land uses, as well as vacant land. The Project Area is not zoned for farmland or agricultural uses and is not located adjacent to land in productive agriculture or lands zoned for agricultural uses. Therefore, the Project would not conflict with lands zoned for agricultural uses.

While the Project Area is not zoned for agriculture uses or classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the California Department of Conservation, both the North and South Villages of the Project Area contain prime soils.

However, according to FMMP, farmland with prime soils shall only be considered prime farmland if the land has been used for irrigated agricultural production at some time during the four years prior to the mapping date. Sierra's College Facilities Master Plan, adopted by the Trustees in 2018, does not designate the sites for irrigated agricultural production; nor has the land been used for irrigated agricultural production. Therefore, while Project implementation would involve development on soil identified as Farmland of Statewide Importance, because the Project Area is not irrigated and has

not been utilized for agricultural production within four years prior to the mapping date, the Project Area would not be considered prime agricultural land.

Overall, the Project would not convert important farmland to non-agricultural uses, would not conflict with existing agricultural zoning, or involve other changes that could result in the conversion of important farmland to non-agricultural uses, resulting in a **less than significant** cumulative impact relative to this environmental topic. As such, impacts related to agricultural resources would be a **less than cumulatively considerable contribution**, and no mitigation is required.

AIR QUALITY

The cumulative setting for air quality impacts is the Sacramento Valley Air Basin (SVAB), which encompasses eleven counties including all of Shasta, Tehama, Glenn, Colusa, Butte, Sutter, Yuba, Sacramento, and Yolo Counties, the westernmost portion of Placer County and the northeastern half of Solano County. The SVAB is bounded by the North Coast Ranges on the west and Northern Sierra Nevada Mountains on the east.

Impact 4.5: Cumulative Impact on the Region's Air Quality (Cumulatively Considerable and Significant and Unavoidable)

Under buildout conditions in Placer County, the SVAB would continue to experience increases in criteria pollutants and efforts to improve air quality throughout the basin would be hindered. As described in Section 3.3, Placer County has a state designation of Nonattainment for ozone and PM₁₀, and a state designation of either Unclassified or Attainment for all other criteria pollutants. Placer County has a national designation of Nonattainment for ozone and PM_{2.5} and a national designation of either Attainment or Unclassified for all other criteria pollutants. Table 3.3-2 in Section 3.3, Air Quality, presents the State and Federal attainment status for Placer County.

Construction-generated emissions will be generated through construction of the proposed Project: operation of the construction vehicles (i.e., excavators, trenchers, dump trucks), the creation of fugitive dust during clearing and grading, and the use of asphalt or other oil-based substances during paving activities. As discussed under Impact 3.3-2 in Section 3.3, implementation of applicable PCAPCD rules would ensure that the emissions generated during Project construction would not exceed the PCAPCD's regional thresholds of significance. Therefore, criteria pollutant emissions generated during Project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard.

However, as discussed under Impact 3.3-1 in Section 3.3, the proposed Project would result in increased emissions primarily from vehicle miles travelled associated with Project implementation. The Placer County Air Pollution Control District (PCAPCD) has established operations related emissions thresholds of significance and it was determined that daily unmitigated emissions of ROG resulting from Project buildout would exceed the PCAPCD thresholds of significance. Therefore, the Project would be required to implement Mitigation Measure 3.3-1 and Mitigation Measure 3.3-2. Mitigation Measure 3.3-1 includes requirements to install Project features that would reduce

emissions in finished buildings during Project operation. Separately, Mitigation Measure 3.3-2 requires the Project applicant to either establish mitigation off-site for ROG by participating in an off-site mitigation program, or participate in PCAPCD's Off-site Mitigation Program by paying the equivalent amount of fees for the project's contribution of ROG that are above the applicable PCAPCD thresholds.

It should be noted that, although Mitigation Measure 3.3-2 requires that operational emissions of ROG to be reduced below the applicable threshold of significance, there is no guarantee that implementation of Mitigation Measure 3.3-2 would reduce such emissions to below the applicable PCAPCD threshold of 55 pounds per day. Therefore, even with the implementation of identified mitigation, for the sake of a conservative approach to this analysis, Project-related emissions are assumed to result in operational ROG emissions that would still exceed the PCAPCD daily significance threshold, even after implementation of mitigation. This results in a cumulatively considerable net increase of ROG, for which the Project region is in nonattainment under an applicable federal or state ambient air quality standard. As such, implementation of the proposed Project would have a **cumulatively considerable contribution** and **significant and unavoidable** impact from air emissions.

BIOLOGICAL RESOURCES

The cumulative setting for biological resources includes the Project Area and the greater Placer region. Development associated with implementation of the local General Plan(s) would contribute to the ongoing loss of natural and agricultural lands in Placer County, including the Project Area. Cumulative development would result in the conversion of existing habitat to urban uses. The local General Plan(s), in addition to regional, State and federal regulations, includes policies and measures that mitigate impacts to biological resources associated with General Plan buildout. Additionally, local land use authorities in Placer County have established the Placer County Conservation Plan (PCCP), which is a habitat conservation plan, natural community conservation plan, and county aquatic resources program for Placer County that provides a mechanism for compensatory mitigation for habitat and species loss in accordance with federal and State laws. However, it is noted that the cities of Rocklin, Roseville, Loomis, and Auburn are non-participating members of the PCCP.

Impact 4.6: Cumulative Loss of Biological Resources Including Habitats and Special Status Species (Less than Significant and Less than Cumulatively Considerable)

Under cumulative conditions, buildout of the General Plan(s) within Placer County will result in impacts to biological resources in the cumulative area through new and existing development. The Project Area has been planned for urban development under the City's General, as well as the other General Plan(s) within Placer County, includes policies that are designed to minimize impacts to the extent feasible. Additionally, the PCCP provides a mechanism for compensatory mitigation for habitat and species loss in accordance with federal and State laws for projects located in the unincorporated county and City of Lincoln.

As described in Section 3.4 Biological Resources, construction in the Project site has the potential to result in impacts to special-status species in the region. Although there has been no documented

sightings of special-status species within the immediate area in, or near the Project, the Project Area provides potential habitat for several species, including those discussed in section 3.4. Implementation of Mitigation Measures 3.4-1 through 3.4-7 would reduce the potential for the cumulative loss of special-status species in the region through pre-construction surveys, preservation of suitable habitat for special-status species, consultation with the United States Fish and Wildlife Service (USFWS), and preparation and administration of Worker Environmental Awareness Training.

Additionally, construction of the proposed Project would result in the permanent removal of 0.971 acres of sensitive aquatic habitat and 68.7 acres of terrestrial vegetation communities. As described under impacts 3.4-7 and 3.4-8 in Section 3.4, Biological Resources, the permanent loss of sensitive aquatic habitat on the Project Area was found to be less than significant with implementation of Mitigation Measure 3.4-8, as Mitigation Measure 3.4-8 requires the applicant to obtain the proper regulatory permits, including adherence to the “no-net-loss” requirements (minimum 1:1 replacement). This may include restoration or enhancement of resources on- or off-site, purchase of habitat credits from an agency-approved mitigation/conservation bank, working with a local land trust to preserve land, or any other method acceptable to California Department of Fish and Wildlife (CDFW). Under the cumulative condition, the loss of 0.971 acres of sensitive aquatic habitat is small compared to the cumulative setting and implementation of Mitigation Measure 3.4-8 would assist in reducing cumulative impacts.

The ongoing operational phase of the proposed Project requires discharge of stormwater into the City’s storm drainage system, which ultimately discharges into Secret Ravine. The discharge of stormwater could result in indirect impacts to special status fish and wildlife if stormwater was not appropriately treated through BMPs prior to its discharge to Secret Ravine. Mitigation Measure 3.9-1 requires the Project applicant to implement nonstructural BMPs that focus on preventing pollutants from entering stormwater. Additionally, Mitigation Measure 3.9-3 requires the Project applicant to integrate Low Impact Development (LID) measures throughout the proposed Project Area to provide stormwater quality treatment, consistent with the *City of Rocklin Post-Construction Manual*.

Overall, implementation of Mitigation Measures 3.4-1 through 3.4-9 in Section 3.4 would reduce potentially cumulative impacts to a **less than significant** level. As such, impacts to biological resources would be a **less than cumulatively considerable contribution**

CULTURAL RESOURCES

The geography of cultural resources impact can be defined by region, by political subdivision or by the geography of the cultural resources present in an area, where sufficient inventory data is available to define it. The cumulative setting for cultural resources includes all of the Placer County. There are extensive cultural sites located in the region.

Impact 4.7: Cumulative Impacts on Known and Undiscovered Cultural Resources (Less than Significant and Less than Cumulatively Considerable)

Cumulative development anticipated in the City of Rocklin, including growth projected by adopted future projects, may result in the discovery and removal of cultural resources, including archaeological, paleontological, historical, and Native American resources and human remains. As discussed in Section 3.5, Cultural Resources, no prehistoric artifacts or evidence of prehistoric use of the survey area was found and no historic resources were recorded.

Any previously unknown cultural resources which may be discovered during development of the proposed Project would be required to be preserved, either through preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. With implementation of the mitigation measures provided in Section 3.5, the proposed Project is not anticipated to considerably contribute to a significant reduction in cultural resources in the region.

All future projects in the regional vicinity would be subject to their respective General Plans (i.e. City of Rocklin and Placer County), each of which have policies and measures that are designed to ensure protection of undiscovered cultural resources. In addition, all discretionary projects in these jurisdictions would require environmental review per regulations established in CEQA.

Implementation of the proposed Project would have a **less than significant** cumulative impact relative to this environmental topic. As such, impacts related to cultural resources would result in a **less than cumulatively considerable contribution**.

GEOLOGY AND SOILS

Impacts related to geology and soils are not inherently cumulative. Geology and soils concerns are related to risks, hazards or development constraints that are largely site-specific. However, seismic hazards are regional, and management of seismic hazards is vested with the local planning and building authority. For these reasons, the potential for cumulative geology and soils impacts are considered in the context of the City of Rocklin and vicinity.

Impact 4.8: Cumulative Impact on Geologic and Soils Resources (Less than Significant and Less than Cumulatively Considerable)

As discussed in Section 3.6 Geology and Soils, implementation of the proposed Project has limited potential for liquefaction, liquefaction induced settlement, and lateral spreading. However, mitigation measures provided in Section 3.6 ensure these impacts will be less than significant. While the city is not within an area known for its seismic activity, there will always be a potential for groundshaking caused by seismic activity anywhere in California, including the Project Area. Seismic activity could come from a known active fault such as the West Tahoe fault and Echo Lake Quadrangle zones near South Lake Tahoe. In order to minimize potential damage to the buildings and site improvements, all construction in California is required to be designed in accordance with the latest seismic design standards of the California Building Code. Additionally, the City of Rocklin has incorporated numerous policies relative to seismicity to ensure the health and safety of all people. Design in accordance with these standards and policies would reduce any potential impact to a less than significant level.

Geologic and soils impacts tend to be site-specific and Project-specific. With the mitigation measures presented in Section 3.6, implementation of the proposed Project would not result in increased risks or hazards related to geologic conditions in the cumulative setting area, nor would it result in any off-site or indirect impacts. Implementation of the proposed Project would have a **less than significant** cumulative impact relative to this environmental topic. As such, impacts related to geologic and soil resources would result in a **less than cumulatively considerable contribution**.

GREENHOUSE GASES AND CLIMATE CHANGE

The cumulative setting for greenhouse gas emissions and climate change impacts for this analysis is Placer County, which is the boundary for the California Air Resources Board's regional greenhouse gas emissions reduction targets.

Impact 4.9: Cumulative Impact on Climate Change from Increased Project-Related Greenhouse Gas Emissions (Less than Significant and Less than Cumulatively Considerable)

Greenhouse gas emissions from a single Project will not cause global climate change; however, greenhouse gas emission from multiple projects throughout a region or state could result in a cumulative impact with respect to global climate change.

In California, there has been extensive legislation passed with the goal of reducing greenhouse gas emissions. The legislative goals are as follows: 1) 2000 levels by 2010, 2) 1990 levels by 2020 and 3) 80 percent below the 1990 levels by the year 2050. To achieve these goals, the CARB has developed regional greenhouse gas emission reduction targets for the automobile and light truck sectors (the largest single source of greenhouse gas emissions) for 2020 and 2035. The regional greenhouse gas emission reduction targets for each region in California were established by the California Air Resources Board.

As described in Section 3.7, the PCAPCD has established a layered approach to determining whether a project would be considered to have a cumulatively considerable contribution to climate change.¹ Specifically, the PCAPCD has determined the following thresholds:

- A bright-line threshold of 10,000 MT CO₂e per year for the construction and operational phases of land use development projects as well as the stationary source projects;
- A 'De Minimis' GHG threshold of 1,100 MT CO₂e per year for the operational phase of a project.
- An efficiency matrix for residential and non-residential projects (for the operational phase of land use development projects when emissions exceed the De Minimis Level, but which are below the bright-line threshold of 10,000 MT CO₂e. The efficiency levels for residential projects are: 4.5 MT CO₂e per capita for urban projects, and 5.5 MT CO₂e per capita for rural

¹ As provided in the PCAPCD's *California Environmental Quality Act Thresholds of Significance Justification Report* (October 2016).

projects. The efficiency levels for non-residential projects are: 26.5 MT CO₂e per capita for urban projects, and 27.3 MT CO₂e per capita for rural projects.

As described under Impact 3.7-1 of Section 3.7, short-term annual construction emissions of GHG associated with the proposed Project are estimated to be a maximum of approximately 1,304.2 MT CO₂e in a single year (year 2023). Because construction GHG emissions are a one-time release, they are not expected to generate a significant contribution to global climate change in the long-term. However, even with the implementation of Mitigation Measures 3.3-1 through 3.3-2 of Section 3.3, Air Quality, the proposed Project would generate operational emissions of approximately 11,763 MT CO₂e, which is above the PCAPCD's bright-line threshold of 10,000 MT CO₂e.

Based on the Project's exceedance of combined operational and construction GHG emissions above the PCAPCD's bright-line threshold of 10,000 MT CO₂e, the Project is required to implement additional Mitigation Measure 3.7-1. Mitigation Measure 3.7-1 requires the Project applicant to offset operational GHG emissions through carbon offsets and/or other off-site measures, to reduce Project emissions to below the applicable PCAPCD threshold.

According to the PCAPCD, projects which generate operational GHG emissions that exceed the De Minimis level of 1,100 MT CO₂e/year, but would be less than the Bright Line Threshold of 10,000 MT CO₂e/year, can be considered less than cumulatively considerable when the project efficiency analysis would meet one of the conditions in the Efficiency Matrix for applicable land use setting and land use type.

With the implementation of mitigation (i.e. Mitigation 3.7-1), Project-related GHG emissions would be reduced to below 10,000 MT CO₂e/year. As a result, the PCAPCD advises that the proposed Project's GHG emissions should be compared to the PCAPCD's efficiency matrix for impact significance determination. The efficiency level for residential projects is 4.5 MT CO₂e per capita for urban projects. The proposed Project is anticipated to support a population of 2,520 new residents (see Section 3.12: Population and Housing, for further detail). Since mitigated operational GHG emissions (after implementation of Mitigation Measure 3.7-1) would reduce GHG emissions to below 10,000 MT CO₂e/year, 10,000 MT CO₂e/year divided by the new population of 2,520 residents would result in an efficiency ratio of 3.97, which would meet the 4.5 MT CO₂e per capita condition for urban residential projects.

Therefore, with implementation of Mitigation Measure 3.7-1, the Project's GHG emissions would be reduced below the PCAPCD's threshold for GHG emissions. Therefore, with implementation of Mitigation Measure 3.7-1, Project GHG impacts would have a **less than significant** impact. As such, impacts related to climate change and greenhouse gas emissions would result in a **less than cumulatively considerable** contribution.

HAZARDS AND HAZARDOUS MATERIALS

The cumulative context for the analysis of cumulative hazards and human health impacts is Placer County, including all cumulative growth therein, as represented by full implementation of each respective General Plan (i.e. Rocklin and Placer County). As discussed in Section 3.8 Hazards and

Hazardous Materials, implementation of the proposed Project would not result in any significant impacts related to this environmental topic with the implementation of the mitigation measures provided in Section 3.8.

***Impact 4.10: Cumulative Impact Related to Hazards and Hazardous Materials
(Less than Significant and Less than Cumulatively Considerable)***

The proposed Project, in conjunction with cumulative development in the region, would include areas designated for a variety of urban, agricultural, and open space uses as defined by the applicable General Plan. Cumulative development would include continued operation of, or development of, new facilities as allowed under each land use designation. New development would inevitably increase the use of hazardous materials within the region, resulting in potential health and safety effects related to hazardous materials use. For the most part, potential impacts associated with new and future development would be confined to commercial and industrial areas and would not involve the use of hazardous substances in large quantities or that would be particularly hazardous. Incidents, if any, would typically be site specific and would involve accidental spills or inadvertent releases. Associated health and safety risks would generally be limited to those individuals using the materials or to persons in the immediate vicinity of the materials and would not combine with similar effects elsewhere (i.e., construction workers). Hazard-related impacts tend to be site-specific and Project-specific. The Project Area is not associated with any existing hazardous materials spills; however, there are numerous areas throughout the County where hazardous conditions are present.

Implementation of the proposed Project would not result in significant increased risks of hazards in the cumulative setting area, nor would it result in any significant off-site or indirect impacts. Mitigation measures have been included to reduce the risk of on-site hazards associated with the use of on-site hazardous materials. Implementation of the proposed Project would have a **less than significant** cumulative impact relative to this environmental topic. As such, impacts related to hazards and hazardous materials would result in a **less than cumulatively considerable contribution**.

HYDROLOGY AND WATER QUALITY

Potential cumulative issues associated with surface waters can be addressed on a watershed basis, or in the case of groundwater, in the context of a groundwater basin. Because water resources are highly interconnected, the cumulative setting is based on Placer County which is located in the Sacramento River Hydrological Region. Cumulative development in this region, including the proposed Project, would impact the water quality and hydrological features of the Sacramento River Hydrologic Region. The City of Rocklin and much of the surrounding area is located in the Sacramento Valley Groundwater Basin. The Project Area is located in the Dry Creek watershed. Any matter that may affect water quality draining from the Project Area will eventually end up in the groundwater basin.

***Impact 4.11: Cumulative Impacts Related to Degradation of Water Quality
(Less than Significant and Less than Cumulatively Considerable)***

The proposed Project, along with several of the related projects within the City of Rocklin, would ultimately discharge stormwater runoff to the nearby waterways. This would potentially degrade the water quality of the system.

Construction and the long-term operations of the proposed Project would contribute to a cumulative increase in urban pollutant loading, which could adversely affect water quality. Cumulative development in the Rocklin area, including the proposed Project, would also result in increased impervious surfaces that could increase the rate and amount of runoff, thereby potentially adversely affecting existing surface water quality through increased erosion and sedimentation. The primary sources of water pollution include: runoff from roadways and parking lots; runoff from landscaping areas; non-stormwater connections to the drainage system; accidental spills; and illegal dumping. Runoff from roadway and parking lots could contain oil, grease, and heavy metals; additionally, runoff from landscaped areas could contain elevated concentrations of nutrients, fertilizers, and pesticides.

With respect to the construction phase, the proposed Project will be required to comply with Mitigation Measure 3.9-1 which requires the development and approval of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP will include Best Management Practices (BMPs) to regulate stormwater quality for the Project Area which will be designed in accordance with the City of Rocklin's National Pollutant Discharge Elimination System Permit (NPDES) issued by the RWQCB. Furthermore, Mitigation Measure 3.9-2 requires the applicant to demonstrate compliance, through its grading plans, erosion control plan, and SWPPP, with all requirements of the City's Stormwater Runoff Pollution Control Ordinance (Title 8, Chapter 8.30 of the Code) and the Grading and Erosion and Sedimentation Control Ordinance (Title 15, Chapter 15.28 of the Code), which regulate stormwater and prohibit non-stormwater discharges except where regulated by an NPDES permit.

With respect to the long-term operation of the Project, the drainage infrastructure of the North Village and South Village site both provide adequate stormwater quality treatment through bioretention consistent with the *City of Rocklin Post-Construction Manual* and the *Placer County Stormwater Management Manual*. As described under Impact 3.9-1 of Section 3.9, the applicant would still be required to prepare and submit a final Stormwater Control Plan for the final Project design of the North Village and South Village sites to ensure adequate stormwater quality treatment is maintained (Mitigation Measure 3.9-3). Additionally, as required by the statewide Phase II municipal NPDES stormwater permit, permittees must verify provisions have been made for maintenance of facilities in perpetuity. The City of Rocklin requires that permittees submit an Operation and Maintenance (O&M) Plan to plan, direct, and record maintenance of the bioretention facilities. The applicant's O&M Plan must address the specific drainage patterns and treatment facilities on the development site.

Compliance with City and County water quality protection regulations, approval from the RWQCB, and Mitigation Measures 3.9-1, 3.9-2, 3.9-3, 3.9-4, and 3.9-5 would ensure that the proposed Project minimizes impacts to surface water quality. Implementation of the proposed Project would have a **less than significant** cumulative impact relative to this environmental topic. As such, impacts related to water quality would result in a **less than cumulatively considerable contribution**.

Impact 4.12: Cumulative Increases in Peak Stormwater Runoff from the Project site (Less than Significant and Less than Cumulatively Considerable)

Implementation of the proposed Project would increase the amount of impervious surfaces in the Project Area, which could increase peak stormwater runoff rates and volumes on and downstream on the Project Area. However, the proposed Project includes an extensive system of on-site stormwater collection facilities to accommodate the increased stormwater flows that would originate in the Project Area.

As discussed in Section 3.9, Hydrology and Water Quality, the proposed drainage infrastructure on Parcel A of the North Village site consists of a northern and southern system of underground pipes and curbed-and-guttered streets and on-site detention storage. The proposed drainage infrastructure would include 15- to 24-inch drain pipes, following the internal circulation network. The northern system on Parcel A would drain to two detention basins (DET1 and DET2) at the northern boundary of the North Village site, which would drain directly to existing overland (off-site) flow paths to Secret Ravine. Detention basins DET1 and DET2 also act as bioretention facilities to retain/detain stormwater runoff generated on-site for water quality treatment to reduce pollutants in post-development runoff consistent with the *City of Rocklin Post-Construction Manual*. Conversely, the southern system would drain to an underground vaulted detention basin, which would be tied into an existing 15-inch storm drain along the eastern side of Sierra College Boulevard. The storm water quality treatment would be achieved in close coordination with local officials through a treatment vault structure, outfitted with acceptable filtration comparable to bioretention facilities, located downstream of the flood detention facility.

For the South Village site, the proposed drainage infrastructure on Parcel C-1 consists of a system of underground pipes and curbed-and-guttered streets. The proposed drainage infrastructure would include 15--inch drain pipes, following the internal circulation network, and two detention basins (Basin 1 and Basin 2) to attenuate peak runoff and provide stormwater quality treatment consistent with the *City of Rocklin Post-Construction Manual*. As discussed under Impact 3.9-1 and 3.9-3, Parcel A's proposed drainage system on the North Village and Parcel C-1's proposed drainage system on the South Village both meet Placer County drainage requirements. Additionally, the future Retail Commercial and High-Density Residential areas on Parcel B of the North Village site and Business Professional and High-Density Residential areas on Parcel C-2 of the South Village site were not analyzed, as no development and associated drainage infrastructure is proposed on these parcels as part of this development application. For this reason, Projects located on Parcel B of the North Village and Parcel C-2 of the South Village would be required to demonstrate meeting the City of Rocklin and Placer County Flood Control and Water Conservation District requirements prior to any grading activities, as required by Mitigation Measure 3.9-5. Therefore, incorporation of these aforementioned North Village and South Village drainage systems and the implementation of Mitigation Measures 3.9-1, 3.9-2, 3.9-3, .9-4, and 3.9-5 would ensure that the proposed Project would not substantially alter the existing drainage pattern of the site or area, in a manner that would result in substantial erosion or siltation, result in flooding, or exceed the capacity of the existing or planned stormwater drainage systems. Therefore, implementation of the proposed Project would

have a **less than significant** cumulative impact relative to this environmental topic. As such, impacts related to stormwater runoff would result in a **less than cumulatively considerable contribution**.

Impact 4.13: Cumulative Impacts Related to Degradation of Groundwater Supply or Recharge (Less than Significant and Less than Cumulatively Considerable)

The proposed Project would increase impervious surfaces associated with the development of the North Village and South Village sites, reducing the infiltration capacity, compared to the existing conditions. However, as discussed in Section 3.9, no groundwater basins are identified within the Project Area and the Project Area is not considered a groundwater recharge area; therefore, development of the North Village and South Village sites would not substantially interfere with groundwater recharge.

Additionally, the City of Rocklin receives its water from the PCWA, which primarily uses surface water as its source of supply. Therefore, the North Village and South Village sites are not expected to be a significant source of groundwater for public water supplies and therefore would not deplete groundwater supplies. Moreover, according to the Water Supply Assessment prepared by PCWA, historic treated water consumption trends display current demand factors may be on a downward trend; thus, the project, as proposed, does not significantly alter water use for the project and adequate water supplies would be available to serve the Project.

For the reasons mentioned above, the proposed Project would not cause the substantial depletion of groundwater supplies or interfere substantially with groundwater recharge. Implementation of the proposed Project would have a **less than significant** and **less than cumulatively considerable** impact relative to this topic.

Impact 4.14: Cumulative Impacts Related to Flooding (Less than Significant and Less than Cumulatively Considerable)

The North Village site is not located within a designated Federal Emergency Management Agency (FEMA) Flood Zone; However, a portion of the South Village site is shown on the FEMA Flood Insurance Rate Map (FIRM) number 06061C0962H dated November 2, 2018 as located within the 100-year floodplain. Figure 3.9-2 illustrates the portions of the Project Area that FEMA designates 100-year floodplain and regulatory floodway. As previously noted, an unnamed tributary to Secret Ravine Creek bisects the site flowing east to west resulting in the land adjacent to the creek being designated as Regulatory Floodway and/or within the 100-year floodplain.

As shown in Figure 2.0-6, the proposed Project proposes residential development within the southern portion of the South Village site, south of the unnamed tributary. The area surrounding the tributary and immediately north of the tributary is identified as open space/preserve area. The Tentative Subdivision Map and Grading Plans for the South Village note an approved creek setback from Secret Ravine as well as an additional open space buffer between the creek of the proposed single-family residential lots. The creek setback and proposed open space buffer ensures that the unnamed tributary would not be altered and ensures the impervious surfaces, including the proposed single-family homes, would not be placed in the 100-year flood zone. As a result, the proposed Project is not at risk of the 100-year flood. Implementation of the proposed Project would

have a **less than significant** cumulative impact relative to this environmental topic. Implementation of the proposed Project would have a **less than significant** and **less than cumulatively considerable** impact relative to this topic.

LAND USE

The cumulative setting for land use impacts is the City of Rocklin.

Impact 4.15: Cumulative Impact on Communities and Local Land Uses (Less than Significant and Less than Cumulatively Considerable)

Cumulative land use impacts, such as the physical division of an established community or the potential for conflicts with adjacent land uses and consistency with adopted plans and regulations, are typically site- and Project-specific. Prior to Project authorization, City approval of the proposed project would require approval of a General Plan amendment to change land uses on the Project site. As part of the proposed Project, the applicant is requesting a General Plan Amendment to change the Project Area's General Plan land use designation from Mixed Use to Medium Density Residential, Medium-high Density Residential, High Density Residential, Retail Commercial, Recreation-Conservation in the North Village; and from Mixed Use and Recreation-Conservation to Medium Density Residential, High Density Residential, Business Professional/Commercial, and Recreation-Conservation in the South Village; under the Rocklin General Plan Land Use Map.

The North Village is located within the existing Sierra College Area General Development Plan, which is an approximately 375-acre Planned Development (PD) including Sierra Community College and surrounding properties. Additionally, approximately 50 percent of the South Village is located within Area 2 of the Rocklin Road East of I-80 General Development Plan (East of I-80 GDP), which encompasses the area of Rocklin Road frontage east of I-80 with proximity to Sierra Community College. These General Development Plans outline the specific development standards of the PD adopted pursuant to Rocklin Municipal Code Chapter 17.60, described below.

Rocklin Municipal Code Chapter 17.60, PD Zone, establishes the purposes and intent and requirements for establishing a PD zone. A PD Zone is intended to provide for greater creativity and flexibility in environmental design than is provided under the strict application of the zoning and subdivision ordinances, while at the same time protecting the public health, safety and welfare and property values. Various land uses may be combined in a PD zone including combinations of residential, commercial, industrial, utility, institutional, educational, cultural, recreational and other uses, provided the combination of uses results in a balanced and stable environment. Development within a PD zone is required to comply with the City's Design Review procedures. The Project includes a proposal to remove the North Village Site from the Sierra College GDP and remove the South Village site from the East of I-80 GDP to create the College Park GDP. As part of the College Park GDP, the North Village site would be rezoned to the following College Park GDP zoning designations: Planned Development –Commercial (PD-C), Planned Development – 8.4 (PD-8.4), Planned Development – 15.4 (PD-15.4), Planned Development – 15.5+ (PD-15.5+), Planned Development – Park (PD-P) and Planned Development – Open Area (PD-OA). Additionally, the South

Village site would be rezoned to the following College Park GDP zoning designations: Planned Development – Business Professional/Commercial (PD-B-P/C), PD-8.4), PD-15.5+, PD-P and PD-OA.

Overall, the Project represents a mixed-use development within the city limits, adjacent to areas of the City that are currently urbanized. The proposed Project would not divide an established community; rather it would extend or support existing uses within the surrounding area. Within both the North and South Villages, open space and park areas would provide connections and transitions between residential uses and non-residential development. In addition to the Zone Change, the Project requests approval of Tentative Maps (TMs), which, according to Rocklin Municipal Code Chapter 16.16, Tentative Map, would confer a right to proceed with the development if the Tentative Maps comply with the requirements of Rocklin Municipal Code Chapter 16.16, the Rocklin Zoning Code, General Plan, and any other specific plan or applicable, ordinances, resolutions, or provisions of law.

Upon approval of the College Park GDP, Zone Change to the zoning designations described above, and the TMs, the Project would be consistent with the Rocklin Municipal Code and Zoning Map.

Additionally, California is in the midst of a housing crisis, and the proposed project is in part a response to a market need for housing. (See Gov. Code, § 65589.5[a][1][A] [“California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and businesses, worsening poverty and homelessness, and undermining the State's environmental and climate objectives.”].) The proposed Project is consistent with California’s legislative findings about the current housing crisis, including Senate Bill (SB) 330, which is intended to maximize the production of housing (Gov. Code, § 66300(f)(2).) Where housing is an allowable use, SB 330 generally precludes cities from amending their general plan/specific plan land use designations or zoning to a less intensive use in comparison to those in place on January 1, 2018. However, there are exceptions to this limitation, including concurrently adopted changes in other development standards, ensuring no net loss in residential capacity. Based on a review of the proposed General Plan Amendments and Rezone under the Project, it appears the Project complies with SB 330, as the Project would not result in a net loss in residential capacity.

The Project would be consistent with Rocklin’s General Plan and zoning requirements. The City will review each component of the proposed Project as plans (improvement plans, building plans, site plans, etc.) are submitted for final approval to ensure that they are consistent with the City’s Zoning ordinance. Approval of the zone change would ensure that the proposed Project would be consistent with the Zoning Code and will have a **less than significant** and **less than cumulatively considerable** relative to this topic.

***Impact 4.16: Cumulative Impacts on Population and Housing
(Less than Significant and Less than Cumulatively Considerable)***

As described in Section 3.10, the proposed Project would add residential housing structures in the project area, and would directly increase the population of the City. The Project would result in the

addition of up to approximately 695 dwelling units on the North Village site and approximately 205 dwelling units on the South Village site. Based on the City's General Plan Housing Element estimate of 2.80 persons per dwelling unit, the Project is forecast to generate approximately 2,520 new residents in Rocklin at buildout. If the Project were developed based on the Project Area's current General Plan land use designations, approximately 1,005 to 4,020 dwelling units could be developed on the approximately 100.5 acres currently designated Mixed Use (using General Plan guidance for Mixed Use development of 10 to 40² dwelling units per acre), which is greater than the approximately 847 to 1,190 dwelling units that would result from the proposed Project. Development of 1,005 to 4,020 dwelling units, as allowed under the current General Plan, could result in a population increase of approximately 2,814 to 11,256 new residents, while the proposed Project is forecast to result in approximately 2,520 new residents. Thus, the housing and population growth that could occur with the proposed Project would be within the growth (directly or indirectly) anticipated by the City of Rocklin General Plan. Therefore, the proposed project would not result in indirect population growth beyond the City's planned capacity.

While the proposed Project will result in growth, it is not anticipated to significantly induce growth beyond the levels analyzed in the City's General Plan and Housing Element, or displace substantial numbers of housing or people. Implementation of the proposed Project would have a **less than significant** cumulative impact relative to this environmental topic. As such, impacts related to population and housing would result in a **less than cumulatively considerable contribution**.

NOISE

The cumulative setting for noise impacts consists of the existing and future noise sources that could affect the project area or surrounding uses.

Impact 4.17: Cumulative Exposure of Existing and Future Noise-Sensitive Land Uses to Increased Noise Resulting from Cumulative Development (Less than Significant and Less than Cumulatively Considerable)

The cumulative context for noise impacts associated with the proposed Project consists of the existing and future noise sources that could affect the Project or surrounding uses. The total noise impact of the proposed Project would be fairly small and would not be a substantial increase to the existing future noise environment. Thus, the proposed Project would result in a **less-than-significant cumulative impact**.

Traffic: Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to the proposed Project and on-site activities resulting from operation of the proposed Project. Table 3.11-7 in Section 3.11, Noise, shows cumulative traffic noise levels with and

² Density in this designation is typically calculated using net acreage. No individual parcel which has a Mixed-Use land use designation is required to build a specific ratio of residential to non-residential development. Mixed Use designated parcels may be all residential, all non-residential, or a mix of residential and non-residential uses. However, if residential uses are developed, they must be within the density range assigned to the Mixed-Use category as noted above.

without the proposed Project. As discussed in Section 3.11, the Project would not result in significant increases in traffic noise levels at existing sensitive receptors. New residential uses will be constructed to comply with the applicable City of Rocklin exterior and interior noise level standards.

Construction Noise: Noise generated by construction would be temporary, and would not add to the permanent noise environment or be considered as part of the cumulative context. Implementation of the proposed Project would have a **less than significant** cumulative impact relative to this environmental topic. As such, impacts related to construction noise would result a **less than cumulatively considerable contribution**.

Cumulative Conclusion: The traffic noise from the proposed Project is not expected to produce noise levels that would exceed City standards. Increased Project related traffic would increase traffic noise levels by less than the City's 6 dB increase criteria outlined in the Thresholds of Significance section, at existing sensitive receptors. Consequently, the total noise impact of the proposed Project would not be a substantial increase to the future noise environment. The proposed Project would result in a **less-than-significant cumulative impact**.

PUBLIC SERVICES AND RECREATION

The cumulative setting would include all areas covered in the service areas of the City of Rocklin Fire Department, Police Department, Parks and Recreation Department, the Rocklin Unified School District (RUSD), Placer Union High School District (PUHSD), Loomis Union School District (LUSD), and any other relevant public services.

Impact 4.18: Cumulative Impact on Public Services (Significant and Unavoidable and Cumulatively Considerable)

Under cumulative conditions future local and regional growth will result in increased demand for schools, police protection, fire protection, schools, parks/recreation, and library services. The City and its associated service providers must continue to evaluate the levels of service desired and the funding sources available to meet increases in demand.

As discussed in Section 3.13, Public Services and Recreation, it has been determined that the impacts to the Rocklin Police, Fire, and Parks and Recreation Departments would be less-than-significant. The proposed Project would be subject to all fees that are paid toward the enhancement of public services within the region. Payment of the applicable impact fees by the Project applicant, and ongoing revenues that would come from property taxes, sales taxes, and other revenues generated by the proposed Project, would assist in maintaining existing fire, police, and park services.

With respect to school facilities, as required by state law, the Project applicant would pay the state-mandated school impact fees set by each school district, pursuant to Senate Bill 50 (1998). The California Legislature has declared that this school impact fee is deemed to be full and adequate mitigation under CEQA (California Government Code Section 65996). However, as discussed under Impact 3.13-3 in Section 3.13, LUSD is currently in the process of acquiring a site for a new school and associated facilities in the Town of Loomis, which are necessary to accommodate additional

students resulting from cumulative development (including the proposed Project) in the LUSD attendance boundaries.³ The environmental effects of this future school facility are undetermined, and will depend on the exact location, design, and mitigation that is incorporated into that project. Therefore, the construction and operation of the new LUSD school facilities required to serve the cumulative development (including the proposed Project) could potentially cause significant impacts. Therefore, consistent with the analysis included in this Draft EIR, cumulative impacts related to the construction of public facilities needed to meet future demand are considered ***significant and unavoidable and cumulatively considerable***.

TRANSPORTATION AND CIRCULATION

As described in Section 3.14, Transportation and Circulation, the Transportation Impact Study (see Appendix I) analyzes the transportation impacts associated with the development of the North and South Village sites, under existing (pre-COVID conditions), existing plus approved projects, and cumulative conditions. The cumulative analysis is based on the version of the City of Rocklin 2030 travel demand model most recently used in 2018 for the Sierra College FMP EIR Transportation Impact Study. The 2030 land use assumptions include buildout of vacant and partially developed parcels throughout Rocklin.

The following describes the key roadway network assumptions in the model within the study area:

- Rocklin Road is widened to have six continuous lanes from east of I-80 to Sierra College Boulevard per the City's adopted Circulation Element. A small amount of widening to six lanes is also planned/assumed between the I-80 WB Ramps and Granite Drive.
- Sierra College Boulevard is widened to consist of three continuous travel lanes in each direction from south of I-80 to just beyond El Don Drive per the City's adopted Circulation Element. A small amount of widening to six lanes is also planned north of Granite Drive.
- Dominguez Road is extended southeasterly from Granite Drive over I-80 to Sierra College Boulevard (as two lanes) per the City's Circulation Element.
- I-80/Rocklin Road and I-80/Sierra College Boulevard interchanges are assumed to remain in their current conditions, though it is noted that partial funding for improvements to the Rocklin Road interchange is included in the City's CIP / Traffic Impact Fee program. The City is contemplating greater funding allocations to both interchanges as part of future CIP/ Traffic Impact fee program updates (in conjunction with the Circulation Element update). As part of planned/funded improvements to the I-80/SR 65 interchange, the eastbound off-ramp at Rocklin Road is planned to be upgraded to a two-lane exit (i.e., becomes the terminus of an auxiliary (weave) lane between SR 65 and Rocklin Road.

³ Personal communication with Gordon Medd, Superintendent of Loomis Union School District, August 12, 2021.

- Minor Improvements such as additional turn lanes, are assumed at several signalized study intersections (e.g., Rocklin Road/Granite Drive, Sierra College Boulevard/Granite Drive, Sierra College Boulevard/Rocklin Road) consistent with mitigation measures contained in the *City of Rocklin General Plan* (2011). These improvements can be identified by comparing the existing and cumulative lane configurations exhibits.

Table 4.0-2 identifies the traffic volume growth in the study area. As shown, Table 4.0-2 2 illustrates that more substantial growth is anticipated along Sierra College Boulevard versus Rocklin Road between existing and cumulative no project conditions. This is reasonable because much more development is planned along this important north-south regional arterial and major commute route.

TABLE 4.0-1: HOURLY TRAFFIC VOLUME GROWTH IN STUDY AREA

<i>OFF-RAMP</i>	<i>EXISTING CONDITIONS</i>	<i>EXISTING PLUS APPROVED PROJECT CONDITIONS</i>	<i>CUMULATIVE NO PROJECT CONDITION</i>
Rocklin Road East of I-80 AM Peak Hour	2,195	2,410	2,779
Rocklin Road East of I-80 PM Peak Hour	2,393	2,570	3,136
Sierra College Boulevard South of I-80 AM Peak Hour	2,220	2,950	4,092
Sierra College Boulevard South of I-80 PM Peak Hour	2,228	3,020	4,618

SOURCE: FEHR & PEERS, APRIL 2021

Impact 4.19: The Project would generate average VMT per dwelling unit or thousand square feet of non-residential space under cumulative conditions that is greater than 85 percent of the City-wide average for that land use type. (Significant and Unavoidable and Cumulatively Considerable)

Table 3.14-9 in Section 3.14, Transportation and Circulation, illustrates how each land use component of the proposed Project would compare to 85 percent of the City-wide average for that land use type under baseline and cumulative conditions. Under the cumulative condition, VMT impacts would be considered significant at four of the seven specific land use types and locations. Only the affordable housing⁴ and 25-unit single-family component in the South Village and the retail component in the North Village would be considered less-than-significant. On average, the four impacted properties would be five percent below City-wide average for these use types. However,

⁴ OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA (2018)* offers guidance regarding land use projects that are presumed to be less-than-significant. One of those project types is affordable housing because it is known to improve jobs-housing balance and/or generate less VMT than market-based units. This conclusion is supported by data contained in the Sacramento Area Council of Governments (SACOG) 2018 household survey regarding differences in person trip rates by income.

they would be approximately 12 percent above their applicable VMT thresholds. Therefore, this impact is considered potentially significant.

As described under Impact 3.14-1 of Section 3.14, Transportation and Circulation, the applicant is required to implement feasible transportation demand management (TDM) strategies, as required by Mitigation 3.14-1, which would reduce the VMT generated by the proposed Project's land uses. However, similar to the baseline condition, because there are no assurances that Mitigation Measure 3.14-1 would fully mitigate this impact, this would be considered **cumulatively considerable contribution** and **significant and unavoidable** impact.

Impact 4.20: The Project would construct additional roadway capacity that would lead to induced travel and increased VMT under cumulative conditions. (Significant and Unavoidable and Cumulatively Considerable)

As described under Impact 3.14-2 of Section 3.14, the Project would construct the potentially capacity-inducing improvements (as well as other intersection improvements), including a third travel lane on northbound Sierra College Boulevard and a second travel lane on westbound Rocklin Road, consistent with the City of Rocklin General Plan Circulation Element. Using the City's travel demand model, these improvements were shown to generate approximately 3,000 net additional system-wide VMT, which is considered a potentially significant impact based on the *Technical Advisory* guidance that any increase in VMT caused by a roadway capacity project would be considered significant.

To reduce impacts, the Project must construct a bus turnout and shelter in the northbound direction of Sierra College Boulevard directly north of Rocklin Road, as required by Mitigation Measure 3.14-2 of Section 3.14. This mitigation measure would provide opportunities for Project residents, employees, and customers to use public transit to access each site instead of driving a passenger vehicle. However, because it cannot be assured that the VMT savings associated with bus stop construction would shift a sufficient number of motorists to instead use the public transit, this is considered a **cumulatively considerable contribution** and **significant and unavoidable** impact.

Impact 4.21: The Project would contribute to further worsened vehicular queuing (onto the freeway mainline) at the I-80 eastbound off-ramp at Rocklin Road and I-80 eastbound and westbound off-ramps at Sierra College Boulevard under cumulative conditions. (Significant and Unavoidable and Cumulatively Considerable)

As described under Impact 3.14-3 in Section 3.14, Transportation and Circulation, Project trips would use the following freeway on-ramps within the study area:

- I-80/Sierra College Boulevard eastbound diagonal on-ramp;
- I-80/Sierra College Boulevard westbound loop on-ramp;
- I-80/Rocklin eastbound diagonal on-ramp; and
- I-80/Rocklin westbound diagonal on-ramp.

Analysis of freeway off-ramp queuing and potential impacts under cumulative conditions is a complicated topic for the following two reasons:

1. The *Interim Local Land Development and Intergovernmental Review (LDIGR) Safety Review Practitioners Guidance* (Caltrans, December 2020) states the following with respect to project effects on freeway off-ramp queuing:

“Traffic safety mitigation shall not be requested under conditions where queuing already exists on a freeway exit ramp. This includes conditions where freeway exit-ramp queuing currently spills back onto the mainline”.

Based on that guidance, it may be inferred that if a “no project” 95th percentile vehicle queue (either existing or cumulative no project) already spills back onto the freeway mainline, then the addition of project trips to that queue would not be considered an impact requiring mitigation. However, Fehr & Peers respectfully disagrees with this standard because it effectively allows for exacerbation of an otherwise unacceptable condition, which is not permitted in many other topic areas of CEQA. Instead, this study considers a significant impact to occur if the project exacerbates queues that already spill back to the freeway mainline or causes the queue to spill back onto the mainline.

2. Both study interchanges have insufficient capacity to accommodate the projected levels of cumulative traffic. This causes substantial delays and queuing, particularly on the freeway off-ramps. The condition is particularly acute at the I-80/Sierra College Boulevard interchange in which the “percent demand served” (i.e., percentage of the hourly vehicle demand able to pass through a given intersection in that time period) is in the 70 to 75 percent range. With this degree of congestion, the micro-simulation model is not stable and is prone to generating results that vary widely between successive model runs or scenarios. For this reason, Table 4.0-3 displays AM and PM peak hour 95th percentile queue lengths at the off-ramps under cumulative no project conditions. Columns on the far right of the table then show the number of project added trips and percent increase in the off-ramp volume caused by the project. Analysis of off-ramp queuing impacts from the project is then based on this data.

4.0 OTHER CEQA-REQUIRED TOPICS

TABLE 4.0-2: I-80 FREEWAY OFF-RAMP QUEUES – CUMULATIVE CONDITIONS

OFF RAMP	AVAILABLE STORAGE ²	CUMULATIVE NO PROJECT CONDITIONS								CUMULATIVE PLUS PROJECT CONDITIONS	
		AM PEAK HOUR				PM PEAK HOUR				AM PEAK HOUR	PM PEAK HOUR
		LOS	% DEMAND SERVED	OFF-RAMP VOLUME	95TH PERCENTILE QUEUE ¹	LOS	% DEMAND SERVED	OFF-RAMP VOLUME	95TH PERCENTILE QUEUE ¹	PROJECTED ADDED TRIPS TO OFF-RAMP	
I-80 westbound (WB) off-ramp at Rocklin Road	1,175 ft.	D	97%	545	1,000 ft.	E	89%	330	725 ft.	+16 (+3%)	+5 (+2%)
I-80 eastbound (EB) off-ramp at Rocklin Road ³	1,150 ft.	C	96%	1,769	500 ft.	D	91%	1,129	1,150 ft. ⁵	+133 (+8%)	+80 (+7%)
I-80 WB off-ramp at Sierra College Boulevard ³	1,300 ft.	F	71%	1,153	> 1 mile ⁴	F	74%	990	2,775 ft.	+47 (+4%)	+45 (+5%)
I-80 EB off-ramp at Sierra College Boulevard	1,300 ft.	F	71%	1,564	> 1 mile ⁴	D	76%	728	425 ft.	+20 (+1%)	+43 (+6%)

NOTE: ¹VALUES ROUNDED UP TO THE NEAREST 25 FEET.

²AVAILABLE STORAGE MEASURED FROM STOP BAR TO FREEWAY OFF-RAMP GORE POINT.

³EB I-80 INCLUDES AN 840-FOOT AUXILIARY/DECELERATION LANE IN ADVANCE OF THE ROCKLIN ROAD OFF-RAMP. WB I-80 INCLUDES A 450-FOOT AUXILIARY/DECELERATION LANE IN ADVANCE OF THE SIERRA COLLEGE BOULEVARD OFF-RAMP. THESE VALUES ARE IN ADDITION TO THE STORAGE SHOWN ABOVE.

⁴ > 1 MILE = QUEUE EXTENDS CONSIDERABLE DISTANCE BEYOND INTERCHANGE ONTO FREEWAY MAINLINE. VALUE NOT SHOWN BECAUSE VOLUME INPUTS EXCEED THE PROGRAM RANGE THAT WOULD PROVIDE REASONABLE OUTPUTS. SHADED CELLS REPRESENT DEFICIENT OPERATIONS BECAUSE QUEUE LENGTH EXCEEDS AVAILABLE OFF-RAMP STORAGE.

⁵ PROJECT WOULD ADD TRAFFIC TO THIS OFF-RAMP, CAUSING THE QUEUE TO SPILL BACK ONTO THE FREEWAY MAINLINE.

SHADED CELLS REPRESENT DEFICIENT OPERATIONS BECAUSE QUEUE LENGTH EXCEEDS AVAILABLE OFF-RAMP STORAGE.

SOURCE: FEHR & PEERS, APRIL 2021

As shown in Table 4.0-3, under cumulative no Project conditions, expected vehicular queues at the I-80 eastbound off-ramp at Rocklin Road (PM peak hour), at the I-80 eastbound off-ramp at Sierra

College Boulevard (AM peak hour), and at the I-80 westbound off-ramp at Sierra College Boulevard (both AM and PM peak hours) would reach or exceed the available storage in each off-ramp. The project would add trips to each off-ramp, thereby exacerbating this queuing issue. This is considered a significant impact

As discussed under Impact 3.14-3 in Section 3.14, Transportation and Circulation, the City's CIP / Traffic Impact Fee program currently collects fees to help fund the reconstruction of the I-80/Rocklin Road interchange. The City intends on updating this fee program in the near future to also include funding for improvements at the I-80/Sierra College Boulevard interchange. Both improvements would increase the capacity at the interchange, which would help alleviate queue spillbacks onto the freeway. However, because it cannot be assured that adequate funds will be available to fund both interchange improvements and it is not a certainty that identified improvements will reduce vehicle queues from spilling back onto the freeway, this is considered as a **cumulatively considerable contribution** and **significant and unavoidable** impact.

***Impact 4.22: The Project would not disrupt or interfere with existing or planned bicycle or pedestrian facilities under cumulative conditions.
(Less than Significant and Less than Cumulatively Considerable)***

Figures 3.14-3 and 3.14-4 of Section 3.14, Transportation and Circulation, display the existing pedestrian and bicycle facilities located near the North and South Village sites, respectively. The proposed Project would improve bicycle and pedestrian travel in the Project Area vicinity over current conditions. The proposed Project would include pedestrian facilities along its frontages where not currently constructed. Additionally, as noted in Mitigation Measure 3.14-5, the Project applicant is required to incorporate a number of design recommendations into the Project Area site plans, which includes some pedestrian facility improvements. The proposed Project also would not preclude construction of any planned bicycle facilities as identified in the *City of Rocklin Parks and Trails Master Plan (2017)*. The proposed Project would comply with relevant strategies and policies from Chapter V of that document. Additionally, the proposed Project would not be in conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the City's pedestrian system. Therefore, this impact is considered **less-than-significant cumulative impact**.

***Impact 4.23: The Project would not disrupt or interfere with existing or planned transit facilities and services under cumulative conditions.
(Less than Significant and Less than Cumulatively Considerable)***

As discussed under Impact 3.14-5 in Section 3.14, a driveway is proposed on Rocklin Road east of El Don Drive to serve the South Village, which would also be situated near an existing bus stop. Policy C-50 of the *City of Rocklin General Plan (2012)* calls for the City to work with transit providers to plan, fund, and implement additional transit services that are cost-effective and responsive to existing and future resident needs. Similarly, Policy C-2 calls for the City to coordinate land use and transportation planning to support transit services. Because the introduction of Project driveways near existing/planned bus stops could introduce conflicts between buses and passenger vehicles (if not properly planned for), this impact is considered potentially significant.

As outlined in Mitigation Measure 3.14-3, the applicant is required to coordinate with the City of Rocklin and Placer County Transit regarding the placement and design of its Project driveways on Sierra College Boulevard and Rocklin Road to ensure that they do not interfere with existing/planned transit operations. Additionally, Mitigation Measure 3.14-3 calls for the applicant to construct a bus shelter and turnout along the North Village project frontage on Sierra College Boulevard north of Rocklin Road to accommodate ingress to each Project driveway. Implementation of Mitigation Measure 3.14-3 would reduce this impact to a **less-than-significant cumulative impact**. As such, this would be a **less than cumulatively considerable contribution**.

***Impact 4.24: The Project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment under cumulative conditions).
(Less than Significant and Less than Cumulatively Considerable)***

As discussed under Impact 3.14-6 of Section 3.14, the Transportation Impact Study (see Appendix I) included a review of the North Village and South Village Project access and on-site circulation review, which focused on the adequacy of proposed project access and on-site circulation, locations of project driveways, and accommodation of non-auto modes of travel. Based on the proposed Project access and sight distance review, a number of site design recommendations were identified to ensure that the proposed Project would not increase hazards due to a design feature or incompatible use. Mitigation Measure 3.14-6 and 3.14-5 require these design recommendations to be incorporated into the North Village and South Village sites. Implementation of the design recommendations identified for the North Village and South Village sites in Figures 3.14-10, 3.14-11, and 3.14-12 in Section 3.14, respectively, would ensure that Project implementation would not increase hazards due to a design feature or incompatible use. Therefore, this impact is considered a **less-than-significant cumulative impact**. As such, this would be a **less than cumulatively considerable contribution**, and no mitigation is required.

Impact 4.25: The Project would not result in inadequate emergency access under cumulative conditions.

(Less than Significant and Less than Cumulatively Considerable)

As discussed under Impact 3.14-7 of Section 3.14, the proposed Project would not result in inadequate emergency access during construction or operation. The Project would be required to comply with City of Rocklin standards for roadway widths to ensure the internal roadways provide emergency vehicles unimpeded access to the North Village and South Village sites. Additionally, the California Fire Code requires a minimum of two access points to a project of this size. The provision of multiple access points to the Project Area would satisfy this requirement and ensure that adequate emergency access would be provided.

A Rocklin Fire Station is located west of I-80 at 4060 Rocklin Road, approximately 1.0 mile west of the South Village and 1.5 miles west of the North Village. This station is anticipated to provide primary response to the both sites. While the additional trips under the cumulative condition would contribute to existing congestion along Sierra College Boulevard and Rocklin Road, these additional trips would not impede the ability of the emergency vehicles to access the sites in a timely manner. Pursuant to California Vehicle Code (CVC) 21806, upon the immediate approach of an authorized emergency vehicle which is sounding a siren and which has at least one lighted lamp exhibiting red light that is visible, the surrounding traffic must yield the right-of-way and immediately drive to the right-hand edge or curb, clear any intersection, and stop until the authorized vehicle has passed. CVC 21806 ensures that emergency vehicles have the right-of-way removing potential traffic hazards and delays due to increased congestion. Additionally, emergency vehicle pre-emption devices are present at traffic signals along Sierra College Boulevard and Rocklin Road to ensure traffic signals provide a green light in the direction of the responding emergency vehicle, assisting traffic traveling in the same direction to yield the right-of-way.

As discussed under Impact 3.14-7 of Section 3.14, Transportation and Circulation, emergency vehicles from this station would require less than a five minute drive to access the Project Area. As identified in Section 3.13, Public Services and Recreation, the Rocklin Fire Department's current (2018) average response time for all incidents is 7 minutes and 53 seconds. For fire incidents within the City of Rocklin, the total response time was 10 minutes and 38 seconds or less, 90 percent of the time.⁵ Thus, emergency vehicles from this station would travel almost three minutes faster than the average response time for all incidents and approximately five and a half minutes faster than the total response time for fire incidents in the City of Rocklin. Therefore, this impact is considered **less than significant**. As such, this would be a **less than cumulatively considerable contribution**, and no mitigation is required.

UTILITIES

The cumulative setting includes all areas covered in the service areas of the City's wastewater system, water system, and the solid waste collection and disposal services. Under General Plan

⁵ Personal Communication with William R. Hack, City of Rocklin Fire Department Fire Chief. May 16, 2019.

buildout conditions, the City would see an increased demand for water service, sewer service, solid waste disposal services, and stormwater infrastructure needs.

Impact 4.26 Cumulative Impact on Wastewater Utilities (Less than Significant and Less than Cumulatively Considerable)

The South Placer Municipal Utility District (SPMUD) provides sanitary sewer services to the City of Rocklin. The Dry Creek Wastewater Treatment Plant located in the southern part of Roseville, provides wastewater treatment facilities for the SPMUD. This plant serves the Dry Creek Basin, consisting of the cities of Roseville, Rocklin, Loomis and the surrounding unincorporated areas. The plant operates under a Federal NPDES permit and discharges its treated effluent into Dry Creek under standards established by the Central Valley Regional Water Quality Control Board. The Dry Creek Wastewater Treatment Plant's current design capacity is 18 million gallons per day (mgd). The plant's flows average 12 million gallons per day (mgd) Average Dry Weather Flow (ADWF). Average Wet Weather Flows (AWWF) is 30 mgd.

SPMUD's 1986 Sewer Master Plan (SSMP) envisioned that the City of Rocklin would have 52,604 sewered equivalent dwelling units within the City at ultimate buildout, and the sizing of sewer infrastructure has been based on this projection. The City of Rocklin is expected to contain 27,400 housing units, as well as industrial, commercial, and retail development of sewer infrastructure. SPMUD has planned for growth in the City and sized the city's sewer infrastructure to meet this growth. SPMUD has indicated it will be able to serve the City of Rocklin's future wastewater treatment needs during the planning period for Rocklin General Plan (City of Rocklin 2005). SPMUD has indicated that no additional SPMUD staff or equipment would be required as a result of full buildout of the City's General Plan. Furthermore, the increase in wastewater flows resulting from full buildout of the General Plan Update would not result in SPMUD exceeding its ability to maintain an acceptable level of service (Richard Stein, Engineering Manager-SPMUD, July 2009).

As discussed under Impact 3.15-1 of Section 3.15, Utilities, the City's General Plan anticipated the development of approximately 1,005 to 4,020 dwelling units with an associated population growth of approximately 2,814 to 11,256 new residents and between 981,189 to 6,279,610 square feet of non-residential building uses within the Project Area at buildout. As described in Chapter 2.0, Project Description, the proposed Project includes the development of 900 dwelling units, 120,000 square feet of non-residential building uses, 22.5 acres of open area, and 7.8 acres of parks. Therefore, the proposed Project would result less development than was anticipated under the City's General Plan, and thus, would not increase demand beyond the levels assumed for the site in the SSMP.

As discussed under Impact 3.15-1 of Section 3.15, Utilities, it is anticipated that the proposed Project would generate roughly 22,759 gallons per day (or 0.022759 mgd) of wastewater. Wastewater generated by the Project would be treated at the Dry Creek Wastewater Treatment Plant. The Dry Creek Wastewater Treatment Plant's current design capacity is 18 mgd. The plant's flows average 12 mgd average dry weather flow (ADWF) and 30 mgd average wet weather flows (ADWF). The Project's wastewater generation would represent approximately 0.22% of the treatment plant's total remaining dry weather estimated capacity. Thus, this increased demand would not be expected

to adversely effect the wastewater treatment plant's capacity. Therefore, the additional wastewater volume produced by the proposed Project would not have a significant adverse impact on the wastewater treatment services provided by SPMUD. Additionally, The Project's internal wastewater conveyance system would be constructed, as needed, and would be adequately sized to accommodate Project-related wastewater flows. The SPMUD requires all facilities to conform to the district's Standard Specifications. For these reasons, implementation of the proposed Project would have a **less than significant** and **less than cumulatively considerable** impact relative to this topic.

***Impact 4.27: Cumulative Impact on Water Utilities
(Less than Significant and Less than Cumulatively Considerable)***

The proposed project would require extension of offsite water conveyance infrastructure to the project area for potable water and irrigation water. All offsite water utility improvements will be in or adjacent to existing roadways along the perimeter of the project area, thereby limiting any potential impact to areas that were not already disturbed. Construction of the potable water infrastructure would not have the potential to induce growth beyond what is proposed because the infrastructure is not oversized to accommodate additional projects or growth. Furthermore, construction of the onsite potable water infrastructure would not result in the extension of water utilities to an area of the City not currently served by water utilities, and as such, would not have the potential to indirectly induce population growth.

The proposed Project would not require the construction of new water treatment facilities or expansion of existing water treatment facilities for water service. The Placer County Water Agency (PCWA) has adequate water supplies to support existing demand in the city in addition to the proposed project under average daily and maximum daily demand conditions. Water demand for current and proposed uses in the City of Rocklin is 30,397 AFY. PCWA has a projected total supply of 233,800 AFY in the year 2020, leaving 203,403 AFY available. As shown in Table 3.15.2.10, the proposed Project's water demand is 222 AFY, which falls within the budgeted water demand of 223 AFY⁶.

As mentioned in section 3.15, Utilities, the proposed Project demonstrates that PCWA's existing and available potable water supplies are sufficient to meet the City's existing and projected future potable water demands to the year 2045 under all hydrologic conditions. Implementation of the proposed Project would have a **less than significant** and **less than cumulatively considerable** impact relative to this topic.

***Impact 4.28: Cumulative Impact on Solid Waste Facilities
(Less than Significant and Less than Cumulatively Considerable)***

Solid waste generated in the City is disposed at the Western Regional Sanitary Landfill. The service life of the landfill is calculated and permitted at this time to the year 2042. At present, the Western

⁶ Placer County Water Agency. June 2021. *Updated Water Supply Assessment for the College Park*.

Regional Sanitary Landfill is permitted to accept 1,900 tons per day (tpd) of solid waste. The landfill has a total capacity of 36 million cubic yards and a remaining capacity of 29 million cubic yards.

As discussed under Impact 3.15-3 in Section 3.15, Utilities, the total solid waste generated by all aspects of the proposed Project would be approximately 7,656 lbs/day, or 3.83 tons/day. The proposed Project would be required to comply with applicable state and local requirements including those pertaining to solid waste, construction waste diversion, and recycling. The addition of the volume of solid waste associated with the proposed project would not exceed the Western Regional Sanitary Landfill's remaining capacity through 2042. As such, implementation of the proposed project would have a **less than significant** cumulative impact relative to this environmental topic. Thus, impacts related to solid waste facilities would be a **less than cumulatively considerable contribution**.

4.2 SIGNIFICANT IRREVERSIBLE EFFECTS

LEGAL CONSIDERATIONS

CEQA Section 15126.2(d) and Public Resources Code Sections 21100(b)(2) and 21100.1(a), require that the EIR include a discussion of significant irreversible environmental changes which would be involved in the proposed action should it be implemented. Irreversible environmental effects are described as:

- The project would involve a large commitment of nonrenewable resources;
- The primary and secondary impacts of a project would generally commit future generations to similar uses (e.g., a highway provides access to previously remote area);
- The project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The phasing of the proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Determining whether the proposed Project would result in significant irreversible effects requires a determination of whether key resources would be degraded or destroyed such that there would be little possibility of restoring them. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Analysis

Implementation of the proposed Project would result in the conversion of two sites: the 72.6-acre North Village project site and the 35.8-acre South Village project site. The existing General Plan designation for the North Village is Mixed Use (MU). The existing General Plan designations for the South Village are Mixed Use (MU) and Recreation-Conservation (R-C). Development of the proposed Project would constitute a long-term commitment to these uses. It is unlikely that circumstances would arise that would justify the return of the land to its original condition as vacant rural land.

A variety of resources, including land, energy, water, construction materials, and human resources would be irretrievably committed for the initial construction, infrastructure installation and connection to existing utilities, and its continued maintenance. Construction of the proposed Project would require the commitment of a variety of other non-renewable or slowly renewable natural resources such as lumber and other forest products, sand and gravel, asphalt, petrochemicals, and metals.

Although it would commit the land for future generations, the Project is located with an urbanized area of the City currently served by transportation and utility infrastructure and would not provide access or involve development in a remote area.

Additionally, a variety of resources would be committed to the ongoing operation and life of the proposed Project. The introduction of residential, commercial, and mixed uses to the Project site will result in an increase in area traffic over existing conditions. Fossil fuels are the principal source of energy and the proposed Project will increase consumption of available supplies, including gasoline and diesel. These energy resource demands relate to initial Project construction, Project operation and site maintenance and the transport of people and goods to and from the Project site.

4.3 SIGNIFICANT AND UNAVOIDABLE IMPACTS

CEQA Guidelines Section 15126.2(b) requires an EIR to discuss unavoidable significant environmental effects, including those that can be mitigated but not reduced to a level of insignificance. The following significant and unavoidable impacts of the proposed Project are discussed in Chapters 3.1 through 3.15 and previously in this chapter (cumulative-level). Refer to those discussions for further details and analysis of the significant and unavoidable impact identified below:

- **Impact 3.3-1:** Proposed Project operation would expose sensitive receptors to substantial pollutant concentrations or result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under an applicable federal or state ambient air quality standard.
- **Impact 3.3-4:** The proposed Project has the potential to conflict with or obstruct implementation of the applicable air quality plan.
- **Impact 3.3-5:** The proposed Project has the potential to cause substantial adverse effects on human beings, either directly or indirectly.
- **Impact 3.13-3:** The proposed Project would result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which could cause significant environmental impacts.

4.0 OTHER CEQA-REQUIRED TOPICS

- **Impact 3.14-1:** Project implementation would generate average VMT per dwelling unit or thousand square feet of non-residential space that is greater than 85 percent of the City-wide average for that land use type.
- **Impact 3.14-2:** Project implementation would construct additional roadway capacity that would lead to induced travel and increased VMT.
- **Impact 4.5:** Cumulative impact on the Region's air quality.
- **Impact 4.18:** Cumulative impact on public services.
- **Impact 4.19:** The Project would generate average VMT per dwelling unit or thousand square feet of non-residential space under cumulative conditions that is greater than 85 percent of the City-wide average for that land use type.
- **Impact 4.20:** The Project would construct additional roadway capacity that would lead to induced travel and increased VMT under cumulative conditions.
- **Impact 4.21:** The Project would contribute to further worsened vehicular queuing (onto the freeway mainline) at the I-80 eastbound off-ramp at Rocklin Road and I-80 eastbound and westbound off-ramps at Sierra College Boulevard under cumulative conditions.

5.1 CEQA REQUIREMENTS

CEQA requires that an EIR analyze a reasonable range of feasible alternatives that meet most or all project objectives while reducing or avoiding one or more significant environmental effects of the project. The range of alternatives required in an EIR is governed by a “rule of reason” that requires an EIR to set forth only those alternatives necessary to permit a reasoned choice (CEQA Guidelines Section 15126.6[f]). Where a potential alternative was examined but not chosen as one of the range of alternatives, the CEQA Guidelines require that the EIR briefly discuss the reasons the alternative was dismissed.

Alternatives that are evaluated in the EIR must be potentially feasible alternatives. However, not all possible alternatives need to be analyzed. An EIR must “set forth only those alternatives necessary to permit a reasoned choice.” (CEQA Guidelines, Section 15126.6(f).) The CEQA Guidelines provide a definition for a “range of reasonable alternatives” and, thus limit the number and type of alternatives that need to be evaluated in an EIR. An EIR need not include any action alternatives inconsistent with the lead agency’s fundamental underlying purpose in proposing a project. (In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings (2008) 43 Cal.4th 1143, 1166.)

First and foremost, alternatives in an EIR must be potentially feasible. In the context of CEQA, “feasible” is defined as:

... capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors. (CEQA Guidelines 15364)

The inclusion of an alternative in an EIR is not evidence that it is feasible as a matter of law, but rather reflects the judgment of lead agency staff that the alternative is potentially feasible. The final determination of feasibility will be made by the lead agency decision-making body through the adoption of CEQA Findings at the time of action on the Project. (Mira Mar Mobile Community v. City of Oceanside (2004) 119 Cal.App.4th 477, 489 see also CEQA Guidelines, §§ 15091(a) (3) (findings requirement, where alternatives can be rejected as infeasible); 15126.6 ([an EIR] must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation’).) The following factors may be taken into consideration in the assessment of the feasibility of alternatives: site suitability, economic viability, availability of infrastructure, general plan consistency, other plan or regulatory limitations, jurisdictional boundaries, and the ability of the proponent to attain site control (Section 15126.6 (f) (1)).

Equally important to attaining the project objectives is the reduction of some or all significant impacts, particularly those that could not be mitigated to a less-than-significant level. The following significant and unavoidable impacts of the College Park Project are discussed throughout the individual EIR sections contained in Chapter 3 and Chapter 4:

5.0 ALTERNATIVES TO THE PROPOSED PROJECT

- **Impact 3.3-1:** Proposed Project operation would expose sensitive receptors to substantial pollutant concentrations or result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under an applicable federal or state ambient air quality standard.
- **Impact 3.3-4:** The proposed Project has the potential to conflict with or obstruct implementation of the applicable air quality plan.
- **Impact 3.3-5:** The proposed Project has the potential to cause substantial adverse effects on human beings, either directly or indirectly.
- **Impact 3.13-3:** The proposed Project would result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which could cause significant environmental impacts.
- **Impact 3.14-1:** Project implementation would generate average VMT per dwelling unit or thousand square feet of non-residential space that is greater than 85 percent of the City-wide average for that land use type.
- **Impact 3.14-2:** Project implementation would construct additional roadway capacity that would lead to induced travel and increased VMT.
- **Impact 4.5:** Cumulative impact on the Region's air quality.
- **Impact 4.18:** Cumulative impact on public services.
- **Impact 4.19:** The Project would generate average VMT per dwelling unit or thousand square feet of non-residential space under cumulative conditions that is greater than 85 percent of the City-wide average for that land use type.
- **Impact 4.20:** The Project would construct additional roadway capacity that would lead to induced travel and increased VMT under cumulative conditions.
- **Impact 4.21:** The Project would contribute to further worsened vehicular queuing (onto the freeway mainline) at the I-80 eastbound off-ramp at Rocklin Road and I-80 eastbound and westbound off-ramps at Sierra College Boulevard under cumulative conditions.

PROJECT OBJECTIVES

Consistent with California Environmental Quality Act (CEQA) Guidelines Section 15124(b), a clear statement of objectives and the underlying purpose of the project shall be discussed. The quantifiable objective of the proposed project is the development of the 108.4-acre project area, over two separate sites (North Village and South Village), which will include: Retail Commercial (RC), Business Professional/Commercial (BP/C), Medium Density Residential (MDR), Medium-High Density Residential (MHDR), High-Density Residential (HDR), and Recreation-

Conservation (R-C) land uses. Specifically, the proposed College Park project includes the approval of the College Park GDP to facilitate the development of up to 342 single-family units, 505 to 848 multi-family units, 120,000 square feet of non-residential uses, parking and other vehicular and non-vehicular circulation improvements, park and open space facilities, and utility improvements.

The College Park project identifies the following objectives:

- Create two high quality new and financially viable mixed-use neighborhoods that include residential, commercial, office, and/or public uses located along two significant transportation corridors in the city.
- Efficiently develop two surplus properties of Sierra College consistent with the College's Facilities Master Plan into sales and property tax-generating uses for various agencies within the project area.
- Develop a diverse mix of residential densities and home ownership opportunities immediately adjacent to Sierra College, the City's largest employer and existing nearby local and regional commercial uses, thereby presenting opportunities for reductions in vehicle miles traveled, air quality and greenhouse gas emissions.
- Develop park, open space and recreational amenities accessible to existing and planned future city residents.
- Create an integrated design for landscaping, lighting, signage, and entry features which advance the vision in the City's College District Design Guidelines.
- Create well-designed residential mixed-use neighborhoods on two infill sites within the city consistent with the Sacramento Area Council of Government Blueprint and Sustainable Communities Strategy which emphasize the efficient use of land and walkability.
- Develop the properties in a way that integrates their natural and environmental features into the project in an interactive way.
- Develop the two neighborhoods with an emphasis on quality architecture and diversity of housing and creatively contribute to the City's regional housing mix.
- Develop a residential mixed-use project consistent with the requirements of Senate Bill 330 (SB330).

ALTERNATIVES NOT SELECTED FOR FURTHER ANALYSIS

A Notice of Preparation (NOP) was circulated to the public to solicit recommendations to help the City formulate a reasonable range of alternatives to the proposed project for inclusion in this Draft EIR. Additionally, a public scoping meeting was held during the NOP public review period to solicit recommendations for a reasonable range of alternatives to the proposed

5.0 ALTERNATIVES TO THE PROPOSED PROJECT

project. No specific alternatives were recommended by commenting agencies or the general public during the NOP public review process.

CEQA Guidelines section 15126.6(f)(2) describes conditions under which consideration of alternative project location is appropriate. The key question to be considered is whether or not any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location and whether the proposed project, placed at an alternative location, is environmentally superior to the proposed project. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in an EIR.

The City of Rocklin considered alternative locations early in the Draft EIR preparation process. The City's key considerations in identifying an alternative location were as follows:

- Is there an alternative location where significant effects of the project would be avoided or substantially lessened?
- Is there a site available within the City's Sphere of Influence with the appropriate size and characteristics such that it would meet the basic project objectives?

The City's consideration of alternative locations for the project included a review of previous land use planning and environmental documents in Rocklin, including the General Plan. The City found that there are no potential alternative locations that exist within the City's Sphere of Influence with the appropriate size and characteristics that would meet the basic project objectives.

5.2 ALTERNATIVES CONSIDERED IN THIS EIR

Five alternatives to the proposed Project were developed based on input from City staff and the technical analysis performed to identify the environmental effects of the proposed Project. The alternatives analyzed in this EIR include the following five alternatives in addition to the proposed Project.

- **No Project (No Build) Alternative:** Under this alternative, development of the Project Area would not occur, and the Project Area would remain in its current existing condition.
- **Existing General Plan Alternative:** Under this alternative, development of North Village and South Village site would occur consistent with the existing General Plan designation and zoning for the site. The existing General Plan designation for the North Village is Mixed Use (MU). The existing General Plan designations for the South Village are Mixed Use (MU) and Recreation-Conservation (R-C).
- **Increased Density/Residential Emphasis Alternative:** Under this alternative, the North Village and South Village sites would be developed with the same uses and amenities as

described in the Project Description, but the density of the residential uses would be increased and clustered in order to allow for an increase in park/open space areas.

- **Increased Intensity/Commercial Emphasis Alternative:** Under this alternative, the South Village site would be developed with the same components as described in the Project Description; however, the North Village site would redesignate 13.6 acres of Medium High Density Residential (MHDR) to MU to increase the amount of commercial uses while maintaining the number of residential units and approximate overall Project footprint.
- **Reduced Footprint Alternative:** Under this alternative, the Plan Area would be developed with the same components as described in the Project Description, but the area utilized for the development (i.e., the project footprint) would be reduced by approximately 17 percent.

5.3 ENVIRONMENTAL ANALYSIS

The alternatives analysis provides a description of the proposed alternatives and a summary of the relative impact level of significance associated with each alternative for each of the environmental issue areas analyzed in this EIR. Following the analysis of each alternative, Table 5.0-9 summarizes the comparative effects of each alternative.

NO PROJECT (NO BUILD) ALTERNATIVE

The CEQA Guidelines (Section 15126.6[e]) require consideration of a no project alternative that represents the existing conditions, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved. For purposes of this analysis, the No Project (No Build) Alternative assumes that the Project Area would remain in its current existing condition. It is noted that the No Project (No Build) Alternative would fail to meet the Project objectives identified by the City of Rocklin.

Aesthetics and Visual Resources

The No Project (No Build) Alternative would leave the Project Area (North Village and South Village sites) in its existing state and would not result in increases in daytime glare or nighttime lighting. The visual character of the Project Area would not change under this alternative compared to existing conditions.

As described in Section 3.1, while the proposed Project would result in a substantial alteration to the existing urban form and character of the site, the Project Area is located in a developed and urbanized area of the city. Development of both the North and South Village sites have been anticipated by the General Plan, as the current land use designations allow for urban development of the sites. In order to reduce visual impacts, development within the Project Area is required to be consistent with the General Plan and the Rocklin Zoning Ordinance which includes design standards in order to ensure quality and cohesive design. Consistency with these regulations would ensure that future development under the proposed Project would not

conflict with applicable zoning or other regulations governing scenic quality and reduce visual impacts to scenic resources to the greatest extent possible, resulting in a less than significant impact.

Application of the City's design review process and implementation of City goals and policies would ensure that excessively reflective building materials are not used, and that the proposed Project would not result in significant impacts related to daytime glare. Additionally, the City's design review process would also ensure that lighting features do not result in light spillage onto adjacent properties and do not significantly impact views of the night sky. As such, impacts related to nighttime lighting and daytime glare would be minimized to a less than significant level through application of the City's design review process and implementation of the City goals and policies. Therefore, the proposed Project would result in potentially significant new sources of light and glare. However, the No Project (No Build) Alternative would avoid these impacts altogether. As such, this impact would be reduced when compared to the proposed Project.

Agricultural Resources

The Project Area as a whole is classified as containing 90.9 percent Grazing Land and 9.1 percent Urban and Built-Up Land, as shown in Figure 3.2-1 in Section 3.2, Agricultural and Forestry Resources. The Project Area is not under a Williamson Act Contract, nor are any of the parcels immediately adjacent to the project area under a Williamson Act Contract. While the North Village and South Village sites are not zoned for agriculture uses, under a Williamson Act Contract, or classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the California Department of Conservation, both Project Areas (the North Village site and the South Village site) contain prime soils. However, according to FMMP, farmland with prime soils shall only be considered prime farmland if the land has been used for irrigated agricultural production at some time during the four years prior to the mapping date. The Sierra College Facilities Master Plan, adopted by the Trustees in 2018, does not designate the sites for irrigated agricultural production; nor has the land been used for irrigated agricultural production.

The No Project (No Build) Alternative would result in no development of the Project Area. As such, this alternative would have no impact on agricultural land, no potential for conflicts with existing agricultural resources, and no potential for conflict with regulations and plans intended to protect those resources. Because the proposed Project would also not convert important farmland to non-agricultural uses, conflict with existing agricultural zoning or Williamson Act Contract, or involve other changes that could result in the conversion of important farmland to non-agricultural uses, impacts under this alternative are considered to be equal when compared to the proposed Project.

Air Quality

As noted under Impact 3.3-1 in Section 3.3, the proposed Project would be a direct and indirect source of air pollution, in that it would generate and attract vehicle trips in the region (mobile source emissions) and it would increase area source emissions and energy consumption. As

shown in Table 3.3-7 in Section 3.3, the proposed Project is expected to exceed the PCAPCD threshold for operational ROG, resulting in a significant and unavoidable impact even with Mitigation Measures 3.3-1 and 3.3-2 implemented. Thus, the Project would also conflict with the implementation of the applicable air quality plan, resulting in a significant and unavoidable impact, as noted under Impact 3.3-4 in Section 3.3.

Under the No Project (No Build) Alternative, the Project Area would not be developed and would remain in its current condition. Therefore, there would be no net change in construction or operational emissions under this alternative and no potential for a conflict with any adopted plans or policies related to air quality. As such, impacts under this alternative are considered to be reduced when compared to the proposed Project.

Biological Resources

As described in Section 3.4 Biological Resources, construction of the Project Area has the potential to result in impacts to special-status species in the region. However, implementation of Mitigation Measures 3.4-1 through 3.4-7 would reduce the potential for impacts to a less-than-significant level. Additionally, construction of the proposed Project would result in the permanent removal of 0.971 acres of sensitive aquatic habitat and 68.7 acres of terrestrial vegetation communities. However, as described under impacts 3.4-7 and 3.4-8 in Section 3.4, Biological Resources, implementation of Mitigation Measure 3.4-8 would reduce impacts to a less-than-significant level. . Under the No Project (No Build) Alternative, the proposed Project would not be constructed, no habitat would be removed, and no ground disturbing activities would occur. As such, impacts under this alternative would be reduced when compared to the proposed Project.

Cultural and Tribal Resources

As described in Section 3.5, the Project Area is located in an area known to have historical resources. While no cultural resources were identified within the South Village site, three cultural resources were identified in the North Village property, including mining features (previously identified and recorded), irrigation features and refuse (newly identified), and water storage features and refuse (newly identified). However, all three resources within the North Village property were found not to be eligible for the NRHP and CRHR, and as such, they are not historic properties as defined by regulations implementing Section 106 of the NHPA (36 CFR Part 800) and are not historical resources as defined by CEQA regulations (CCR Title 14, Section 15064.5(a)). However, the Project Area is located in a highly sensitive area for buried prehistoric sites. The alluvial depositional environment, pattern of sites commonly occurring along water sources, and close proximity of several known Native American village sites to the Project Area contribute to this probability. Therefore, as with most projects in the region that involve ground-disturbing activities, there is the potential for discovery of a previously unknown cultural and/or historical resource or human remains. Implementation of mitigation measures in Section 3.5 would reduce unknown cultural resources impacts to a less than significant level.

The No Project (No Build) Alternative would result in no ground disturbing activities related to the proposed Project and would not have the potential to disturb or destroy cultural, historic,

and archaeological resources, as well as paleontological resources. While the proposed Project is not anticipated to result in significant impacts to cultural resources with mitigation, the No Project (No Build) Alternative would result in no impact to cultural resources as the entire Project Area would remain in its existing condition. As such, this impact would be reduced when compared to the proposed Project.

Geology and Soils

As discussed in Section 3.6 Geology and Soils, implementation of the proposed Project has limited potential for liquefaction, liquefaction induced settlement, and lateral spreading. However, mitigation measures provided in Section 3.6 ensure these impacts will be less than significant. Additionally, the City of Rocklin has incorporated numerous policies relative to seismicity to ensure the health and safety of all people. Design in accordance with these standards and policies would reduce any potential impact to a less than significant level.

The No Project (No Build) Alternative would result in the Project Area remaining in its existing condition. The only existing structure on the Project Area is a single-family residence on the North Village site, which is subject to seismic or geologic risks, including earthquakes, liquefaction, subsidence, etc. The No Project (No Build) Alternative would not involve new construction that could be subject to seismic, geologic or soils hazards. While the proposed Project is not anticipated to result in significant impacts to geology and soils with mitigation, the No Project (No Build) Alternative would result in no impact as the entire Project Area would remain in its existing condition. As such, this impact would be reduced when compared to the proposed Project.

Greenhouse Gases and Climate Change

As described under Impact 3.7-1 of Section 3.7, short-term annual construction emissions of GHG associated with the proposed Project are estimated to be a maximum of approximately 1,304.2 MT CO₂e in a single year (year 2023). Because construction GHG emissions are a one-time release, they are not expected to generate a significant contribution to global climate change in the long-term. Additionally, with the implementation of Mitigation Measures 3.3-1 through 3.3-2 of Section 3.3, Air Quality, the proposed Project would generate operational emissions of less than the PCAPCD's bright-line threshold of 10,000 MT CO₂e, resulting in a less than significant impact.

Under the No Project (No Build) Alternative, the Project Area would not be developed, and there would be no net change in emissions and no potential for a conflict with any adopted plans or policies related to GHG reductions. As such, this impact would be reduced when compared to the proposed Project.

Hazards and Hazardous Materials

The North Village and South Village site are currently undeveloped with vegetation, with the exception of a single-family residence on the North Village site and the northwestern portion of the South Village site that contains a gravel parking lot. The proposed Project includes the

development of a mix of residential and non-residential land uses which will likely use a variety of common hazardous materials including: paints, cleaners, cleaning solvents, pesticides, fertilizers, and fuel. There would be a risk of release of these materials into the environment if they are not stored and handled in accordance with best management practices approved by the Placer County Environmental Health Department, as the local Certified Unified Program Agency; however, under the No Project (No build) Alternative, there would be no increase in the potential release of these materials into the environment, since the Project area would not be modified for new development.

As discussed in Section 3.8, the historical land use search conducted as part of the Phase I Environmental Site Assessment (ESA) revealed the North Village site was previously developed with nine structures and an approximately 50-acre orchard from at least 1938 to 1972. Additionally, the South Village site was developed with an approximately 20-acre orchard in 1938 and two structures from at least 1952 to 1972. Due to the long-term use of the land for agricultural purposes, the site has the potential for certain environmental conditions related to pesticide and herbicide application and lead-based paint associated with the historic structures that may have caused these chemicals to be present in the soil.

The Phase 1 ESA identified the following chemicals in connections with the Project Area: Organochlorine pesticides (OCPs), arsenic, and lead. As discussed in the Existing Setting section, the Phase II ESA found that OCPs detected in soil within the North and South Village sites are present at concentrations that fall below their respective residential Environmental Screening Levels (ESLs). However, the arsenic concentrations detected at three soil sampling locations at the North Village site exceeded the residential ESLs, ranging in concentrations from 9.3 mg/kg to 23 mg/kg. Additionally, three lead soil sampling locations at the North Village site and three lead soil sampling locations at the South Village site showed elevated concentrations exceeding the 80 mg/kg residential ESL.

As discussed in Impact 3.8-1, the Project proposes to introduce residential, office, commercial, and mixed-use developments into the project site, which has the potential to expose individuals and the public to elevated levels of arsenic and lead, requiring mitigation to ensure the Project Area's safety. Under the No Project (No Build) Alternative, no new land uses or development would be introduced to the Project Area and the sites would remain in their existing conditions. As such, this impact would be reduced when compared to the proposed Project.

Hydrology and Water Quality

As described in Section 3.9, implementation of the proposed Project has the potential to result in the violation of water quality standards and the discharge of pollutants into surface waters during both construction and long-term operations. Construction operations could result in temporary increases in runoff, erosion, sedimentation, soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas. The long-term operation of the proposed Project could result in long-term impacts to surface water quality from urban stormwater runoff and could enter groundwater or surface water systems. Mitigation measures provided in Section 3.9 reduce potential water

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quality impacts to a less than significant level. The proposed Project would not significantly impact groundwater recharge or place persons or structures in a flood hazard zone.

Under the No Project (No Build) Alternative, the Project Area would not be developed and would be kept in its present state with the majority of the Project Area undeveloped with only a single-family residence in the North Village and a small portion of the South Village site developed with a gravel parking lot. As noted under Impact 3.9-3 in Section 3.9, the *College Park Site "A" Preliminary Drainage Study* for the North Village found that the peak outflow from on-site developed conditions (i.e., the proposed Project) occurs at the same time (13.25 hours) as existing conditions (i.e., the No Project (No Build) Alternative). However, the developed condition flow is 4 cfs larger when Secret Ravine is at peak flow, which is around 15.25 hours. Conversely, the *College Park Site "C-1" Preliminary Drainage Study* for the South Village site included a comparison of the undeveloped peak flow and developed peak flow, which found that the developed peak flow was significantly lower than the undeveloped peak flow. Additionally, the developed peak flows were below Placer County's target peak flow conditions for each storm event (i.e., 2-year, 10-year, 25-year, and 100-year), while the undeveloped peak flows exceeded Placer County's target peak flow conditions during each storm event. Therefore, implementation of the proposed Project would improve existing drainage conditions on the South Village site consistent with Placer County drainage events. However, the proposed Project also has the potential for water quality impacts associated with the construction and operation of the proposed Project, which would not occur under the No Project (No Build) Alternative. For these reasons, it is anticipated that this alternative would have reduced impacts to the proposed Project.

Land Use

As noted in the Rocklin General Plan, the City of Rocklin has planned to promote orderly and well-planned development which enhances the city. As part of the proposed Project, the applicant is requesting a General Plan Amendment to change the Project Area's General Plan land use designation from Mixed Use to Medium Density Residential, Medium-High Density Residential, High Density Residential, Retail Commercial, Recreation-Conservation in the North Village; and from Mixed Use and Recreation-Conservation to Medium Density Residential, High Density Residential, Business Professional/Commercial, and Recreation-Conservation in the South Village; under the Rocklin General Plan Land Use Map.

Additionally, the North Village is located within the existing Sierra College Area General Development Plan (Sierra College GDP), which is an approximately 375-acre Planned Development (PD) including Sierra Community College and surrounding properties. Additionally, approximately 50 percent of the South Village is located within Area 2 of the Rocklin Road East of I-80 General Development Plan (East of I-80 GDP), which encompasses the area of Rocklin Road frontage east of I-80 with proximity to Sierra Community College. These General Development Plans outline the specific development standards of the PD adopted pursuant to Rocklin Municipal Code Chapter 17.60. The Project includes a proposal to remove the North Village Site from the Sierra College GDP and remove the South Village site from the East of I-80 GDP to create the College Park GDP.

As part of the College Park GDP, the North Village site would be rezoned to the following College Park GDP zoning designations: Planned Development – General Commercial (PD-C), Planned Development –PD-8.4, Planned Development –PD-15.4, Planned Development –PD-15.5+, Planned Development – Park (PD-P) and Planned Development – Open Area (PD-OA). Additionally, the South Village site would be rezoned to the following College Park GDP zoning designations: Planned Development – Business Professional/Commercial (PD-B-P/C), PD-8.4, PD-15.5+, PD-P and PD-OA.

The proposed Project would not disrupt or physically divide an established community, as the Project Areas are currently undeveloped and primarily surrounded by existing roadways, undeveloped land, or existing development that is consistent with the proposed uses for the sites. While the proposed Project would provide a mix of residential, commercial, business professional, and parks and open space uses within the City of Rocklin the No Project (No Build) Alternative would maintain this site in its current state with no new construction or significant housing. Further, the No Project (No Build) Alternative would not require any changes to the existing land use patterns and zoning for the Project Areas. For this reason, impacts related to Land Use would be slightly reduced when compared to the proposed Project.

Noise

The proposed Project would increase noise-generating activities associated with the maintenance and operation of the proposed Project, as well as from vehicular traffic and commercial and office noise. The specific businesses that would occupy the Project Area are not yet determined; therefore, the noise impact from commercial and office uses within the business professional and retail commercial areas may or may not occur in the future. Mitigation measures provided in Section 3.12 would reduce all potential noise impacts to a less than significant level. Under the No Project (No Build) Alternative, the Project Area would not be developed and there would be no potential for new noise sources. As such, this impact would be reduced when compared to the proposed Project.

Population and Housing

The No Project (No Build) Alternative would result in no changes to population and housing and would have no development. The proposed Project is not expected to induce substantial population increase that has not already been accounted for as a part of the approved General Plan, or analyzed in detail in this EIR. The proposed Project does not displace substantial numbers of persons or housing units. However, because the No Project (No Build) Alternative would not add additional population and would not change land use patterns; impacts related to population and housing would be reduced when compared to the proposed Project.

Public Services and Recreation

The proposed Project would result in increased demand for schools, police protection, fire protection, schools, parks/recreation, and library services. As discussed in Section 3.13, it has been determined that the impacts to the Rocklin Police, Fire, and Parks and Recreation Departments would be less-than-significant. However, as discussed under Impact 3.13-3 in

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Section 3.13, Loomis Unified School District is currently in the process of acquiring a site for a new school and associated facilities in the Town of Loomis, which are necessary to accommodate additional students resulting from the proposed Project. The environmental effects of this future school facility are undetermined, and will depend on the exact location, design, and mitigation that is incorporated into that project. Therefore, the construction and operation of the new LUSD school facilities could potentially cause significant impacts. Therefore, impacts related to the construction of school facilities needed to meet future demand were considered significant and unavoidable.

Under the No Project (No Build) Alternative, the Project Area would remain undeveloped and there would be no increased demand for public services or recreation. The No Project (No Build) Alternative would have a reduced impact when compared to the proposed Project because it would not generate new students requiring a new school and associated facilities to support them. Therefore, demand on public services would be reduced with compared to the proposed Project.

Transportation and Circulation

The No Project (No Build) Alternative would not introduce additional vehicle trips onto the study area roadways. It was determined that the proposed Project would generate average vehicle miles traveled (VMT) greater than 85 percent of the City-wide average for the land use type. Additionally, the proposed Project would construct additional roadway capacity that would lead to induced travel and increased VMT. Mitigation was identified to alleviate long term impacts; however, certain impacts were deemed to be significant and unavoidable in the short term. Under the No Project (No Build) Alternative, these potential impacts would be avoided, and the No Project (No Build) Alternative would have a reduced traffic impact when compared to the proposed Project.

Utilities

As discussed in Section 3.15, implementation of the proposed Project would have a less than significant impact to wastewater service, potable water service, storm drainage, and solid waste service.

Implementation of the proposed Project would result in increased flows to the public wastewater system; however, the wastewater system is capable of handling the increased flows with their existing permit and infrastructure.

Implementation of the proposed Project would result in increased demand for potable water. The Placer County Water Agency has adequate water supply to handle the increased demand with their existing supply and infrastructure.

Implementation of the proposed Project would result in increased storm drainage from new impervious surfaces. The proposed Project includes a storm drainage collection system to handle the increased storm drainage.

Implementation of the proposed Project would result in increased generation of solid waste. However, the landfill has adequate capacity to dispose the solid waste.

Under the No Project (No Build) Alternative the Project Area would not increase the demand for any utilities, including wastewater services, potable water supplies, or solid waste disposal. There would be no need to construct stormwater drainage infrastructure. Overall, the demand for utilities would be reduced under the No Project (No Build) Alternative when compared to the proposed Project.

EXISTING GENERAL PLAN ALTERNATIVE

Under the Existing General Plan Alternative, buildout of the North Village and South Village sites would occur consistent with the existing General Plan designations. While this alternative will analyze the buildout consistent with the densities and intensities allowed under the existing General Plan land use designation for each site, this alternative will also take into account the existing zoning to inform the location and amount of the non-residential, residential, and open space/park uses associated with buildout of the General Plan. The following describes the anticipated buildout under the existing General for the North Village and South Village sites.

NORTH VILLAGE

The existing General Plan designation for the 72.6-acre North Village site is MU. The Rocklin Zoning Ordinance designates the 72.6-acre site as Planned Development – Community College for future office, medical office, retail, medium high density residential, assisted and/or senior living uses adjacent to the Sierra College Campus. The MU land use designation facilitates the development of areas where nonresidential (i.e., office, retail, service, civic, cultural, entertainment and other similar uses) and residential are permitted to be mixed, and typically include medium high density to high density residential land uses within the same building, lot, block or designated project. The MU designation allows 10 to 40 dwelling units per acre (du/ac) and non-residential building intensities between 25 percent to 160 percent (i.e., Floor Area Ratio between 0.25 to 1.6).

Table 5.0-1 identifies the minimum and maximum buildout of the North Village site under the existing General Plan designations, respectively.

TABLE 5.0-1: NORTH VILLAGE SITE – BUILDOUT UNDER EXISTING GENERAL PLAN AND ZONING

General Plan Land Use	Zone	Minimum			Maximum		
		Acres	Dwelling Units	Non-Res. Building Square Footage ¹	Acres	Dwelling Units	Non-Res. Building Square Footage ²
MU	PD-CC	72.6	726	790,614	72.6	2,904	5,059,930

NOTE: ¹ CALCULATED BY CONVERTING GROSS ACRES TO SQUARE FEET AND MULTIPLYING BY 0.25 TO FIND THE 25 PERCENT FLOOR AREA YIELD .

² CALCULATED BY CONVERTING GROSS ACRES TO SQUARE FEET AND MULTIPLYING BY 1.6 TO FIND THE 160 PERCENT FLOOR AREA YIELD

SOURCE: DE NOVO PLANNING GROUP, 2020.

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SOUTH VILLAGE

The existing General Plan land use designations for the 35.8-acre South Village site include 27.9-acres designated MU and 7.9-acres designated R-C. The Rocklin Zoning Ordinance designates 17.5 acres of the South Village site as Planned Development – Commercial (PD-C) for future commercial (i.e., non-residential) uses, 10.2 acres as Residential Single Family – 10,000 SF Min Lots (R1-10) for future residential uses, 5.8 acres as Open Space (OS), and 2.3 acres as zoned Park (P). As described above, the MU designation allows 10 to 40 dwelling units per acre (du/ac) and non-residential building intensities between 25 percent to 160 percent (i.e., Floor Area Ratio between 0.25 to 1.6). The R-C designation identifies areas of existing or future recreational use primarily related to outdoor facilities and areas of important environmental or ecological qualities.

Table 5.0-2 identifies the minimum and maximum buildout of the South Village site under the existing General Plan designations while using the existing zoning to inform the amount of non-residential and residential uses associated with buildout under the existing General Plan.

TABLE 5.0-2: SOUTH VILLAGE SITE – BUILDOUT UNDER EXISTING GENERAL PLAN AND ZONING

General Plan Land Use	Zone	Minimum			Maximum		
		Acres	Dwelling Units	Non-Res. Building Square Footage ¹	Acres	Dwelling Units	Non-Res. Building Square Footage ²
MU	PD-C	17.5	0	190,575	17.5	0	1,219,680
MU	R1-10	10.2	102	0	10.2	408	0
R-C	OS	5.8	0	0	5.8	0	0
R-C	P	2.1	0	0	2.1	0	0
MU	P	0.2	0	0	0.2	0	0
Total		35.8	102	190,575	35.8	408	1,219,680

NOTE: ¹ CALCULATED BY CONVERTING GROSS ACRES TO SQUARE FEET AND MULTIPLYING BY 0.25 TO FIND THE 25 PERCENT FLOOR AREA YIELD .

² CALCULATED BY CONVERTING GROSS ACRES TO SQUARE FEET AND MULTIPLYING BY 1.6 TO FIND THE 160 PERCENT FLOOR AREA YIELD

SOURCE: DE NOVO PLANNING GROUP, 2020.

TOTAL BUILDOUT UNDER THIS ALTERNATIVE

As identified in Table 5.0-1, buildout of the North Village site under the existing General Plan could facilitate a minimum of 726 residential units and 790,614 square feet of non-residential uses and a maximum of 2,904 residential units and 5,059,930 square feet of non-residential uses. Additionally, as shown in Table 5.0-2, buildout of the South Village site under the existing General Plan could facilitate a minimum of 102 residential units and 190,575 square feet of non-residential uses and a maximum of 408 residential units to 1,219,680 square feet of non-residential uses.

For the purposes of this alternative, it is assumed that the North Village and South Village sites would be developed at the mid-range for both residential and non-residential uses. Therefore, under this alternative, the North Village site would be developed with 1,815 residential units and 2,925,272 square feet of non-residential uses and the South Village site would be developed

with 255 residential units and 705,127 square feet of non-residential uses. Therefore, total buildout of the proposed Project under this alternative is anticipated to result in:

- 2,070 residential units;
- 3,630,399 square feet of non-residential building uses; and
- 7.9 acres of recreation/conservation uses, such as open area or parks.

Compared to the Proposed Project, the Existing General Plan Alternative would result in:

- 1,170 more residential units;
- 3,510,399 more square feet of non-residential building uses; and
- 22.4 less acres of recreation/conservation uses, such as open area or parks.

Aesthetics and Visual Resources

Under the Existing General Plan Alternative, the North Village and South Village sites would be developed with the existing land use designations and circulation facilities as described in the Rocklin General Plan. Under the Existing General Plan Alternative, the North Village and South Village sites would be developed with 1,170 more residential units and 3,510,399 more square feet of non-residential uses than the proposed Project, and with 22.4 fewer acres of recreation/conservation uses, such as open area or parks, when compared to the proposed Project. This development potential would result in increased light and glare impacts due to the significant increase in urban development and decrease in open space/park development when compared to the proposed Project. Similar to the proposed Project, development within the Project Area under this alternative would be required to be consistent with the General Plan and the Rocklin Zoning Ordinance which includes design standards in order to ensure quality and cohesive design. Consistency with these regulations would ensure that future development under this alternative would not conflict with applicable zoning or other regulations governing scenic quality and reduce visual impacts to scenic resources.

Overall, despite the large increase in urban development under this alternative, it is expected that overall buildout of the Project Area would still generate a less than significant impact related to visual quality and light and glare due to the Project being located in a developed and urbanized area of the city. However, this alternative would result in more impacts to the visual and aesthetic appeal of the site when compared to the proposed Project due to the reduced open space and park uses and substantial increase in residential and non-residential developments on-site.

Agricultural Resources

Under the Existing General Plan Alternative, the North Village and South Village sites would be developed with the existing land use designations and circulation facilities as described in the Rocklin General Plan, resulting in a substantial increase in the number of housing units and non-

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residential square feet and a decrease in the amount of open space and parks. However, because the same sites and site area would be developed under this alternative as with the proposed Project, impacts related to Williamson Act contracts, land use conflicts, and conversion of farmland to urban uses would be similar to the proposed Project. Therefore, this alternative would have equal impacts to agricultural resources as the proposed Project. The less than significant impact related to agricultural resources would still occur under this alternative.

Air Quality

As previously stated, the proposed Project would be a direct and indirect source of air pollution, in that it would generate and attract vehicle trips in the region (mobile source emissions) and it would increase area source emissions and energy consumption. As shown in Table 3.3-7 in Section 3.3, the proposed Project is expected to exceed the PCAPCD threshold for operational ROG, resulting in a significant and unavoidable impact even with Mitigation Measures 3.3-1 and 3.3-2 implemented. Thus, the Project would also conflict with the implementation of the applicable air quality plan, resulting in a significant and unavoidable impact, as noted under Impact 3.3-4 in Section 3.3.

Under the Existing General Plan Alternative, the North Village and South Village sites would be developed with the existing land use designations and circulation facilities as described in the Rocklin General Plan. Under the Existing General Plan Alternative, the North Village and South Village sites would be developed with 1,170 more residential units and 3,510,399 more square feet of non-residential uses than the proposed Project, and with 22.4 fewer acres of recreation/conservation uses, such as open area or parks, when compared to the proposed Project. The increase in the number of housing units and non-residential square feet introduced to the Project Area would result in an increased population and greater number of jobs when compared to the proposed Project. The increased population and jobs on-site would result in more daily vehicle trips and peak hour trips, which would generate increased operational emissions when compared to the proposed Project. Therefore, it is assumed that this alternative would also exceed the PCAPCD threshold for operational ROG, resulting in a significant and unavoidable impact even with Mitigation Measures 3.3-1 and 3.3-2 implemented. Although this alternative would be subject to the mitigation measures identified for the Project, air quality impacts are assumed to be increased under this alternative when compared to the proposed Project due to the increase in anticipated vehicle trips and associated mobile source emissions.

Biological Resources

Potential impacts to biological resources are primarily related to the area proposed for disturbance and less on the type of urban uses that would occur on the Project area. Under the Existing General Plan Alternative, the same sites and site area as the proposed Project would be developed. However, under this alternative, the North Village and South Village sites would be developed with substantially more housing units and non-residential square feet and less open space and parks. Specifically, this alternative would result in approximately 22.4 fewer acres of recreation/conservation uses, such as open area or parks, that could have provided habitat for a variety of species; therefore, this reduction of park and open space land results in increased

habitat removal and results in reduced biological benefits. When compared to the proposed Project, potential impacts to biological resources would be greater under the Existing General Plan Alternative.

Cultural and Tribal Resources

As described in Section 3.5, the Project Area is located in an area known to have historical resources. While no cultural resources were identified within the South Village site, three cultural resources were identified in the North Village property, including mining features (previously identified and recorded), irrigation features and refuse (newly identified), and water storage features and refuse (newly identified). Additionally, as with most projects in the region that involve ground-disturbing activities, there is the potential for discovery of a previously unknown cultural and/or historical resource or human remains. Implementation of mitigation measures in Section 3.5 would reduce unknown cultural resources impacts to a less than significant level.

Under the Existing General Plan Alternative, the same sites and site area as the proposed Project would be developed. However, under this alternative, the North Village and South Village sites would be developed with substantially more housing units and non-residential square feet and less open space and parks. Specifically, this alternative would result in approximately 22.4 fewer acres of recreation/conservation uses, such as open area or parks. Therefore, the Existing General Plan Alternative would result in increased ground disturbing activities throughout much of the Project Area, which would result in a greater potential compared to the proposed Project to discover, disturb, or destroy cultural, historic, and archaeological resources, as well as tribal cultural resources. For this reason, the Existing General Plan Alternative would result in a greater potential for impacts to cultural and tribal resources.

Geology and Soils

Under the Existing General Plan Alternative, the North Village and South Village sites would be developed with 1,170 more residential units and 3,510,399 more square feet of non-residential uses, but with 22.4 fewer acres of recreation/conservation uses, such as open area or parks, than the proposed Project. The increase in the number of housing units and non-residential square feet introduced to the Project Area would result in increased population and greater number of jobs when compared to the proposed Project. The future buildings and structures allowed under this alternative would be exposed to the same level of risk from geologic hazards as the proposed Project. However, as discussed above, it is anticipated that the number of residents and employees resulting from this alternative would be greater when compared to the proposed Project. Because more people may be located in the Project Area under the Existing General Plan Alternative, more people would be exposed to the risks from geologic hazards as compared to the proposed Project. Therefore, this impact would be slightly increased under this alternative when compared to the proposed Project.

Greenhouse Gases and Climate Change

As stated previously, short-term construction GHG emissions are a one-time release of GHGs and are not expected to significantly contribute to global climate change over the lifetime of the proposed Project. Additionally, with the implementation of Mitigation Measures 3.3-1 through 3.3-2 of Section 3.3, Air Quality, the proposed Project would generate operational emissions less than the PCAPCD's bright-line threshold of 10,000 MT CO₂e, resulting in a less than significant impact. Under the Existing General Plan Alternative, the North Village and South Village sites would be developed with 1,170 more residential units and 3,510,399 more square feet of non-residential uses than the proposed Project, and with 22.4 fewer acres of recreation/conservation uses, such as open area or parks, when compared to the proposed Project. The increase in the number of housing units and non-residential square feet introduced to the Project Area would result in an increased population and greater number of jobs when compared to the proposed Project. While uses in the Existing General Plan Alternative would be required to adhere to the same mitigation measure as the proposed Project, the significant increase in non-residential square footage and total residential unit count would significantly increase the total greenhouse gas emissions. As such, the greenhouse gas emissions impact is increased when compared to the proposed Project.

Hazards and Hazardous Materials

The North Village and South Village site are currently undeveloped with knee-high vegetation, with the exception of one single-family home on the North Village site and the northwestern portion of the South Village site that contains a gravel parking lot. The proposed Project includes the development of land uses which will likely use a variety of common hazardous materials including: paints, cleaners, cleaning solvents, pesticides, fertilizers, and fuel. There would be a risk of release of these materials into the environment if they are not stored and handled in accordance with best management practices approved by the Placer County Environmental Health Department, as the local Certified Unified Program Agency.

Additionally, as discussed in Section 3.8, the historical land use search conducted as part of the Phase I ESA revealed the North Village site was previously developed with nine structures and an approximately 50-acre orchard from at least 1938 to 1972. Additionally, the South Village site was developed with an approximately 20-acre orchard in 1938 and two structures from at least 1952 to 1972. Due to the long-term use of the land for agricultural purposes, the site has the potential for certain environmental conditions related to pesticide and herbicide application and lead-based paint associated with the historic structures that may have caused these chemicals to be present in the soil.

The Phase 1 ESA identified the following chemicals in connections with the Project Area: OCPs, arsenic, and lead. As discussed in the Existing Setting section, the Phase II ESA found that OCPs detected in soil within the North and South Village sites are present at concentrations that fall below their respective residential ESLs. However, the arsenic concentrations detected at three soil sampling locations at the North Village site exceeded the residential ESLs, ranging in concentrations from 9.3 mg/kg to 23 mg/kg. Additionally, three lead soil sampling locations at

the North Village site and three lead soil sampling locations at the South Village site showed elevated concentrations exceeding the 80 mg/kg residential ESL.

Under the Existing General Plan Alternative, the North Village and South Village sites would be developed with 1,170 more residential units and 3,510,399 more square feet of non-residential uses, but with 22.4 fewer acres of recreation/conservation uses, such as open area or parks, than the proposed Project. The increase in the number of housing units and non-residential square feet introduced to the Project Area would result in an increased population and greater number of jobs when compared to the proposed Project. Similar to the proposed Project, new development would introduce new sensitive receptors into an area that contains land that has historically utilized chemicals for agricultural production, as well as lead-based paint associated with historic structures previously on-site. Any negative health effects associated with the previous use of these chemicals would be alleviated through implementation of mitigation measures and compliance with state and federal regulations that require remediation when above certain thresholds. There would be a long-term potential for hazards associated with use and generation of household and commercial hazardous wastes, although compliance with state and federal regulations would be required. Given that this alternative would result in substantially more residential and non-residential development throughout the Plan Area and a larger development footprint due to less open space land, it is expected that the Existing General Plan Alternative would have an increased impact relative to this topic.

Hydrology and Water Quality

As described in Section 3.9, implementation of the proposed Project has the potential to result in the violation of water quality standards and the discharge of pollutants into surface waters during both construction and long-term operations. Construction operations could result in temporary increases in runoff, erosion, sedimentation, soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas. The long-term operation of the proposed Project could result in long-term impacts to surface water quality from urban stormwater runoff and could enter groundwater or surface water systems. Mitigation measures provided in Section 3.9 reduce potential water quality impacts to a less than significant level. The proposed Project would not significantly impact groundwater recharge or place persons or structures in a flood hazard zone.

Under the Existing General Plan Alternative, the North Village and South Village sites would be developed with 1,170 more residential units and 3,510,399 more square feet of non-residential uses, but with 22.4 fewer acres of recreation/conservation uses, such as open area or parks, than the proposed Project. Future development allowed under this alternative would result in a more land covered with impervious surfaces compared to the proposed Project. Similar to the proposed Project, stormwater from future development would flow into the City's stormwater system via a network of drains, pipes, and detention basins. The decreased areas of park and open space under this alternative results in increased impervious surfaces due to the increased developable land, which would also result in slightly increased impacts related to rainfall infiltration and runoff during storm events as compared to the proposed Project.

5.0 ALTERNATIVES TO THE PROPOSED PROJECT

As described in Section 3.9, Hydrology and Water Quality, implementation of the proposed Project has the potential to result in the discharge of pollutants into detention basins and storm drains, and would change the existing drainage pattern on the site, although these impacts are less than significant as a result of compliance with local, state, and federal regulations. Under the Existing General Plan Alternative, these impacts would be similar as the proposed Project; however, the larger development footprint of this Alternative due to the decrease in open space and park land would increase the potential to result in a discharge of pollutants into detention basins and storm drains and change the existing drainage pattern of the site; therefore, impacts related to hydrology and water quality would be slightly worse under the Existing General Plan Alternative when compared to the proposed Project.

Land Use

Unlike the proposed Project, the Existing General Plan Alternative assumes the North Village and South Village sites would be developed with the existing land use designations and circulation facilities as described in the Rocklin General Plan. Under the Existing General Plan Alternative, the North Village and South Village sites would be developed with 1,170 more residential units and 3,510,399 more square feet of non-residential uses, but with 22.4 fewer acres of recreation/conservation uses, such as open area or parks, than the proposed Project. While this alternative would be consistent with the General Plan, including the goals, policies, and standards, the North Village site zones PD-CC and the portion of the South Village site zoned R1-10 would require a rezone to be consistent with their existing Mixed Use General Plan land use designations. For this reason, this alternative would have slightly greater impacts related to land use as compared to the proposed Project.

Noise

As discussed in Section 3.11, Noise, the primary sources of noise associated with implementation of the proposed Project are from increased vehicle trips on study area roadways in the project vicinity from on-site uses, and increased noise from future operation within the Project Area. The proposed Project would also increase noise-generating activities associated with the maintenance and operation of the proposed Project, as well as from commercial and office noise. Under the Existing General Plan Alternative, the Project Area would be developed with 1,170 more residential units and 3,510,399 more square feet of non-residential uses, but 22.4 less acres of recreation/conservation use, such as open area or parks, than the proposed Project. The increase in the number of housing units and non-residential square feet introduced to the Project Area would result in an increased population and greater number of jobs when compared to the proposed Project. The increased population and jobs on-site would result in more daily vehicle trips and peak hour trips, which would generate increased noise levels on area roadways when compared to the proposed project. Although this alternative would be subject to the mitigation measures identified for the project, due to the increase in anticipated vehicle trips and associated noise, traffic noise impacts would be increased under this alternative when compared to the proposed Project. Additionally, the significant increase in non-residential square footage and decrease of recreation/conservation use, such as open area or parks, would result in increased noise impacts related to operation

and maintenance of the non-residential uses. Example of noise sources generally associated with non-residential uses include truck deliveries, trash pickup, parking lot use, and HVAC equipment operation. For these reasons, the Existing General Plan Alternative would have greater noise impacts as compared to the proposed Project.

Population and Housing

The Existing General Plan Alternative would result in the construction of more housing units and non-residential square footage over the same development footprint. As discussed in Section 3.12, the Project would be a residential and commercial/office mixed use development, resulting in the addition of 900 residential units in total. This would generate approximately 2,520 new residents in Rocklin at buildout.

Under the Existing General Plan Alternative, the Project Area would be developed with 1,170 more residential units and 3,510,399 more square feet of non-residential uses, but 22.4 fewer acres of recreation/conservation uses, such as open area or parks, than the proposed Project. Development of 1,170 more dwelling units, as allowed under the current General Plan, could result in a population increase of approximately 3,276 new residents than the proposed Project. While this alternative would add more residents as compared with the proposed Project, this alternative would develop the Project Area based on the Project Area's current General Plan land use designations. Therefore, the housing and population growth that could occur under this alternative would be within the growth anticipated by the General Plan. Thus, impacts related to population and housing under this alternative would be comparable to the proposed Project as neither this alternative nor the proposed Project would conflict with applicable population forecasts.

Public Services and Recreation

Under the Existing General Plan Alternative, the Project Area would be developed with 1,170 more residential units and 3,510,399 more square feet of non-residential uses, but 22.4 fewer acres of recreation/conservation uses, such as open area or parks, than the proposed Project. The increase in the number of housing units and non-residential square feet introduced to the Project Area would result in an increased population and greater number of jobs when compared to the proposed Project, resulting in an increased demand for public services and recreation. Additionally, as discussed under Impact 3.13-3 in Section 3.13, Loomis Unified School District is currently in the process of acquiring a site for a new school and associated facilities in the Town of Loomis, which are necessary to accommodate the 244 additional students resulting from the residential development on the North Village site. The environmental effects of this future school facility are undetermined, and will depend on the exact location, design, and mitigation that is incorporated into that project. Therefore, the construction and operation of the new LUSD school facilities could potentially cause significant impacts. Therefore, impacts related to the construction of school facilities needed to meet future demand were considered significant and unavoidable. The Existing General Plan Alternative would result in approximately 1,170 more residential units on the North Village site, generating approximately 553 more students. The sharp increase in students generated under this alternative would also result in a

significant and unavoidable impacts; however, because the number of students generated under this alternative is approximately double the number of students generated under the proposed Project, it is anticipated that impacts would be worse under this alternative. Therefore, the Existing General Plan Alternative would have an increased impact when compared to the proposed Project because demand on public services would be increased compared to the proposed Project.

Transportation and Circulation

As explained in Section 3.14, Transportation and Circulation, the proposed Project would result in a total VMT of 71,400 under baseline conditions and 61,150 under cumulative conditions. Under baseline conditions, about 70 percent (or 51,450) of the Project's VMT is generated by the North Village, which is to be expected given its larger vehicle trip generation.

As explained in Section 3.14, Transportation and Circulation, implementation of the proposed Project would result in less than significant impact to bicycle facilities, pedestrian facilities, transit facilities, emergency access, and hazards due to design features. However, the proposed Project would generate average VMT per dwelling unit and VMT per thousand square feet of non-residential space that is greater than 85 percent of the City-wide average, resulting in a potentially significant impact. On average, the proposed Project would result in VMT increases that would be approximately 22 percent above the VMT threshold. When compared to the City-wide average, they would be, on average, five percent above that metric. Additionally, the proposed Project would construct a third travel lane on northbound Sierra College Boulevard and a second travel lane on westbound Rocklin Road along the North Village frontage, consistent with the City of Rocklin General Plan Circulation Element. Using the City's travel demand model, these improvements would generate approximately 3,000 net additional system-wide VMT, which is considered a significant impact based on the *Technical Advisory* guidance that any increase in VMT caused by a roadway capacity project would be considered significant. To reduce these potentially significant impacts, Mitigation was identified; however, these impacts were deemed to be significant and unavoidable.

Under the Existing General Plan Alternative, the Project Area would be developed with 1,170 more residential units and 3,510,399 more square feet of non-residential uses, but 22.4 fewer acres of recreation/conservation uses, such as open area or parks, than the proposed Project. The increase in the number of housing units and non-residential square feet introduced to the Project Area would result in an increased population and greater number of jobs when compared to the proposed Project. The increased population and jobs on-site would result in more daily vehicle trips and peak hour trips, which has the potential to result in increased total VMT. While the increased total residential unit count and non-residential square footage has the potential to increase the total VMT, the density intensification and mixed-use developments under this Alternative are generally seen to increase opportunities for walking and bicycling and provide additional opportunities for trip internalization. Therefore, the transportation impacts are anticipated to be similar under this alternative and the proposed Project.

Utilities

Under the Existing General Plan Alternative, the North Village and South Village sites would be designated with the same land use designations and circulation facilities as described in the Rocklin General Plan. However, this Alternative anticipates an increase in the number of housing units by approximately 1,170 residential units and 3,510,399 more square feet of non-residential uses than the proposed Project. The increase in the number of housing units and non-residential square feet introduced to the Project Area would result in an increased population and greater number of jobs when compared to the proposed Project, resulting in an increased demand for utilities, including wastewater services, potable water supplies, or solid waste disposal. Overall, impacts under this alternative are expected to be slightly increased.

INCREASED DENSITY/RESIDENTIAL EMPHASIS ALTERNATIVE

Under the Increased Density/Residential Emphasis Alternative (Increased Density Alternative), the North Village and South Village sites would be developed with the same components as described in the Project Description, but density of the residential uses would be increased. The same number of residential units as the proposed Project would be constructed on each site under this alternative; however, the residential areas would be clustered throughout the Project Area at increased densities to allow for an increase in park/open space areas.

As shown on Table 2.0-5 in Chapter 2.0, Project Description, the 72.6-acre North Village site proposes 3.0 acres of Retail Commercial (RC) uses, 6.1 acres of Medium Density Residential uses, 29.4 acres of MHDR uses, 18.5 acres of High Density Residential (HDR) uses, and 15.6 acres of R-C uses, resulting in the development of 317 single-family dwelling units, 378 multi-family dwelling units, 45,000 square feet of non-residential building uses, and 15.6 acres of open area and parks. Therefore, under the proposed Project, the North Village site would result in 695 residential dwelling units on a residential footprint of 54.0 acres, resulting in an overall density of 12.8 du/ac.

Additionally, as shown on Table 2.0-6 in Chapter 2.0, Project Description, the 35.8-acre South Village site proposes 9.0 acres of Business Professional/Commercial uses, 4.8-acres of MDR uses, 7.3 acres of HDR uses, and 14.7 acres of R-C, resulting in the development of 25 single-family dwelling units, 180 multi-family dwelling units, 75,000 square feet of non-residential building uses, and 14.7 acres of open space and parks. Therefore, under the proposed Project, the South Village site would result in 205 residential dwelling units on a residential footprint of 12.1 acres, resulting in an overall density of 16.9 du/ac.

Under the Increased Density Alternative, approximately 75 percent of the proposed residential footprint of the North Village and South Village sites, or 40.5-acres of the North Village Site and 9.1 acres of the South Village site, would be developed at a higher density to result in the same number of dwelling units. This results in 40.5-acres of the North Village site developed at approximately 17.2 du/ac and the 9.1-acre of the South Village site developed at approximately 22.5 du/ac. The assumed type of units would be adjusted to reflect the increased density. The remaining 25 percent of the residential footprint (i.e., 13.5 acres of the North Village site and 3.0

acres of the South Village site) would be redesignated to R-C for additional park or open area uses. Table 5.0-3 identifies the General Plan land uses under this alternative.

TABLE 5.0-3: GENERAL PLAN DESIGNATIONS – PROPOSED PROJECT VS INCREASED DENSITY ALTERNATIVE

GENERAL PLAN DESIGNATIONS	NORTH VILLAGE ACREAGE		SOUTH VILLAGE ACREAGE		COLLEGE PARK ACREAGE	
	PROPOSED PROJECT	INCREASED DENSITY ALTERNATIVE ¹	PROPOSED PROJECT	INCREASED DENSITY ALTERNATIVE ¹	PROPOSED PROJECT	INCREASED DENSITY ALTERNATIVE ¹
Retail Commercial (RC)	3.0	3.0	0.0	0.0	3.0	3.0
Business Professional/Commercial (BP/C)	0.0	0.0	9.0	9.0	9.0	9.0
Medium Density Residential (MDR)	6.1	4.6	4.8	3.6	10.9	8.2
Medium-High Density Residential (MHDR)	29.4	22.0	0.0	0.0	29.4	22.0
High-Density Residential (HDR)	18.5	13.9	7.3	5.5	25.8	19.4
Recreation-Conservation (R-C)	15.6	29.1	14.7	17.7	30.3	46.8
Total	72.6	72.6	35.8	35.8	108.4	108.4

NOTE: 1) REDESIGNATES 25 PERCENT OF THE MDR, MHDR, AND HDR USES TO R-C.
 SOURCE: DE NOVO PLANNING GROUP, 2020.

The increased density under this alternative would allow for further avoidance of riparian wetlands, seasonal wetlands, seasonal wetland swale, seeps, and ephemeral drainage areas, as well as allow for further setbacks from the 100-year floodplain and creek on the South Village site. The proposed amenities, amount of non-residential uses, bicycle and pedestrian improvements, and landscaping would be the same as the proposed Project.

Aesthetics and Visual Resources

As described in Section 3.1, while the proposed Project would result in a substantial alteration to the existing urban form and character of the site, the Project Area is located in a developed and urbanized area of the city. Development of both the North and South Village sites have been anticipated by the General Plan, as the current land use designations allow for urban development of the sites. In order to reduce visual impacts, development within the Project Area is required to be consistent with the General Plan and the Rocklin Zoning Ordinance which includes design standards in order to ensure quality and cohesive design. Application of the City’s design review process and implementation of City goals and policies would ensure that excessively reflective building materials are not used, and that the proposed Project would not result in significant impacts related to daytime glare. Additionally, the City’s design review process would also ensure that lighting features do not result in light spillage onto adjacent properties and do not significantly impact views of the night sky. As such, impacts related to nighttime lighting and daytime glare would be less than significant.

These impacts would be similar with the Increased Density Alternative as this alternative is located on the same site and would have similar uses. This alternative would result in the same number of residential units and an increase in park/open space uses. The impacts of light and glare would still occur and would be minimized to a less than significant level through application of the City's design review process and implementation of the City goals and policies. The impacts to the existing visual quality would be similar to the proposed Project as the Project Area would be developed with the same uses as under the proposed Project, just at a higher density. However, due to the increase in park/open space areas, the Increased Density Alternative would have a slightly reduced impact on visual resources when compared to the proposed Project.

Agricultural Resources

As previously stated, the North Village and South Village site are currently undeveloped with knee-high vegetation, with the exception of one single-family home on the North Village site and the northwestern portion of the South Village site that contains a gravel parking lot. As described in Section 3.2, the North Village and South Village sites are not zoned for agriculture uses, under a Williamson Act Contract, or classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the California Department of Conservation; therefore, impacts under the proposed Project related to Agricultural Resources were found to be less than significant. While the Project Area is not zoned for agriculture uses or classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the California Department of Conservation, both the North Village site and the South Village site contain prime soils. Andregg soil, which makes up the majority of the Project Area, is classified as Farmland of Statewide Importance by the Natural Resource Conservation Service. However, according to FMMP, farmland with prime soils shall only be considered prime farmland if the land has been used for irrigated agricultural production at some time during the four years prior to the mapping date, which it has not. Therefore, impacts under the proposed Project related to Agricultural Resources were found to be less than significant.

The Increased Density Alternative would result in the same number of residential units at a higher density to allow an increase in park/open space uses. Specifically, 13.5 acres of the North Village site and 3.0 acres of the South Village site would be redesignated to R-C for additional park or open area uses, resulting in less areas disturbed during buildout of the Project under this alternative. In any case, because the same sites and site area as the proposed Project would be developed under this alternative, impacts related to Williamson Act contracts, land use conflicts, and conversion of farmland to urban uses would be similar to the proposed Project. Therefore, this alternative would have equal impacts to agricultural resources as the proposed Project.

Air Quality

As previously stated, the proposed Project would be a direct and indirect source of air pollution, in that it would generate and attract vehicle trips in the region (mobile source emissions) and it would increase area source emissions and energy consumption. As shown in Table 3.3-7 in Section 3.3, the proposed Project is expected to exceed the PCAPCD threshold for operational

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ROG, resulting in a significant and unavoidable impact even with Mitigation Measures 3.3-1 and 3.3-2 implemented. Thus, the Project would also conflict with the implementation of the applicable air quality plan, resulting in a significant and unavoidable impact, as noted under Impact 3.3-4 in Section 3.3.

Under the Increased Density Alternative, the proposed Project would be developed with the same components as described in the Project Description, but the amount of park/open space uses would be increased. The total development, including residential units and non-residential building square footage, would be equal to the proposed Project. Therefore, the amount of traffic generated from the Project Area would be equal under this alternative and the proposed Project. Mobile source air emissions are directly correlated to traffic volume; therefore, it is estimated that the similar trip volume would result in a similar amount of the mobile source emissions. Additionally, the area source emissions would be similar to the Project. However, construction emissions would be reduced under this alternative, as 13.5 acres of the North Village site and 3.0 acres of the South Village site would be designated for park/open space usage resulting in less grading and site work than the proposed Project. While construction emissions would be reduced under this alternative, the significant unavoidable impacts would not be avoided. Thus, the Increased Density Alternative would result in similar air quality related impacts when compared to the proposed Project.

Biological Resources

As described in Section 3.4 Biological Resources, construction of the Project Area has the potential to result in impacts to special-status species in the region. However, implementation of Mitigation Measures 3.4-1 through 3.4-7 would reduce the potential for impacts to a less-than-significant level. Additionally, construction of the proposed Project would result in the permanent removal of 0.971 acres of sensitive aquatic habitat and 68.7 acres of terrestrial vegetation communities. However, as described under impacts 3.4-7 and 3.4-8 in Section 3.4, Biological Resources, implementation of Mitigation Measure 3.4-8 would reduce potential impacts to a less-than-significant level.

The Increased Density Alternative would result in development of the entire Project Area; however, under this alternative, there would be approximately 29.1 more acres of park/open space land that may provide habitat for a variety of species than the proposed Project. This addition of park and open space land would provide biological benefits even though the remainder of the Project Area would be developed. Additionally, it is anticipated that the increased density under this alternative would allow for further avoidance of the sensitive aquatic habitat that is being removed under the proposed Project, as well as seasonal wetlands, seasonal wetland swale, seeps, and ephemeral drainage areas. The Increased Density Alternative would also allow for further setbacks from the 100-year floodplain and creek on the South Village site. As such, the Increased Density Alternative would result in slightly less impacts to biological resources when compared to the proposed Project.

Cultural Resources

As described in Section 3.5, the Project Area is located in an area known to have historical resources. While no cultural resources were identified within the South Village site, three cultural resources were identified in the North Village property, including mining features (previously identified and recorded), irrigation features and refuse (newly identified), and water storage features and refuse (newly identified). Additionally, as with most projects in the region that involve ground-disturbing activities, there is the potential for discovery of a previously unknown cultural and/or historical resource or human remains. Implementation of mitigation measures in Section 3.5 would reduce potential impacts to unknown cultural resources to a less than significant level.

The Increased Density Alternative would result in development of the entire Project Area, but would increase the amount of park/open space areas by 16.5 acres. The increased amount of park/open space areas would result in smaller area of disturbance on the sites and reduced potential to discover, disturb, or destroy cultural, historic, and archaeological resources, as well as paleontological resources. While the proposed Project is not anticipated to result in significant impacts to cultural resources with mitigation, the Increased Density Alternative would result in a reduced potential for impacts to cultural resources.

Geology and Soils

As described in Section 3.6, implementation of the proposed Project would result in the construction of new structures within the Project Area. The new structures would be subject to seismic, geologic, and soils hazards for the life of the Project and mitigation measures identified in Section 3.6 would reduce the potential impacts to a less than significant level. Under the Increased Density Alternative, the amount of developed area would be similar to the Project and an equal number of structures would be subject to hazardous geological conditions. The proposed Project is not anticipated to result in significant impacts from geology and soils with mitigation; the Increased Density Alternative would result in similar potential for impacts when compared to the proposed Project.

Greenhouse Gases and Climate Change

As stated previously, short-term construction GHG emissions are a one-time release of GHGs and are not expected to significantly contribute to global climate change over the lifetime of the proposed Project. However, even with the implementation of Mitigation Measures 3.3-1 through 3.3-2 of Section 3.3, Air Quality, the proposed Project would generate operational emissions of less than the PCAPCD's bright-line threshold of 10,000 MT CO₂e, resulting in a less than significant impact.

Under the Increased Density Alternative, the Project Area would be developed with the same types of uses and structures as the proposed Project, but the amount of park/open space areas would be increased. Specifically, 13.5 acres of the North Village site and 3.0 acres of the South Village site would be designated for park/open space uses, which would result in less grading and site work than the proposed Project. Thus, construction emissions would be slightly reduced

under this alternative. However, as noted under Impact 3.7-1 of Section 3.7, the construction emissions under the proposed Project were below PCAPCD's 10,000 MT CO₂e bright-line threshold, which would not significantly contribute to global climate change over the lifetime of the proposed Project. For this reason, it is assumed that the slight reduction in construction-related emissions under this alternative would also be below PCAPCD's 10,000 MT CO₂e bright-line threshold, resulting in a similar impact. Additionally, all uses in the Increased Density Alternative would be required to adhere to the same mitigation measure as the proposed Project. The equal number of residential units would result in a corresponding equal level of operational greenhouse gas emissions when compared to the proposed Project. As such, the greenhouse gas emissions impact would be equal when compared to the proposed Project.

Hazards and Hazardous Materials

As previously stated, the North Village and South Village site are currently undeveloped with knee-high vegetation, with the exception of one single-family home on the North Village site and the northwestern portion of the South Village site that contains a gravel parking lot. The proposed Project includes the development of land uses which will likely use a variety of common hazardous materials including: paints, cleaners, cleaning solvents, pesticides, fertilizers, and fuel. There would be a risk of release of these materials into the environment if they are not stored and handled in accordance with best management practices approved by the Placer County Environmental Health Department, as the local Certified Unified Program Agency.

Additionally, as discussed in Section 3.8, the historical land use search conducted as part of the Phase I ESA revealed the North Village site was previously developed with nine structures and an approximately 50-acre orchard from at least 1938 to 1972. Additionally, the South Village site was developed with an approximately 20-acre orchard in 1938 and two structures from at least 1952 to 1972. Due to the long-term use of the land for agricultural purposes, the site has the potential for certain environmental conditions related to pesticide and herbicide application and lead-based paint associated with the historic structures that may have caused these chemicals to be present in the soil.

The Phase 1 ESA identified the following chemicals in connections with the Project Area: OCPs, arsenic, and lead. As discussed in the Existing Setting section, the Phase II ESA found that OCPs detected in soil within the North and South Village sites are present at concentrations that fall below their respective residential ESLs. However, the arsenic concentrations detected at three soil sampling locations at the North Village site exceeded the residential ESLs, ranging in concentrations from 9.3 mg/kg to 23 mg/kg. Additionally, three lead soil sampling locations at the North Village site and three lead soil sampling locations at the South Village site showed elevated concentrations exceeding the 80 mg/kg residential ESL.

Under the Increased Density Alternative, the range of residential and non-residential uses on the site would not change when compared to the proposed Project, but the amount of park/open space areas would increase. Because the same number of units and amount of non-residential uses would be developed under the proposed Project and this Alternative, it is

assumed that the population growth and the number of new jobs generated by the developments would be the same. Similar to the proposed Project, new development would introduce new sensitive receptors into an area that contains land that has historically utilized chemicals for agricultural production, as well as lead-based paint associated with historic structures previously on-site. Any negative health effects associated with the previous use of these chemicals would be alleviated through implementation of mitigation measures and compliance with state and federal regulations that require remediation when above certain thresholds. There would be a long-term potential for hazards associated with use and generation of household and commercial hazardous wastes, although compliance with state and federal regulations would be required. Given that this alternative would result in the same amount of residential and non-residential development throughout the Project area and is anticipated to result in the same population and job growth, it is expected this alternative would have equal impacts from hazards and hazardous materials impacts when compared to the proposed Project.

Hydrology and Water Quality

As described in Section 3.9, implementation of the proposed Project has the potential to result in the violation of water quality standards and the discharge of pollutants into surface waters during both construction and long-term operations. Construction operations could result in temporary increases in runoff, erosion, sedimentation, soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas. The long-term operation of the proposed Project could result in long-term impacts to surface water quality from urban stormwater runoff and could enter groundwater or surface water systems. Mitigation measures provided in Section 3.9 would reduce potential water quality impacts to a less than significant level. The proposed Project would not significantly impact groundwater recharge or place persons or structures in a flood hazard zone.

Under the Increased Density Alternative, potential construction-related and long-term operational impacts to water quality or waste discharge related to stormwater runoff would be slightly reduced equivalent to the amount of land area that remains as park/open space under this alternative. The increased areas of park and open space under this alternative will remain pervious to precipitation, which will facilitate groundwater recharge and the natural biofiltration of stormwater. This alternative will still include stormwater detention/basins, and provide natural BMPs to reduce pollutants in stormwater runoff. As such, potential impacts related to hydrology and water quality would be slightly reduced under the Increased Density Alternative when compared to the proposed Project.

Land Use

Similar to the proposed Project, the Increased Density Alternative would require a change of the Project Area's General Plan Land Use designations and zoning designations. This alternative would be required to be consistent with the General Plan, including the goals, policies, and standards and with the Zoning Code. The analysis in Section 3.10, Land Use, concluded that the proposed Specific Plan would not result in any significant land use impacts. This alternative

5.0 ALTERNATIVES TO THE PROPOSED PROJECT

would provide for the same housing and employment opportunities for the City with park/open space areas. Similar to the proposed Project, upon approval of the General Plan amendment and rezone, this alternative would be consistent with the City's General Plan and other land use regulations, and therefore, would have similar land use impacts as the proposed Project.

Noise

The proposed Project would increase noise-generating activities associated with the maintenance and operation of the proposed Project, as well as vehicular noise. The specific businesses that would occupy the Project Area are not yet determined; therefore, the potential noise impact from commercial uses may or may not exist in the future. Mitigation measures provided in Section 3.12 would reduce all potential impacts to a less than significant level.

The Increased Density Alternative would result in the same number of residential units and the same amount of commercial buildings as the Project; therefore, the noise impacts associated with the alternative would be equal to the vehicular and operational activities of the proposed Project. All noise issues would be mitigated, as appropriate, through noise attenuation and best management practices; therefore, under this alternative, noise impacts are equal when compared to the proposed Project.

Population and Housing

As discussed in Section 3.12, the Project would be a residential and commercial/office mixed use development, resulting in the addition of 900 residential units. This would generate approximately 2,520 new residents in Rocklin at buildout. The proposed Project is not expected to induce population growth that has not already been accounted for as a part of the existing General Plan. The proposed Project does not displace substantial numbers of persons or housing units; therefore, impacts to population and housing are considered less than significant.

The Increased Density Alternative would result in the construction of the same number of residential units and the same amount of non-residential square footage, but there would be approximately 29.1 more acres of park/open space land. This is achieved by clustering the residential developments at a higher density to reduce the residential footprint by 25 percent. Because this alternative would result in the same number of units on the same Project Area, the population growth under this alternative would be the same as the proposed Project. Therefore, impacts would be equal under this alternative.

Public Services and Recreation

Development in the proposed Project will pay all applicable fees and assessments required to fund its fair share of public services and recreation. This funding would assist in the development of facilities in order to meet the City's standards. The proposed Project would have a less than significant impact to fire, police, and schools, and recreational facilities.

Under the Increased Density Alternative, the site would be developed with the same range of allowable uses as described in the Project Description, and the size of the residential and non-residential components would be equal, resulting in an equal demand for public services and

recreation. As previously stated, the Loomis Unified School District is currently in the process of acquiring a site for a new school and associated facilities in the Town of Loomis, which are necessary to accommodate the 244 additional students resulting from the residential development on the North Village site. Therefore, impacts related to the construction of school facilities needed to meet future demand were considered significant and unavoidable. Because the size of the residential and non-residential components would be equal, it is anticipated that this alternative would generate the same number of students and impacts related to school facilities would be also significant and unavoidable. As such, impacts related to public services and recreation would be equal when compared to proposed Project.

Transportation and Circulation

As explained in Section 3.14, Transportation and Circulation, the proposed Project would result in a total VMT of 71,400 under baseline conditions and 61,150 under cumulative conditions. Under baseline conditions, about 70 percent (or 51,450) of the project's VMT is generated by the North Village, which is to be expected given its larger vehicle trip generation. Overall, the proposed Project would generate average VMT per dwelling unit and VMT per thousand square feet of non-residential space that is greater than 85 percent of the City-wide average, resulting in a significant and unavoidable impact. Additionally, the proposed Project would construct a third travel lane on northbound Sierra College Boulevard and a second travel lane on westbound Rocklin Road along the North Village frontage, which would generate approximately 3,000 net additional system-wide VMT. This results in a significant and unavoidable impact based on the *Technical Advisory*. To reduce these significant impacts, mitigation was identified; however, these impacts were still deemed to be significant and unavoidable.

Under the Increased Density Alternative, the proposed Project would result in the construction of the same number of residential units and the same amount of non-residential square footage, but there would be approximately 29.1 more acres of park/open space land. This is achieved by clustering the residential developments at a higher density to reduce the residential footprint by 25 percent. The equal number of residential and non-residential uses as the proposed Project would result in an equal amount of traffic generated from the Project Area; therefore, it is anticipated that this alternative would result in a similar VMT. However, the density intensification under this alternative is generally seen to provide additional opportunities for trip internalization. As such, total VMT may be slightly reduced when compared to the proposed Project, resulting in slightly decreased impacts to VMT. However, the significant unavoidable impacts would not be avoided under this alternative. Thus, the Increased Density Alternative would result in similar traffic related impacts when compared to the proposed Project.

Utilities

As discussed in Section 3.15, implementation of the proposed Project would have a less than significant impact to wastewater service, potable water service, storm drainage, and solid waste service. Under the Increased Density Alternative, the proposed Project would be developed with the same components as described in the Project Description, and the size of the residential and non-residential components would be equal. This would result in an equal amount of

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wastewater, water demand, and solid waste generated from the Project Area. There would be approximately 29.1 more acres of pervious soils, thereby increasing opportunities for stormwater retention at the Project Area. However, uses in the Increased Density Alternative would be required to adhere to the same mitigation measures as the proposed Project, and the equal amount of square footage would result in similar utility demands. The Increased Density Alternative would result in similar demand on utility systems when compared to the proposed Project.

Overall, this alternative would have equal wastewater treatment demand, equal water demand, equal solid waste generated, and equal storm water runoff when compared to the proposed Project. As such, this alternative would have equal impacts when compared to the proposed Project.

INCREASED INTENSITY/COMMERCIAL EMPHASIS ALTERNATIVE

Under the Increased Intensity/Commercial Emphasis Alternative (Increased Intensity Alternative), the South Village site would be developed with the same components as described in the Project Description; however, the North Village site would redesignate 13.6 acres of MHDR to VMU to increase the amount of commercial uses while maintaining the number of residential units and approximate overall Project footprint. Specifically, this alternative would assume that the 13.6 acres of the North Village site adjacent to Sierra College Boulevard for the 20x60-foot lots and 45x65-foot lots, as shown on Figure 2.0-9 in Chapter 2.0, Project Description, would be redesignated from MHDR to MU to facilitate more commercial development while increasing the intensity of residential uses. It should be noted that this alternative assumes all other portions of the North Village site would be developed as described in Chapter 2.0, Project Description.

The MHDR land use provides for multi-family homes, including duplexes, triplexes, apartments, townhouses, and condominiums, at a residential density between 8.5 to 15.4 dwelling units per acre (du/ac). The MU land use allows 10 to 40 dwelling units per acre (du/ac) and non-residential building intensities between 25 percent to 160 percent (i.e., Floor Area Ratio between 0.25 to 1.6). The MU land use provides for land use patterns and mixed-use development that integrate residential and non-residential land uses to promote economic vitality and diversification of the local economy by allowing combinations of uses that serve local needs. It should be noted that no individual parcel with a MU land use designation is required to build a specific ratio of residential to non-residential uses.

To ensure consistency between the MU area's non-residential component and the proposed Retail Commercial uses to the south, it is anticipated that the MU would be subject to a similar floor area yield. Therefore, under this alternative, it is anticipated that the 13.6 acres would be developed with the minimum density of residential uses and minimum amount of non-residential uses, resulting in an anticipated developmental potential of 10 du/ac and 25 percent floor area yield for non-residential square feet. Table 5.0-4 highlights the difference in buildout under the proposed Project and this alternative.

TABLE 5.0-4: DEVELOPMENT POTENTIAL –PROPOSED PROJECT VS INCREASED INTENSITY ALTERNATIVE

North Village Areas	Proposed Project -- MDHR			Increased Intensity Alternative - MU		
	Acres	Dwelling Units	Non-Res. Building Square Footage	Acres	Dwelling Units	Non-Res. Building Square Footage ²
20 x 60 Lots	4.5	54	0	4.5	45	49,005
45 x 65 Lots	9.1	78	0	9.1	91	99,099
Total	13.6	132 units	0	13.6	136 units	148,104

NOTE: ¹. CALCULATED BY CONVERTING GROSS ACRES TO SQUARE FEET AND MULTIPLYING BY 0.25 TO FIND THE 25 PERCENT FLOOR AREA YIELD.

². CALCULATED BY CONVERTING GROSS ACRES TO SQUARE FEET AND MULTIPLYING BY 1.6 TO FIND THE 160 PERCENT FLOOR AREA YIELD

SOURCE: DE NOVO PLANNING GROUP, 2020.

As shown above, development under this alternative would result in four additional dwelling units and 148,104 square feet of additional non-residential uses, resulting in 646 to 672 dwelling units, 193,104 square feet of non-residential building uses, 9.0 acres of open area, and 6.6 acres of parks on the North Village site. Table 5.0-5 compares the total buildout under the proposed Project to the Increased Intensity Alternative.

TABLE 5.0-5: TOTAL BUILDOUT COMPARISON –PROPOSED PROJECT VS INCREASED INTENSITY ALTERNATIVE

Use	Proposed Project	Increased Intensity Alternative	Change
Residential Units	847 to 1,190	851 to 1,194	+4
Non-Residential Square Footage	120,000	268,104	+148,104
Open Area	22.5 acres	22.5 acres	0
Park	7.8 acres	7.8 acres	0

NOTE: ¹. CALCULATED BY CONVERTING GROSS ACRES TO SQUARE FEET AND MULTIPLYING BY 0.25 TO FIND THE 25 PERCENT FLOOR AREA YIELD .

². CALCULATED BY CONVERTING GROSS ACRES TO SQUARE FEET AND MULTIPLYING BY 1.6 TO FIND THE 160 PERCENT FLOOR AREA YIELD

SOURCE: DE NOVO PLANNING GROUP, 2020.

The intent of this alternative is to introduce mixed use developments to the North Village site to provide easily accessible shopping, services, employment and leisure activities that can serve the future North Village residents. The density intensification and the increases in mixed use developments under this alternative are generally seen to increase opportunities for walking and bicycling and provide additional opportunities for trip internalization, which are generally seen to help reduce vehicle miles traveled (VMT) and per capita greenhouse gas (GHG) emissions.

Aesthetics and Visual Resources

As described in Section 3.1, while the proposed Project would result in a substantial alteration to the existing urban form and character of the site, the Project Area is located in a developed and urbanized area of the city. Development of both the North and South Village sites have been anticipated by the General Plan, as the current land use designations allow for urban development of the sites. In order to reduce visual impacts, development within the Project Area is required to be consistent with the General Plan and the Rocklin Zoning Ordinance which includes design standards in order to ensure quality and cohesive design. Application of the City's design review process and implementation of City goals and policies would ensure that

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excessively reflective building materials are not used that lighting features do not result in light spillage onto adjacent properties and do not significantly impact views of the night sky. As such, impacts related to nighttime lighting and daytime glare would be less than significant.

These impacts would be similar with the Increased Intensity Alternative as this alternative is located on the same sites and would have similar uses and land use patterns. This alternative assumes that 13.6 acres of land along Sierra College Boulevard designated for Medium High Density Residential uses under the proposed Project would be redesignated for Mixed Use development, resulting in 4 additional dwelling units and 148,104 square feet of additional non-residential uses; however, the remaining areas of the sites would be developed identical as the proposed Project, resulting in the same amount park and open space uses. The impacts of light and glare would still occur under this alternative and would be reduced to less than significant level through application of the City's design review process and implementation of City goals and policies. The impacts to the existing visual quality would also be similar to the proposed Project as the North and South Village sites would generally be developed with the same uses as under the proposed Project, just with an increased intensity of commercial uses and reduced intensity of residential uses on 13.6 acres. Therefore, the Increased Intensity Alternative would have similar impacts on visual resources when compared to the proposed Project.

Agricultural Resources

Currently, the majority of the Project Area is vacant grassland, except for a single-family home on the North Village site and a gravel overflow parking lot on a small portion of the South Village site. As described in Section 3.2, the North Village and South Village sites are not zoned for agriculture uses, under a Williamson Act Contract, or classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the California Department of Conservation. While the Project Area is not zoned for agriculture uses or classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the California Department of Conservation, both the North Village site and the South Village site contain prime soils. Andregg soil, which makes up the majority of the Project Area, is classified as Farmland of Statewide Importance by the Natural Resource Conservation Service. However, according to FMMP, farmland with prime soils shall only be considered prime farmland if the land has been used for irrigated agricultural production at some time during the four years prior to the mapping date, which it has not. Therefore, impacts under the proposed Project related to Agricultural Resources were found to be less than significant.

The Increased Intensity Alternative assumes 13.6 acres of land designated for Medium High Density Residential uses under the proposed Project would be redesignated for Mixed Use development to allow an increase in the amount of commercial uses to serve the Plan Area, resulting in 4 additional dwelling units but 148,104 square feet of additional non-residential uses. Because the same sites and site area as the proposed Project would be developed under this alternative, impacts related to Williamson Act contracts, land use conflicts, and conversion of farmland to urban uses would be similar to the proposed Project. Therefore, this alternative would have equal impacts to agricultural resources as the proposed Project. The less than significant impact related to agricultural resources would still occur under this alternative.

Air Quality

As previously stated, the proposed Project would be a direct and indirect source of air pollution, in that it would generate and attract vehicle trips in the region (mobile source emissions) and it would increase area source emissions and energy consumption. As shown in Table 3.3-7 in Section 3.3, the proposed Project is expected to exceed the PCAPCD threshold for operational ROG, resulting in a significant and unavoidable impact even with Mitigation Measures 3.3-1 and 3.3-2 implemented. Thus, the Project would also conflict with the implementation of the applicable air quality plan, resulting in a significant and unavoidable impact, as noted under Impact 3.3-4 in Section 3.3.

Under the Increased Intensity Alternative, 13.6 acres of land along Sierra College Boulevard designated for Medium High Density Residential uses under the proposed Project would be redesignated as Mixed Use to allow an increase in the intensity of commercial uses, resulting in 4 additional dwelling units but 148,104 square feet of additional non-residential uses. While the slight increase in residential units and population growth would only slightly increase residential vehicle trips, the large increase in non-residential square footage would result in more job growth resulting in increased employee vehicle trips and delivery truck trips. Therefore, the amount of traffic generated from the Project Area would be increased under this alternative and the proposed Project. Mobile source air emissions are directly correlated to traffic volume; therefore, it is estimated that the increased trip volume would result in an increased amount of the mobile source emissions. Additionally, the area source emissions would be increased compared to the Project due to the large increase in non-residential building uses. Therefore, this alternative would have slightly increased impacts to air quality as the proposed Project.

Biological Resources

As described in Section 3.4 Biological Resources, construction of the Project Area has the potential to result in impacts to special-status species in the region. However, implementation of Mitigation Measures 3.4-1 through 3.4-7 would reduce the potential for impacts to a less-than-significant level. Additionally, construction of the proposed Project would result in the permanent removal of 0.971 acres of sensitive aquatic habitat and 68.7 acres of terrestrial vegetation communities. However, as described under impacts 3.4-7 and 3.4-8 in Section 3.4, implementation of Mitigation Measure 3.4-8 would reduce the potential impacts to a less-than-significant level. Under the Increased Intensity Alternative, 13.6 acres of land along Sierra College Boulevard designated for Medium High Density Residential uses under the proposed Project would be redesignated as Mixed Use to allow an increase in the intensity of commercial uses, resulting in 4 additional dwelling units but 148,104 square feet of additional non-residential uses. Similar to the proposed Project, the Increased Intensity Alternative would result in development of the entire Project area and would result in 25.1 acres of open space and 8.2 acres of parks. This park and open space land would provide biological benefits since it may provide habitat for a variety of species even though the remainder of the Project Area would be developed. Given the proposed Project and this alternative provide for the same amount of park and open space uses and the same sites and site area as the proposed Project would be

developed under this alternative, the Increased Intensity Alternative would result in equal impacts to biological resources when compared to the proposed Project.

Cultural Resources

As described in Section 3.5, the Project Area is located in an area known to have historical resources. While no cultural resources were identified within the South Village site, three cultural resources were identified in the North Village property, including mining features (previously identified and recorded), irrigation features and refuse (newly identified), and water storage features and refuse (newly identified). Additionally, as with most projects in the region that involve ground-disturbing activities, there is the potential for discovery of a previously unknown cultural and/or historical resource or human remains. Implementation of mitigation measures in Section 3.5 would reduce potential impacts to unknown cultural resources to a less than significant level.

The Increased Intensity Alternative would result in development of the entire Project Area, but allow for 4 additional dwelling units and 148,104 square feet of additional non-residential uses by designating 13.6 acres of land Mixed Use instead of Medium High Density Residential. The remaining 94.8 acres of the Project area would be developed the same as under the proposed Project; therefore, this would result in a similar potential to disturb or destroy cultural, historic, and archaeological resources. The proposed Project is not anticipated to result in significant impacts to cultural resources with mitigation; the Increased Intensity Alternative would result in a similar potential for impacts to cultural resources.

Geology and Soils

As described in Section 3.6, implementation of the proposed Project would result in the construction of new structures within the Project Area. The new structures would be subject to seismic, geologic, and soils hazards for the life of the Project and mitigation measures identified in Section 3.6 would reduce the potential impacts to a less than significant level. The Increased Intensity Alternative would result in development of the same Project Area as the proposed Project, but allow for 4 additional dwelling units and 148,104 square feet of additional non-residential uses than the proposed Project by designating 13.6 acres of land Mixed Use instead of Medium High Density Residential. The increase in total dwelling units and increase in non-residential square footage would result in approximately 12 more residents¹ and increased job growth when compared to the proposed Project. The future buildings and structures allowed under this alternative would be exposed to the same level of risk from geologic hazards as the proposed Project. As discussed above, it is anticipated that the number of residents and jobs resulting from this alternative may increase compared to the proposed Project. Because more residents and employees may be located in the Project Area under the Increased Intensity Alternative, more residents and employees would be exposed to the risks from geologic hazards as compared to the proposed Project. Therefore, this impact would be slightly increased under this alternative when compared to the proposed Project.

¹ The average number of persons residing in a dwelling unit in Rocklin is 2.8 (California Department of Finance, 2019).

Greenhouse Gases and Climate Change

As stated previously, short-term construction GHG emissions are a one-time release of GHGs and are not expected to significantly contribute to global climate change over the lifetime of the proposed Project. Additionally, with the implementation of Mitigation Measures 3.3-1 through 3.3-2 of Section 3.3, Air Quality, the proposed Project would generate operational emissions less than the PCAPCD's bright-line threshold of 10,000 MT CO₂e, resulting in a less than significant impact.

Under the Increased Intensity Alternative, 13.6 acres of land along Sierra College Boulevard designated for Medium High Density Residential uses under the proposed Project would be redesignated as Mixed Use to allow an increase in the intensity of commercial uses, resulting in 4 additional dwelling units and 148,104 square feet of additional non-residential uses. The remaining 94.8 acres of the Project Area would be developed the same as under the proposed Project. It is anticipated that the increase in residential and non-residential square footage would result in increased trip generation under this alternative; however, the density intensification and the increases in mixed use developments under this alternative are generally seen to increase opportunities for walking and bicycling and provide additional opportunities for trip internalization, which are generally seen to help reduce vehicle miles traveled (VMT) and per capita greenhouse gas (GHG) emissions. As such, the greenhouse gas emissions impact is reduced when compared to the proposed Project.

Hazards and Hazardous Materials

Similar to the proposed Project, new development under the Increased Intensity Alternative would introduce new sensitive receptors into an area that contains land that has historically utilized chemicals for agricultural production, as well as lead-based paint associated with historic structures previously on-site. As described in Section 3.8, Hazards and Hazardous Materials, a Phase II ESA was completed for both the North Village and South Village sites that found the arsenic concentrations detected at three soil sampling locations at the North Village site exceeded the residential ESLs, ranging in concentrations from 9.3 mg/kg to 23 mg/kg. Additionally, three lead soil sampling locations at the North Village site and three lead soil sampling locations at the South Village site showed elevated concentrations exceeding the 80 mg/kg residential ESL. The elevated concentrations of both arsenic and lead found on the North and South Village sites could pose a hazard to future residential uses on-site. However, any negative health effects associated with the previous use of these chemicals would be alleviated through implementation of mitigation measures and compliance with state and federal regulations that require remediation when above certain thresholds.

Under the Increased Intensity Alternative, 13.6 acres of land along Sierra College Boulevard designated for Medium High Density Residential uses under the proposed Project would be redesignated as Mixed Use to allow an increase in commercial uses and higher density residential uses, resulting in 4 additional dwelling units and 148,104 square feet of additional non-residential uses. The remaining 94.8 acres of the Project Area would be developed the same as under the proposed Project; therefore, it is assumed that the population growth would be

similar to the proposed Project. However, because of the increase in non-residential square footage, it is anticipated that the number of new jobs generated by the developments would be slightly more under this alternative. Similar to the proposed Project, new development would introduce new sensitive receptors into an area that contains land that has historically utilized chemicals for agricultural production, as well as lead-based paint associated with historic structures previously on-site. Any negative health effects associated with the previous use of these chemicals would be alleviated through implementation of mitigation measures and compliance with state and federal regulations that require remediation when above certain thresholds. There would be a long-term potential for hazards associated with use and generation of household and commercial hazardous wastes, although compliance with state and federal regulations would be required. Given that this alternative would generally result in the same amount of residential development throughout the Project area and is anticipated to result in the same population and job growth, it is expected this alternative would have equal impacts from hazards and hazardous materials impacts when compared to the proposed Project.

Hydrology and Water Quality

As described in Section 3.9, implementation of the proposed Project has the potential to result in the violation of water quality standards and the discharge of pollutants into surface waters during both construction and long-term operations. Construction operations could result in temporary increases in runoff, erosion, sedimentation, soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas. The long-term operation of the proposed Project could result in long-term impacts to surface water quality from urban stormwater runoff and could enter groundwater or surface water systems. Mitigation measures provided in Section 3.9 reduce potential water quality impacts to a less than significant level. The proposed Project would not significantly impact groundwater recharge or place persons or structures in a flood hazard zone.

Under the Increased Intensity Alternative, the North Village and South Village sites would be developed with the same components as described in the Project Description, but intensity of the commercial uses would be increased and the overall residential intensity/density would be reduced while maintaining the approximate overall Project footprint. Development under this alternative would allow for 4 additional dwelling units and 148,104 square feet of additional non-residential uses than the proposed Project by designating 13.6 acres of land Mixed Use instead of Medium High Density Residential. The increase in total dwelling units and non-residential square footage would result in 12 more residents² and increased job growth when compared to the proposed Project. Future development allowed under this alternative would result in a similar amount of land covered with impervious surfaces compared to the proposed Project. Similar to the proposed Project, stormwater from future development would flow into the City's stormwater system via a network of drains, pipes, and detention basins. Additionally, because the amount of impervious surfaces would be the same under this alternative when

² The average number of persons residing in a dwelling unit in Rocklin is 2.8 (California Department of Finance, 2019).

compared to the proposed Project impacts related to rainfall infiltration and runoff during storm events would be similar.

As described in Section 3.9, Hydrology and Water Quality, implementation of the proposed Project has the potential to result in the discharge of pollutants into detention basins and storm drains, and would change the existing drainage pattern on the site, although these impacts are less than significant as a result of compliance with local, state, and federal regulations. Under the Increased Intensity Alternative, these impacts would be similar as the proposed Project. Additionally, since the development footprint of this Alternative is the same as the proposed Project impacts related to the discharge of pollutants into detention basins and storm drains and change the existing drainage pattern of the site would be similar; therefore, impacts related to hydrology and water quality would be equal under the Increased Intensity Alternative when compared to the proposed Project.

Land Use

Similar to the proposed Project, the Increased Intensity Alternative would require a change of the Project Area's General Plan Land Use designations and zoning designations. This alternative would be required to be consistent with the General Plan, including the goals, policies, and standards and with the Zoning Code. The analysis in Section 3.10, Land Use, concluded that the proposed Project would not result in any significant land use impacts. This alternative would provide for increased housing and employment opportunities by designating 13.6 acres of land Mixed Use instead of Medium High Density Residential; however, the amount and location of park/open space areas would be the same as the proposed Project. Similar to the proposed Project, upon approval of the General Plan amendment and rezone, this alternative would be consistent with the City's General Plan and other land use regulations, and therefore, would have similar land use impacts as the proposed Project.

Noise

The proposed Project would increase noise-generating activities associated with the maintenance and operation of the proposed Project, as well as vehicular noise. The specific businesses that would occupy the Project Area are not yet determined; therefore, the potential noise impact from commercial uses may or may not exist in the future. Mitigation measures provided in Section 3.11 would reduce all potential impacts to a less than significant level.

The Increased Intensity Alternative would allow for 4 additional dwelling units and 148,104 square feet of additional non-residential uses than the proposed Project by designating 13.6 acres of land adjacent to Sierra College Boulevard Mixed Use instead of Medium High Density Residential. The increase in total dwelling units and non-residential square footage would result in 12 additional residents³ and increased job growth when compared to the proposed Project. While the slight increase in residential units and population growth would only slightly increase residential vehicle trips, the large increase in non-residential square footage would result in

³ The average number of persons residing in a dwelling unit in Rocklin is 2.8 (California Department of Finance, 2020).

more job growth resulting in increased employee vehicle trips and delivery truck trips. Therefore, vehicle noise would be slightly worse under this alternative when compared to the proposed Project. Additionally, the large increase in non-residential square footage would result in increased stationary noise impacts resulting from the future commercial uses on-site. Therefore, noise impacts are anticipated to be greater under this alternative, when compared to the proposed Project.

Population and Housing

As discussed in Section 3.12, the Project would be a residential and commercial/office mixed use development, resulting in the addition of 900 residential units in total. This would generate approximately 2,520 new residents in Rocklin at buildout. The proposed Project is not expected to induce population growth that has not already been accounted for as a part of the existing General Plan. The proposed Project does not displace substantial numbers of persons or housing units; therefore, impacts to population and housing are considered less than significant.

The Increased Density Alternative would result in 4 additional dwelling units and 148,104 square feet of additional non-residential uses, resulting in 12 additional residents and increased job growth when compared to the proposed Project. As discussed in Section 3.12, if the Project were developed based on the Project Area's current General Plan land use designations, approximately 1,005 to 4,020 dwelling units could be developed on the approximately 100.5 acres currently designated Mixed Use (using General Plan guidance for Mixed Use development of 10 to 40⁴ dwelling units per acre), which is significantly greater than the development under this alternative. Therefore, the housing and population growth that could occur under this alternative would be within the growth anticipated by the General Plan. Thus, impacts would be equal under this alternative to the proposed Project.

Public Services and Recreation

Development under the Increased Intensity Alternative would allow for 4 additional dwelling units and 148,104 square feet of additional non-residential uses, resulting in 12 additional residents and increased job growth when compared to the proposed Project. The slight increase in residential units and population growth under this alternative would result in a slight increase in demand for public services. Additionally, the increase in non-residential uses and job growth under this alternative would result in an increase in demand for public services. Similar to the proposed Project, development will pay all applicable fees and assessments required to fund its fair share of public services and recreation. This funding would assist in the development of facilities in order to meet the City's standards, resulting in a similar impact. Additionally, as previously stated, the Loomis Unified School District is currently in the process of acquiring a site

⁴ Density in this designation is typically calculated using net acreage. No individual parcel which has a Mixed-Use land use designation is required to build a specific ratio of residential to non-residential development. Mixed Use designated parcels may be all residential, all non-residential, or a mix of residential and non-residential uses. However, if residential uses are developed, they must be within the density range assigned to the Mixed-Use category as noted above.

for a new school and associated facilities in the Town of Loomis, which are necessary to accommodate the 244 additional students resulting from the residential development on the North Village site under the proposed Project. Therefore, impacts related to the construction of school facilities needed to meet future demand were considered significant and unavoidable. The Increased Intensity Alternative would result in 4 additional dwelling units on the North Village site, generating two additional students. Because the number of students generated by the proposed Project and this alternative is generally comparable, it is anticipated that this alternative would generate a similar impact related to school facilities. As such, impacts related to public services and recreation would be equal when compared to proposed Project.

Transportation and Circulation

As explained in Section 3.14, Transportation and Circulation, the proposed Project would result in a total VMT of 71,400 under baseline conditions and 61,150 under cumulative conditions. Under baseline conditions, about 70 percent (or 51,450) of the project's VMT is generated by the North Village, which is to be expected given its larger vehicle trip generation. Overall, the proposed Project would generate average VMT per dwelling unit and VMT per thousand square feet of non-residential space that is greater than 85 percent of the City-wide average, resulting in a significant and unavoidable impact. Additionally, the proposed Project would construct a third travel lane on northbound Sierra College Boulevard and a second travel lane on westbound Rocklin Road along the North Village frontage, which would generate approximately 3,000 net additional system-wide VMT. This results in a significant and unavoidable impact based on the *Technical Advisory*. To reduce these significant impacts, mitigation was identified; however, these impacts were still deemed to be significant and unavoidable.

Under the Increased Intensity Alternative, 13.6 acres of land along Sierra College Boulevard designated for Medium High Density Residential uses under the proposed Project would be redesignated as Mixed Use to allow an increase in commercial uses and higher density residential uses, resulting in 4 additional dwelling units and 148,104 square feet of additional non-residential uses. The remaining 94.8 acres of the Project Area would be developed the same as under the proposed Project. It is anticipated that the increase in residential and non-residential square footage would result in increased trip generation under this alternative; however, the density intensification and the increases in mixed use developments under this alternative are generally seen to increase opportunities for walking and bicycling and provide additional opportunities for trip internalization, which are generally seen to help reduce VMT. As such, total VMT is anticipated to be reduced under this alternative when compared to the proposed Project, resulting in decreased impacts to VMT. Thus, the Increased Density Alternative would result in slightly reduced traffic related impacts when compared to the proposed Project.

Utilities

Future development within the Project Areas would result in an increased demand for wastewater, potable water, storm drain, and solid waste services. The Increased Intensity Alternative would allow for 4 additional dwelling units and 148,104 square feet of additional non-residential uses than the proposed Project by redesignating 13.6 acres of land from MHDR

to MU to facilitate more commercial and higher density residential developments. The increase in residential units and retail square footage under this alternative would increase the wastewater treatment and water demand compared to the proposed Project. Development under the Increased Intensity Alternative would also result in an increase in solid waste generation within the Project Area due to the increase in residential units and retail square footage. Because the Increased Intensity Alternative would result in more development compared to the proposed Project, water demand would also increase. With respect to storm drainage, development under the Increased Intensity Alternative would result in the same development footprint as the proposed Project and provide the same amount of open space and parks; therefore, a similar amount of impervious surfaces would be developed under this alternative resulting in similar opportunities for stormwater retention at the Project Area. Overall, this alternative would have increased water demand, increased wastewater treatment demand, increased waste generated, and equal storm water runoff when compared to the proposed Project. As such, this alternative would have increased impacts when compared to the proposed Project.

REDUCED FOOTPRINT ALTERNATIVE

Under the Reduced Footprint Alternative, the Project Area would be developed with the same components as described in the Project Description, but the area utilized for the development (i.e., the project footprint) would be reduced by approximately 17 percent. Under this alternative, the 108.4-acre Project Area would be reduced by 18 acres (14.37-acre reduction in the North Village and 3.63-acre reduction in the South Village), as shown in Table 5.0-6.

TABLE 5.0-6: PROPOSED AND REDUCED - GENERAL PLAN LAND USE DESIGNATIONS (ACRES)

GENERAL PLAN DESIGNATIONS	NORTH VILLAGE		SOUTH VILLAGE		COLLEGE PARK TOTAL	
	PROPOSED	REDUCED	PROPOSED	PROPOSED	PROPOSED	PROPOSED
Mixed Use (MU)	0.0	0.0	0.0	0.0	0.0	0.0
Retail Commercial (RC)	3.0	3.0	0.0	0.0	3.0	3.0
Business Professional/Commercial (BP/C)	0.0	0.0	9.0	9.0	9.0	9.0
Medium Density Residential (MDR)	6.1	6.1	4.8	3.4	10.9	9.5
Medium-High Density Residential (MHDR)	29.4	20.6	0.0	0.0	29.4	20.6
High-Density Residential (HDR)	18.5	13.0	7.3	5.1	25.8	18.1
Recreation-Conservation (R-C)	15.6	15.6	14.7	14.7	30.3	30.3
Total	72.6	58.23	35.8	32.17	108.4	90.4

Under this alternative, the North Village and South Village sites would be developed with the same components as described in the Project Description, but a reduction in acreage would result in a reduction in units. The reduction in acreage in the North Village site is focused on the areas with Medium-High Density and High Density Residential uses. The total unit count in these areas would be reduced by 30%, while all other uses in the North Village would remain the same. Table 5.0-7 and 5.0-8 illustrates the buildout of the North Village and South Village sites.

TABLE 5.0-7: NORTH VILLAGE SITE LAND USE SUMMARY

PLANNED DEVELOPMENT LAND USE		ACRES	DWELLING UNITS	NON-RES. BUILDING SQUARE FOOTAGE
General Commercial	PD-C-2	3.0	0	45,000
Medium Density Residential	PD-8.4	6.1	38	0
Medium-High Density Residential	PD-15.4	20.6 (down from 29.4)	195 (down from 279)	0
High Density Residential	PD-15.5+	13.0 (down from 18.5)	265 (down from 378)	0
Open Area	PD-OA	9.0	0	0
Park	PD-P	6.6	0	0
Total		58.23 (down from 72.6)	498 (down from 695)	45,000

TABLE 5.0-8: SOUTH VILLAGE LAND USE SUMMARY

PLANNED DEVELOPMENT LAND USE		ACRES	DWELLING UNITS	NON-RES. BUILDING SQUARE FOOTAGE
Business Professional/Commercial	PD-B-P	9.0	0	75,000
Medium Density Residential	PD-8.4	3.4 (down from 4.8)	17 (down from 25)	0
High Density Residential	PD-15.5+	5.1 (down from 7.3)	126 (down from 180)	0
Open Area	PD-OA	13.5	0	0
Park	PD-P	1.2	0	0
Total		32.17 (down from 35.8)	143 (down from 205)	75,000

As shown on in the above tables, this Alternative would reduce the Project acreage from 108.4 to 90.4 acres, and would reduce the unit count from between 900 units to 641units. There would still be approximately 120,000 sf of non-residential building, 22.5 acres of Open Space, and 7.8 acres of Park. The proposed amenities, bicycle and pedestrian improvements, and landscaping would be the similar to the proposed Project.

The decreased footprint under this alternative would allow for further setbacks from the 100-year floodplain and creek on the South Village site, as well as avoidance of the aquatic resources that are impacted under the Proposed Project (riparian wetlands, seasonal wetlands, seasonal wetland swale, seeps, and perennial creek). The decreased footprint under this alternative would allow for avoidance of the aquatic resources that are impacted under the Proposed Project (riparian wetlands, seasonal wetlands, seasonal wetland swale, seeps, ephemeral drainage, and roadside ditch).

Aesthetics and Visual Resources

As described in Section 3.1, while the proposed Project would result in a substantial alteration to the existing urban form and character of the site, the Project Area is located in a developed and urbanized area of the city. Development of both the North and South Village sites have been anticipated by the General Plan, as the current land use designations allow for urban development of the sites. In order to reduce visual impacts, development within the Project Area is required to be consistent with the General Plan and the Rocklin Zoning Ordinance which includes design standards in order to ensure quality and cohesive design. Application of the City's design review process and implementation of City goals and policies would ensure that excessively reflective building materials are not used, and that the proposed Project would not result in significant impacts related to daytime glare. Additionally, application of the City's design review process would also ensure that lighting features do not result in light spillage onto adjacent properties and do not significantly impact views of the night sky. As such, impacts related to nighttime lighting and daytime glare would be less than significant.

Under the Reduced Footprint Alternative, the Project Area would be developed with the same components as described in the Project Description, but the area utilized for the development (i.e., the project footprint) would be reduced by approximately 17 percent. Specifically, this alternative would reduce the project acreage from 108.4 to 90.4 acres, and would reduce the unit count from between 900 units to 641 units. There would still be approximately 120,000sf of non-residential building, 22.5 acres of Open Space, and 7.8 acres of Park. The impacts of light and glare would still occur under this alternative and could be mitigated to a less than significant level. The impacts to the existing visual quality would also be similar to the proposed Project as the North and South Village sites would generally be developed with the same uses as under the proposed Project, just with reduce the project acreage. However, it is assumed that the reduction of residential uses and overall Project footprint would result in slightly reduced impacts to aesthetics when compared to the proposed Project.

Agricultural Resources

Currently, the majority of the Project Area is vacant grassland, except for a single-family home on the North Village site and a gravel overflow parking lot on a small portion of the South Village site. As described in Section 3.2, the North Village and South Village sites are not zoned for agriculture uses, under a Williamson Act Contract, or classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the California Department of Conservation. While the Project Area is not zoned for agriculture uses or classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the California Department of Conservation, both the North Village site and the South Village site contain prime soils. Andregg soil, which makes up the majority of the Project Area, is classified as Farmland of Statewide Importance by the Natural Resource Conservation Service. However, according to FMMP, farmland with prime soils shall only be considered prime farmland if the land has been used for irrigated agricultural production at some time during the four years prior to the mapping date, which it has not. Therefore, impacts under the proposed Project related to Agricultural Resources were found to be less than significant.

Under the Reduced Footprint Alternative, the area utilized for the development (i.e., the project footprint) would be reduced by approximately 17 percent or 18.0-acres. Since the Project site is not zoned for agriculture uses, under a Williamson Act Contract, or classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the California Department of Conservation, impacts would be similar to the proposed Project.

Air Quality

As previously stated, the proposed Project would be a direct and indirect source of air pollution, in that it would generate and attract vehicle trips in the region (mobile source emissions) and it would increase area source emissions and energy consumption. As shown in Table 3.3-7 in Section 3.3, the proposed Project is expected to exceed the PCAPCD threshold for operational ROG, resulting in a significant and unavoidable impact even with Mitigation Measures 3.3-1 and 3.3-2 implemented. Thus, the Project would also conflict with the implementation of the applicable air quality plan, resulting in a significant and unavoidable impact, as noted under Impact 3.3-4 in Section 3.3.

Under the Reduced Footprint Alternative, the area utilized for the development (i.e., the Project footprint) would be reduced by approximately 17 percent or 18.0-acres, resulting in a reduction in the total unit count from 900 units to 641 units. However, there would still be approximately 120,000 sf of non-residential building, 22.5 acres of Open Space, and 7.8 acres of Park. This reduction in residential units would represent a reduction in the amount of traffic generated from the Project Area. Mobile source air emissions are directly correlated to traffic volume; therefore, it is estimated that the reduced trip volume would reduce the mobile source emissions. While uses in the Reduced Footprint Alternative would be required to adhere to the same mitigation measures as the proposed Project, the reduced traffic volumes would result in reductions in air emissions. Therefore, the Reduced Footprint Alternative would result in reduced impacts to air quality compared to the proposed Project.

Biological Resources

As described in Section 3.4 Biological Resources, construction of the Project Area has the potential to result in impacts to special-status species in the region. However, implementation of Mitigation Measures 3.4-1 through 3.4-7 would reduce the potential for impacts to a less-than-significant level. Additionally, construction of the proposed Project would result in the permanent removal of 0.971 acres of sensitive aquatic habitat and 68.7 acres of terrestrial vegetation communities. However, as described under impacts 3.4-7 and 3.4-8 in Section 3.4, Biological Resources, implementation of Mitigation Measure 3.4-8 would reduce potential impacts to a less-than-significant level. Under the Reduced Footprint Alternative, the area utilized for the development (i.e., the project footprint) would be reduced by approximately 17 percent or 18.0-acres. This reduction to the development footprint would allow for further setbacks from the 100-year floodplain and creek on the South Village site, as well as avoidance of the aquatic resources that are impacted under the Proposed Project (riparian wetlands, seasonal wetlands, seasonal wetland swale, seeps, and perennial creek). Additionally, the decreased footprint under this alternative would provide biological benefits preserving land that

may provide habitat for a variety of species. Therefore, the Reduced Footprint Alternative would result in reduced impacts to biological resources when compared to the proposed Project.

Cultural Resources

As described in Section 3.5, the Project Area is located in an area known to have historical resources. While no cultural resources were identified within the South Village site, three cultural resources were identified in the North Village property, including mining features (previously identified and recorded), irrigation features and refuse (newly identified), and water storage features and refuse (newly identified). Additionally, as with most projects in the region that involve ground-disturbing activities, there is the potential for discovery of a previously unknown cultural and/or historical resource or human remains. Implementation of mitigation measures in Section 3.5 would reduce potential impacts to unknown cultural resources to a less than significant level.

Under the Reduced Footprint Alternative, the area utilized for the development (i.e., the project footprint) would be reduced by approximately 17 percent or 18.0-acres. Therefore, the Reduced Footprint Alternative would result in reduced ground disturbing activities throughout much of the Project Area and a reduced potential to disturb or destroy cultural, historical, tribal, and archaeological resources. While the proposed Project is not anticipated to result in significant impacts to cultural, tribal, or historical resources with mitigation, the Reduced Footprint Alternative would have a reduced impact that is proportionate to the reduced development area, when compared to the proposed Project.

Geology and Soils

As described in Section 3.6, implementation of the proposed Project would result in the construction of new structures on the Project Area. The new structures would be subject to seismic, geologic, and soils hazards for the life of the Project and mitigation measures identified in Section 3.6 would reduce the potential impacts to a less than significant level. The Reduced Footprint Alternative would reduce the area utilized for development by approximately 17 percent or 18.0-acres. The new development area would be developed with the same uses with the same FARs and residential densities as the proposed Project; therefore, this alternative would reduce the total unit count from 900 units to 641 units, but there would still be approximately 120,000 sf of non-residential building, 22.5 acres of Open Space, and 7.8 acres of Park. The decrease in total dwelling would result in 725 less residents⁵. The future buildings and structures allowed under this alternative would be exposed to the same level of risk from geologic hazards as the proposed Project. However, as discussed above, it is anticipated that the number of new residents from this alternative would be decreased compared to the proposed Project. Because fewer residents would be located in the Project Area under the Reduced Footprint Alternative, fewer residents would be exposed to the risks from geologic hazards as compared to the proposed Project. Therefore, this impact would be reduced under this alternative when compared to the proposed Project.

⁵ The average number of persons residing in a dwelling unit in Rocklin is 2.8 (California Department of Finance, 2019).

Greenhouse Gases and Climate Change

As stated previously, short-term construction GHG emissions are a one-time release of GHGs and are not expected to significantly contribute to global climate change over the lifetime of the proposed Project. Additionally, with the implementation of Mitigation Measures 3.3-1 through 3.3-2 of Section 3.3, Air Quality, the proposed Project would generate operational emissions less than the PCAPCD's bright-line threshold of 10,000 MT CO₂e, resulting in a less than significant impact.

Under the Reduced Footprint Alternative, the area utilized for the development (i.e., the Project footprint) would be reduced by approximately 17 percent or 18.0-acres, resulting in a reduction in the total unit count from 900 units to between 641 units. However, there would still be approximately 120,000 sf of non-residential building, 22.5 acres of Open Space, and 7.8 acres of Park. While uses in the Reduced Footprint Alternative would be required to adhere to the same mitigation measure as the proposed Project, the significant decrease in total residential unit count would significantly decrease the total greenhouse gas emissions. As such, the greenhouse gas emissions impact is reduced when compared to the proposed Project.

Hazards and Hazardous Materials

The Reduced Footprint Alternative is similar to the proposed Project in that both the proposed Project and this alternative would result in development of the Project Area with residential, commercial, office, and park/open space uses. However, the Project Area would be reduced by approximately 17 percent under this alternative. As previously stated, a Phase II ESA was completed for both the North Village and South Village sites that found elevated arsenic and lead concentrations, which could pose a threat to future residents and employees. This potential impact would still occur under Reduced Footprint Alternative. Any negative health effects associated with the previous use of these chemicals would be alleviated through implementation of mitigation measures and compliance with state and federal regulations that require remediation when above certain thresholds. Therefore, this impact would be similar under this alternative when compared to the proposed Project.

Hydrology and Water Quality

The Reduced Footprint Alternative would reduce the area utilized for development by approximately 17 percent or 18.0-acres. The reduction in the Project Area would result in less land covered with impervious surfaces compared to the proposed Project. Because the amount of impervious surfaces would be reduced under this alternative when compared to the proposed Project, impacts related to rainfall infiltration and runoff during storm events would be reduced.

The reduced development area would be developed with the same uses and the same FARs and residential densities as the proposed Project; therefore, this alternative would reduce the total unit count from 900 units to 641 units, but there would still be approximately 120,000 sf of non-residential building, 22.5 acres of Open Space, and 7.8 acres of Park when compared to the proposed Project. The decrease in total dwelling would result in approximately 725 less

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residents⁶. Similar to the proposed Project, stormwater from future development would flow into the City's stormwater system via a network of drains, pipes, and detention basins. Because the alternative would be required to implement improvements in order to manage and treat stormwater flows from the site, impacts related to water quality would be similar.

Because the alternative would be required to implement improvements in order to manage and treat stormwater flows from the site, impacts related to water quality would be similar. However, this alternative would have less impacts to hydrology and water quality when compared to the proposed Project because it would convert approximately 17 percent or 18.0 fewer acres of pervious surfaces to impervious surfaces.

Land Use

Similar to the proposed Project, the Reduced Footprint Alternative would require a change of the Project Area's General Plan Land Use designations and zoning designations. This alternative would be required to be consistent with the General Plan, including the goals, policies, and standards and with the Zoning Code. The analysis in Section 3.10, Land Use, concluded that the proposed Project would not result in any significant land use impacts. This alternative would provide for decreased housing and decreased development footprint; however, the amount of non-residential square footage and park/open space uses would be the same as the proposed Project. Similar to the proposed Project, upon approval of the General Plan amendment and rezone, this alternative would be consistent with the City's General Plan and other land use regulations, and therefore, would have similar land use impacts as the proposed Project.

Noise

The proposed Project would increase noise-generating activities associated with the maintenance and operation of the proposed Project, as well as vehicular noise. The specific businesses that would occupy the Project Area are not yet determined; therefore, the noise impact from commercial uses may or may not exist in the future. Mitigation measures provided in Section 3.12 would reduce all potential impacts to a less than significant level.

The Reduced Footprint Alternative would reduce the area utilized for development by approximately 17 percent or 18.0-acres. The reduced development area would be developed with the same uses and FARs and residential densities as the proposed Project; therefore, this alternative would reduce the total unit count from 900 units to 641 units, but there would still be approximately 120,000 sf of non-residential building, 22.5 acres of Open Space, and 7.8 acres of Park. The decrease in total dwelling would result in approximately 725 less residents⁷. The reduction in residential units and reduced population growth under this alternative is anticipated to result in reduced daily, AM peak hour, and PM peak hour trip generation. Therefore, vehicle noise would be reduced under this alternative when compared to the

⁶ The average number of persons residing in a dwelling unit in Rocklin is 2.8 (California Department of Finance, 2019).

⁷ The average number of persons residing in a dwelling unit in Rocklin is 2.8 (California Department of Finance, 2019).

proposed Project. Therefore, under this alternative, noise impacts are anticipated to be reduced when compared to the proposed Project.

Population and Housing

As discussed in Section 3.12, the Project would be a residential and commercial/office mixed use development, resulting in the addition of 900 residential units. This would generate approximately 2,520 new residents in Rocklin at buildout. The proposed Project is not expected to induce population growth that has not already been accounted for as a part of the existing General Plan. The proposed Project does not displace substantial numbers of persons or housing units; therefore, impacts to population and housing are considered less than significant.

Under the Reduced Footprint Alternative, the Project Area would be reduced by approximately 17 percent or 18.0-acres and developed with 259 fewer residential units than the proposed Project. While this alternative would add fewer residents as compared with the proposed Project, impacts related to population and housing would be comparable to the proposed Project as neither this alternative nor the proposed Project would conflict with applicable population forecasts.

Public Services and Recreation

This alternative would result in a decrease in the number of housing units by 259 compared to the proposed Project. As described in Section 3.13, implementation of the proposed Project would result in an increase in demand for police and fire protection services, as well as increased demand for schools, parks, and other public facilities. As discussed previously, there would be a reduction in the population generated under this alternative when compared to the proposed Project. As such, this alternative would have a decreased demand for public services compared to the Project. However, as previously stated, the Loomis Unified School District is currently in the process of acquiring a site for a new school and associated facilities in the Town of Loomis, which are necessary to accommodate the 244 additional students resulting from the residential development under the proposed Project on the North Village site. The environmental effects of this future school facility are undetermined, and will depend on the exact location, design, and mitigation that is incorporated into that project. Therefore, the construction and operation of the new LUSD school facilities could potentially cause significant impacts. Therefore, impacts related to the construction of school facilities needed to meet future demand were considered significant and unavoidable. This alternative would result in approximately 197 less residential units on the North Village site, resulting in approximately 93 less students. This decrease of students generated under this alternative would also result in a significant and unavoidable impacts; however, because the number of students generated under this alternative is less than the proposed Project, it is anticipated that impacts would be slightly reduced under this alternative.

Transportation and Circulation

As explained in Section 3.14, Transportation and Circulation, the proposed Project would result in a total VMT of 71,400 under baseline conditions and 61,150 under cumulative conditions.

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Under baseline conditions, about 70 percent (or 51,450) of the project's VMT is generated by the North Village, which is to be expected given its larger vehicle trip generation. Overall, the proposed Project would generate average VMT per dwelling unit and VMT per thousand square feet of non-residential space that is greater than 85 percent of the City-wide average, resulting in a significant and unavoidable impact. Additionally, the proposed Project would construct a third travel lane on northbound Sierra College Boulevard and a second travel lane on westbound Rocklin Road along the North Village frontage, which would generate another significant and unavoidable impact based on the *Technical Advisory*. To reduce these significant impacts, mitigation was identified; however, these impacts were still deemed to be significant and unavoidable.

Under the Reduced Footprint Alternative, the Project Area would be reduced by approximately 17 percent or 18.0-acres and developed with 259 fewer residential units than the proposed Project. It is anticipated that the increase in the number of housing units introduced to the Project Area would result in a decreased population when compared to the proposed Project. The decreased population would result in decreased daily vehicle trips and peak hour trips, which has the potential to result in decreased total VMT. The reduction in total VMT under this alternative compared to the proposed Project would result in reduced impacts compared to the proposed Project. However, similar to the proposed Project, it is anticipated that the VMT under this alternative would still result in significant and unavoidable impacts even with mitigation implemented.

Utilities

Future development within the Project Area would result in an increased demand for wastewater, potable water, storm drain, and solid waste services. Under the Reduced Footprint Alternative, the Project Area would be reduced by approximately 17 percent or 18.0-acres and developed with 259 fewer residential units than the proposed Project. The decrease in total dwelling units would result in approximately 725 less residents⁸ compared to the proposed Project. The decrease in residential units and population growth under this alternative would decrease the wastewater treatment and water demand compared to the proposed Project. Development under the Reduced Footprint Alternative would also result in a decrease in solid waste generation within the Project Area due to the decrease in residential units and population growth. Additionally, the decreased development footprint under this alternative would result in less impervious surfaces than the proposed Project resulting in decreased impacts to related rainfall infiltration and runoff during storm events. Overall, this alternative would have less impacts to utilities when compared to the proposed Project.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires that an environmentally superior alternative be identified among the alternatives that are analyzed in the EIR. If the No Project (No Build) Alternative is the environmentally superior alternative, an EIR must also identify an environmentally superior alternative among

⁸ The average number of persons residing in a dwelling unit in Rocklin is 2.8 (California Department of Finance, 2019).

the other alternatives (CEQA Guidelines Section 15126.6(e)(2)). The environmentally superior alternative is that alternative with the least adverse environmental impacts when compared to the proposed Project.

As Table 5.0-9 presents a comparison of the alternative Project impacts with those of the proposed Project. As shown in the table, the No Project (No Build) Alternative is the environmentally superior alternative. However, as required by CEQA, when the No Project (No Build) Alternative is the environmentally superior alternative, the environmentally superior alternative among the others must be identified. Therefore, the Increased Density and Reduced Footprint Alternatives both rank higher than the proposed Project. Comparatively, the Reduced Footprint Alternative would result in less impact than the Increased Density Alternative because it provides the greatest reduction of potential impacts in comparison to the proposed Project. However, neither the Reduced Footprint Alternative nor the Increased Density Alternative fully meet all of the Project objectives.

TABLE 5.0-9: COMPARISON OF ALTERNATIVE PROJECT IMPACTS TO THE PROPOSED PROJECT

<i>ENVIRONMENTAL ISSUE</i>	<i>NO PROJECT (NO BUILD) ALTERNATIVE</i>	<i>EXISTING GENERAL PLAN</i>	<i>INCREASED DENSITY ALTERNATIVE</i>	<i>INCREASED INTENSITY ALTERNATIVE</i>	<i>REDUCED FOOTPRINT ALTERNATIVE</i>
Aesthetics and Visual Resources	Less	Greater	Less	Equal	Less
Agricultural Resources	Equal	Equal	Equal	Equal	Equal
Air Quality	Less	Greater	Equal	Greater	Less
Biological Resources	Less	Greater	Less	Equal	Less
Cultural Resources	Less	Greater	Less	Equal	Less
Geology and Soils	Less	Greater	Equal	Greater	Less
Greenhouse Gases and Climate Change	Less	Greater	Equal	Less	Less
Hazards and Hazardous Materials	Less	Greater	Equal	Equal	Equal
Hydrology and Water Quality	Less	Greater	Less	Equal	Less
Land Use	Less	Greater	Equal	Equal	Equal
Noise	Less	Greater	Equal	Greater	Less
Population and Housing	Less	Equal	Equal	Equal	Equal
Public Services and Recreation	Less	Greater	Equal	Equal	Less
Transportation and Circulation	Less	Equal	Equal	Less	Less
Utilities	Less	Greater	Equal	Greater	Less

GREATER = GREATER IMPACT THAN THAT OF THE PROPOSED PROJECT

LESS = LESS IMPACT THAN THAT OF THE PROPOSED PROJECT

EQUAL = NO SUBSTANTIAL CHANGE IN IMPACT FROM THAT OF THE PROPOSED PROJECT

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